

# Overview & Scrutiny Committee

## Agenda

**Monday, 23 October 2023 6.30 p.m.**  
**Council Chamber - Town Hall, Whitechapel**

### **Members:**

**Chair:** Councillor Musthak Ahmed

**Vice Chair:** Councillor Bodrul Choudhury

Councillor Ahmodur Khan, Councillor Abdul Malik, Councillor Abdul Mannan, Councillor Maisha Begum, Councillor Marc Francis, Councillor Asma Islam and Councillor Sabina Khan

### **Co-opted Members:**

Jahid Ahmed and Halima Islam

**Deputies:** Councillor Shafi Ahmed, Councillor Saif Uddin Khaled, Councillor Amin Rahman, Councillor James King, Councillor Sabina Akhtar and Councillor Mohammad Chowdhury

[The quorum for this body is 3 voting Members]

### **Contact for further enquiries:**

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<http://www.towerhamlets.gov.uk/committee>



## Public Information

### Viewing or Participating in Committee Meetings

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## A Guide to Overview and Scrutiny Committee

The Local Government Act 2000 established the overview and scrutiny function for every council, with the key roles of:

- Scrutinising decisions before or after they are made or implemented
- Proposing new policies and commenting on draft policies, and
- Ensuring customer satisfaction and value for money.

The aim is to make the decision-making process more transparent, accountable and inclusive, and improve services for people by being responsive to their needs. Overview & Scrutiny membership is required to reflect the proportional political makeup of the council and, as well as council services, there are statutory powers to examine the impact of work undertaken by partnerships and outside bodies, including the Crime and Disorder Reduction Partnership and local health bodies.

In Tower Hamlets, the function is exercised by the Overview & Scrutiny Committee (OSC). The OSC considers issues from across the council and partnership remit. The Committee has 3 Sub-Committees:

- Children & Education Scrutiny Sub Committee
- Health & Adults Scrutiny Sub Committee
- Housing & Regeneration Scrutiny Sub Committee

The committee's quorum is three voting members.

### Public Engagement

OSC usually meets once per month (a few days before Cabinet, to allow scrutiny of decisions scheduled to be made there). These meetings are open to the public to attend, and a timetable for meeting dates and deadlines can be found on the Council's website. More detail of how residents can engage with Overview and Scrutiny are available here

[Overview and scrutiny \(towerhamlets.gov.uk\)](https://towerhamlets.gov.uk/overview-and-scrutiny)

# London Borough of Tower Hamlets

## Overview & Scrutiny Committee

Monday, 23 October 2023

6.30 p.m.

### SECTION ONE

#### 1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

#### 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTEREST AND OTHER INTERESTS (PAGES 7 - 8)

Members are reminded to consider the categories of interest 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, please see the attached note from the Monitoring Officer.

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

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

#### 3. UNRESTRICTED MINUTES

To confirm as a correct record of the proceedings the unrestricted minutes of the meetings of the Overview and Scrutiny Committee held on 18 September and 9 October 2023.

*To follow*

#### 4. UNRESTRICTED REPORTS 'CALLED IN'

To consider the following Call In.

##### 4.1 Liveable Streets Bethnal Green Consultation outcome and measures 20/09/2023 (Pages 9 - 232)





## **5. SCRUTINY SPOTLIGHT**

### **5.1 Strategic Performance & Delivery Reporting Q1 2023-24 (Pages 233 - 264)**

Contains Tower Hamlets Annual Residents' Survey 2023 results.

### **5.2 Budget Monitoring 23/24 Q1**

### **5.3 Combatting Drugs Strategy (Pages 265 - 284)**

## **6. PRE-DECISION SCRUTINY OF UNRESTRICTED CABINET PAPERS**

To consider and agree pre-decision scrutiny questions/comments to be presented to Cabinet.

### **6.1 Tower Hamlets New Local Plan**

## **7. FORTHCOMING DECISIONS**

To review forthcoming decisions expected to be taken by the Mayor and identify any areas of further Scrutiny for committee.

## **8. UNRESTRICTED REPORTS FOR CONSIDERATION**

Nil Items

## **9. OVERVIEW & SCRUTINY COMMITTEE QUERY AND ACTION LOG**

## **10. VERBAL UPDATES FROM SCRUTINY LEADS**

To hear verbal updates from the Overview and Scrutiny Leads on their work across the Council.

## **11. REQUESTS TO SUBMIT PETITIONS**

To receive any petitions (to be notified at the meeting).

## **12. ANY OTHER UNRESTRICTED BUSINESS WHICH THE CHAIR CONSIDERS TO BE URGENT**

To consider any other unrestricted business that the Chair considers to be urgent.

## **13. EXCLUSION OF THE PRESS AND PUBLIC**

In view of the contents of the remaining items on the agenda the Committee is recommended to adopt the following motion:



“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 Papers)**

The exempt 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.

## **SECTION TWO**

### **14. EXEMPT/ CONFIDENTIAL MINUTES**

Nil Items.

### **15. EXEMPT/ CONFIDENTIAL REPORTS 'CALLED IN'**

Nil Items.

### **16. PRE-DECISION SCRUTINY OF EXEMPT/ CONFIDENTIAL) CABINET PAPERS**

Nil Items.

### **17. ANY OTHER EXEMPT/ CONFIDENTIAL BUSINESS THAT THE CHAIR CONSIDERS URGENT**

To consider any other exempt/ confidential business that the Chair considers to be urgent.

#### **Next Meeting of the Overview & Scrutiny Committee**

Monday, 27 November 2023 at 6.30 p.m. to be held in Council Chamber - Town Hall, Whitechapel



# Agenda Item 2

## 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 DPI dispensation or for an interest to be treated as sensitive interest.

### (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.


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**Further Advice** contact: Janet Fasan, Interim Corporate Director, Governance and Monitoring Officer, Tel: 0207 364 4800.

## 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>Non-Executive Report of the:</p> <p><b>Overview and Scrutiny Committee</b></p> <p>23 October 2023</p>	 <p><b>TOWER HAMLETS</b></p>
<p><b>Report of Janet Fasan</b> Divisional Director Legal and Monitoring Officer</p>	<p><b>Classification:</b> Unrestricted</p>
<p><b>Call in - Liveable Streets Bethnal Green Consultation outcome and measures</b></p>	

<b>Originating Officer(s)</b>	Thomas French, Democratic Services Officer (Committee)
<b>Wards affected</b>	All

## CONSIDERATION OF THE CALL IN

A call in request has been received on the decision of Cabinet on 20 September 2023.

In accordance with the Council's call in procedure rules, the matter is referred to the Overview and Scrutiny Committee (OSC) for its consideration and to decide whether to refer the matter back to Cabinet for further consideration. The following procedure is to be followed by the Committee for consideration of the Call In:

- i. Chair to invite a call-in member to present call-in.
- ii. Chair to invite members of the Committee to ask question.
- iii. Chair to Invite Cabinet Member to respond to the call-in.
- iv. Chair to invite members of the Committee to ask questions.
- v. Followed by a general debate.

It is open to the OSC to either resolve to take no action (which would have the effect of endorsing the original Cabinet decisions), or to refer the matter back to the Cabinet for further consideration setting out the nature of its concerns and possibly recommending an alternative course of action.

## RECOMMENDATION

That the Overview and Scrutiny considers:

1. The contents of the attached report, review the Cabinet's decision (provisional, subject to call in) arising; and
2. Decide whether to accept the decision or to refer the matter back to the Cabinet with proposals and reasons.

## INTRODUCTION

At the 20 September 2023 meeting of Cabinet, the Chief Executive was delegated to make this decision, as a result on 25 September 2023 **APPROVED** the following:

1. Receive and conscientiously consider the results of the engagement to date and two public consultations held in Weavers and Old Bethnal Green Road.
2. To approve one of the three options summarised in section 2 of this report.
3. Note that the Appendix F - EqIA identifies a number of positive and negative impacts of the options upon individuals that share particular protected characteristics (summarised in paragraphs 4.1 – 4.5 of this report).
4. Approve any changes to be implemented through experimental traffic orders so that amendments can be made to mitigate any adverse impacts that are identified through monitoring.
5. Approve a 12-month review of traffic flows and air quality to assess the impact of the proposals for the purposes of identifying any negative impacts and developing mitigation measures.
6. Approve the use of existing frameworks or term contracts to award an order up to the value determined for completion of the works.

The decisions above have been Called-In by Councillors Asma Begum, Sirajul Islam, Rebaka Sultana, Faroque Ahmed and Mufeedah Bustin. This is in accordance with the provisions of the Overview and Scrutiny Procedure Rules of the Council's Constitution.

In accordance with the OSC Protocols and Guidance adopted by the Committee at its meeting on 4th June 2013, any Member(s) who present(s) the "Call In" is (are) not eligible to participate in the general debate.

## REASONS FOR THE CALL IN

The call in requisition from the Councillors noted above has provided reason(s) for the call-in. The reason(s) are replicated below:

The aforementioned Councillors, call in the above decision taken by Cabinet at its meeting on the 20/9/23, they do so on the following grounds:

1. It is in contravention to Part A, Article 3, Section 1, Subsections b,e and d of the Borough of Tower Hamlets Constitution: 'Principles of Decision-Making':

**b) due consultation and the taking of professional advice from officers;**

**e) clarity of aims and desired outcomes;**

The consultation process was criticised by the mayor in cabinet on 20/09/23 and by the interim service lead at overview and scrutiny on 18/09/23 as having failed to have consulted hard to reach communities.

This decision had previously been consulted on under the previous administration however the process faced criticism and so the current Mayor commissioned a new consultation process to take place.

Online and Postal copies were provided to residents with the consultation forms also being available in various languages.

However, upon receiving and presenting the results of the consultation process the interim service lead expressed disappointment that the valid respondents to the consultation from the affected area were from predominantly one ethnic group and it was his opinion therefore that the results of the process were not a true reflection of the wishes of the consultation area.

This presents two concerns regarding the decision the mayor took in cabinet regarding the consultation process – by the admission of himself and interim lead officer, the consultation process did not do a good enough job at consulting hard to reach communities and therefore their opinions on this scheme could not be accurately reflected.

The decision to disregard the results of the consultation process was partially based on the fact that the interim service lead and Mayor believed that it do not fully reflect the wishes of residents from the consultation area – however there was no evidence-based approach to determining if that was truly the case. Therefore, there was a lack of confidence in the consultation process from the Mayor, which ultimately lead to him disregarding its results when taking his decision.

There was a lack of face to face consultation with residents and no evidence to suggest that officers visited the affected area to speak to residents.



In making the decision the mayor instead relied on the evidence presented by officers and the opinion of partner organisations.

There are multiple issues with the officer report and with the way that evidence was presented by partner organisations suggesting there was a lack of **e) clarity of aims and desired outcomes** in taking this decision.

The officer report included no analysis or appraisal of the current scheme against the original project objectives.

Evidence provided by partner organisations such as TFL, the Met Police and London Ambulance Service appear to have been not presented in full.

There is extensive qualitative data presented with testimony provided in the form of quotations from residents and businesses. However, this data is anecdotal and with the consultation ballot being considered to be unacceptable by the Mayor and interim service lead, then it is not a strong enough evidence to rely on to make a decision.

The scoring matrix presented to the mayor to inform his decision seems like it does not have a fully developed qualitative method:

The text wrongly defines traffic as only vehicles, ignoring the Act's network management duties for all road users, such as pedestrians and cyclists.

The "local access" evaluation ignores walking and cycling access and only considers motor vehicles. This excludes residents (most of whom do not have or use cars) and businesses that rely on bikes or foot travel in the project area.

The "Financial cost" evaluation lacks cost breakdowns for each option's scheme elements, clarity on inflation or abortive costs, and details on allowances for Option 3's experimental nature. It also omits the cost implications of TfL's funding or withdrawal for the original or revised schemes.

The scores for each option under each evaluation range from -5 to +5, without any justification. This makes it hard to understand the one-point difference between the options.

There were numerous errors throughout the report including referring to the "[increases in traffic flows on Horatio Street and Ropley Street].... are directly attributable to closures of... Columbia Road" at para 3.40 – a road which is one-way and in no way closed); and a reference at section 7.4 in the legal comments to "Schedule 9, paragraph 27 of the 1996 Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations". Such a schedule does not exist.

The above information means that there was a serious risk that the Mayor took a decision in cabinet whereby he did not have full and proper

consultation to rely on, inaccurate evidence from officers potentially affecting the desired outcomes and aims of the decision,

However,

If the aim of this decision and report was to remove the liveable streets scheme as detailed [in Priority 7 of the strategic plan under 'what changes do we want to see?' ... 'Number of roads removed from the Liveable Streets scheme'](#) then this decision has contravened the constitution and principles of decision making as there was not

**d) a presumption in favour of openness.**

If it was the decision of the mayor to remove the liveable streets schemes irrespective of the consultation outcome, evidence presented by officers and/or partner organisations.

Then this decision was taken without the presumption of openness – as residents and officers engaged in good faith with the consultation. Officer time and council funds were utilised to produce the consultation and report and the decision ultimately has budgetary consequences for the council.

## **ALTERNATIVE COURSE OF ACTION PROPOSED**

1. Delay and reconsider the implementation of both options 2/3.
2. Rewrite the report utilising industry recognised assessments and data methods to better inform the mayor's decision making.
3. Conduct a full and thorough consultation process on all of the options with a concerted effort to consult hard to reach communities.
4. Consider convening a citizen's assembly to help the mayor bridge communal divides and find compromise between residents with strong feelings regarding the decision.

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## **Linked Reports, Appendices and Background Documents**

### **Linked Report**

- None


### **Appendices**

- Appendix 1 - Liveable Streets Bethnal Green consultation outcome and measures

### **Local Government Act, 1972 Section 100D (As amended) List of "Background Papers" used in the preparation of this report**

- None.



<b>Cabinet</b>	 <b>TOWER HAMLETS</b>
September 2023	
<b>Draft Report of:</b> Simon Baxter – Interim Director Public Realm	<b>Classification:</b> Unrestricted
<b>Liveable Streets Bethnal Green Consultation outcome and measures</b>	

<b>Lead Member</b>	<b>Cllr Kabir Hussain, Cabinet Member for Environment and the Climate Emergency</b>
<b>Originating Officer(s)</b>	Ashraf Ali, Service Head, Highways & Transportation (Interim)
<b>Wards affected</b>	Weavers and Bethnal Green West
<b>Key Decision?</b>	Yes
<b>Forward Plan Notice Published</b>	12/08/2022
<b>Reason for Key Decision</b>	Significant impact on wards
<b>Strategic Plan Priority Outcome</b>	7. Working towards a clean and green future

### Executive Summary

On Wednesday 30 October 2019 Cabinet approved the Liveable Streets programme, governance and delivery plan for 17 project areas. Seven projects were started and two of there were completed (Wapping and Barkentine).

The Bethnal Green Liveable Streets scheme was approved in 2020 and was implemented in phases. The scheme remains around 80% complete due to a review of the scheme in September 2021 where the final elements of the scheme were delayed and never implemented.

The scheme has delivered on some of its key objectives by reducing some traffic levels and improving parts of Bethnal Greens public realm in a way that makes it safer for walking and cycling.

However, feedback received by the council shows there have also been a series of adverse impacts including access for people reliant on vehicle use for services such as medical appointments as well as access to families and support network. There has also been hindered access for emergency access vehicles particularly around Arnold Circus and Old Bethnal Green Road. Data also shows that there has also been an impact on some local bus services, and of displaced traffic on surrounding roads and streets.

The council has undertaken engagement with key stakeholders and a public consultation and gathered responses and developed options which seeks to address various issues and concerns which have been identified.

The reports set seeks approval for one of the options presented.

### **Recommendations:**

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

1. Receive and conscientiously consider the results of the engagement to date and two public consultations held in Weavers and Old Bethnal Green Road.
2. To approve one of the three options summarised in section 2 of this report.
3. Note that the Appendix F - EqIA identifies a number of positive and negative impacts of the options upon individuals that share particular protected characteristics (summarised in paragraphs 4.1 – 4.5 of this report).
4. Approve any changes to be implemented through experimental traffic orders so that amendments can be made to mitigate any adverse impacts that are identified through monitoring.
5. Approve a 12-month review of traffic flows and air quality to assess the impact of the proposals for the purposes of identifying any negative impacts and developing mitigation measures.
6. Approve the use of existing frameworks or term contracts to award an order up to the value determined for completion of the works.

## **1 REASONS FOR THE DECISIONS**

- 1.1 The options set out in this report seek to address several issues that have been identified by residents and key stakeholders since the implementation of the Liveable Streets scheme in Bethnal Green.

## **2 ALTERNATIVE OPTIONS**

- 2.1 Through the public consultation, responses and feedback from the public and key stakeholders was assessed by the project team. The review, assessment and available data have contributed to the development of an additional option to the two that were originally consulted on.

### *Summary of the options*

- 2.2 Below is a summary of each of the options under consideration in this report. Plans relating to each Option are provided in Appendix A - Option scheme plans:

**Option 1:** This is the scheme that was referred to as Option 1 in the public consultation.

#### Old Bethnal Green Road

- Removal of closure on Punderson's Gardens.
- Removal of closure on Teesdale Street.
- Removal of closure on Old Bethnal Green Road.
- Removal of closure on Clarkson Street.
- Removal of closure on Canrobert Street.
- Removal of closures on Pollard Street and Pollard Row.
- Making Old Bethnal Green Rd two way between Pollard Row & Clarkson Street.

#### Columbia Road Area

- The removal of the closure on the junction of Columbia Road and Gosset Street and allowing southbound traffic only (amended to allow northbound emergency vehicle access).
- The removal of closures on Quilter Street and the junction of Wellington Row and Barnet Grove.
- Wellington Row would be one way westbound from the junction of Delta Street to the junction with Gosset Street.
- Wellington Row would be one way eastbound from the junction of Delta Street to the junction with Durant Street.
- Barnet Grove one way southbound between the junction of Elwin Street to the junction with Barnet Grove.
- Making one-way sections on Ravenscroft Street (between Ezra Street and Columbia Road) two way
- Making one-way section on Columbia Road (between Chambord Street and Ravenscroft Steet) two-way.

#### Arnold Circus Area

- Removal of closures at each arm of Arnold Circus.
- Removal of Closure on the junction between Old Nichol Street.

#### A series of areawide improvements to the public realm to encourage active travel

- Option 1 includes plans to create a network of accessible walking routes across Bethnal Green. Creating this network would make it easier for residents to access important services including doctors' surgeries, shops and public transport.
- The council has identified a first phase of pedestrian improvements under consideration. Pedestrian improvements across the area will include:
  - a) New zebra crossings on Columbia Road, Gosset Street, Ravenscroft Street and Old Bethnal Green Road.
  - b) New continuous crossings across the area including where existing physical closures are removed.
  - c) Speed calming raised junctions at various locations across the area.

**Option 2:** Full retention of current scheme with all existing closures introduced by the scheme kept in place.

**Option 3:** This is an amended version of Option 1 which seeks to address concerns raised by key internal and external stakeholders and the public consultation. The differences are as follows:

#### Old Bethnal Green Area

- Keep closure on Canrobert Street
- Keep Old Bethnal Green Road one way between Pollard Row and Clarkson Street
- New camera filters on Old Bethnal Green Road junction with Temple Street to operate during peak times (with resident exemption)
- Widen footway on Old Bethnal Green Road between Mansford Street and Pollard Row
- New school street on Pollard Street

#### Columbia Road Area

- Keep one-way section on Ravenscroft Street (between Ezra Street and Columbia Road)
- New camera filter on Hackney Road junction with Ropley Street to operating Monday to Saturday. Only restricts non-exempt vehicles from turning in from Hackney Road into Ropley Street.

#### Arnold Circus Area

- Four new camera filters on Old Nichol Street and Arnold Circus junction with Calvert Avenue, Navarre Street and Hocker Street restricting night-time non-resident through traffic and associated ASB. s

### **3 DETAILS OF THE REPORT**

#### **Engagement and consultation**

- 3.1 A public consultation exercise was carried out from 23 January until Sunday 12 February 2023. Consultation packs were delivered to over 10,000 residential and business addresses within the Old Bethnal Green and Weavers consultation areas (6000 in the area around Old Bethnal Green Road and 4000 around Weavers), with extra copies available on request. Over 4300 responses were received for both consultations and over 1800 of these were from within the scheme areas (had an internal postcode and used the resident reference code sent in consultation packs)
- 3.2 Both consultations presented respondents with two options as well as a travel survey and scheme evaluation. The options were:
- Option 1: Remove the Liveable Streets closures and implement a series of areawide improvements to the public realm to encourage active travel.



- Option 2: Retain the current scheme.
- 3.3 Emails were also sent to key stakeholders such as local schools, Transport for London and the emergency services. Emails were also sent to internal and external stakeholders on the Tower Hamlets mailing list during the consultation period.
- 3.4 Throughout the engagement period, we met with the emergency services, Transport for London, internal council departments and reached out to schools. One school allowed a Liveable Streets team member to present the proposals in one of the school's parents coffee meetings. Feedback was collected from this meeting to inform the some of the proposals in this report.
- 3.5 The following groups were also asked to provide their comments on the consultation:
- Accessible Transport Forum
  - Ethnic Minority Network
  - The Disabled People's network
  - Interfaith Forum
  - LGBT+ Community Forum
  - Older People's Reference Group
  - Women's Network

### **Consultation Feedback**

- 3.6 Analysis has been undertaken on all feedback regarding the scheme.

#### *Stakeholder feedback*

- 3.7 External stakeholder engagement including but not limited to the emergency services, utility companies, local schools, Transport for London and local businesses.
- 3.8 Internal stakeholder feedback from council services including the network management, clean and green and highways maintenance teams.

#### *Emergency service response logs*

- 3.9 Since the implementation of the Liveable Streets scheme, there have been multiple incidents across the area where closures have hindered ambulance service and fire brigade access.
- 3.10 Certain adaptations have been made where removable bollards have been installed replacing permanent closures. However, these are only accessible by the London Fire Brigade using a special key. Access issues remain for ambulances.
- 3.11 Access issues for emergency vehicles remain around Arnold Circus and Old Bethnal Green Road due to the use of physical closures around these locations.

3.12 The three emergency services were consulted on the proposals and summaries of their response are provided below.

3.13 *London Ambulance service response:* There was support for the following elements of the proposals:

- Support the removal of hard closures on Teasdale Street, Canrobert Street, Clarkson Street and Punderson's Gardens –as allows for unhindered emergency access/egress
- Support the reopening of Old Bethnal Green Road –aids access and egress into the area.
- Support the removal of point closures on Arnold Circus to improve access and egress for emergency vehicles.
- Pollard Street one way –no concerns as road is very narrow and unlikely to be used by ambulance crews

3.14 The London Ambulance Service raised the following concerns:

- Making of Pollard Row one-way system southbound at Pollard Street could potentially lead to delays as crews divert around the one way system.
- Making the closure on Gossett Street/ Columbia Road junction: one way southbound only would restrict egress from the area significantly for emergency vehicles with only one northbound egress route via Barnet Grove being available.

*Officer comment: These concerns have been addressed through Option 3 and amendments to Option 1 where northbound access for emergency service vehicles is not affected by the proposals.*

- The proposed new one-way system on Wellington Row, Gossett Street, Delta Street seems confusing and means crews have to drive around long diversions to access addresses.

*Officer comment: These concerns have been addressed through Option 3 and amendments to Option 1 where northbound access for emergency service vehicles is not affected by the proposals.*

3.15 *Metropolitan Police response is set out below:*

- The MPS Road Safety Engineering Unit would urge LBTH to retain as much of the LTN infrastructure as possible in these areas. The reduction in ASB in the Arnold Circus area is noticeable and evidence from low traffic neighbourhoods elsewhere that have been allowed to 'mature' is that they show a marked reduction in road traffic collisions due to the fewer motor vehicles travelling through the area. In London, 80%

of those killed are vulnerable road users and the vast majority (circa 96%) are killed by motor vehicles.

### 3.16 LFB response:

- London Fire Brigade (LFB) wish to highlight the importance of our emergency service response being considered in all road network planning. LFB's Community Risk Management Plan (CRMP), which is approved by the Mayor of London, commits the Brigade to getting the first fire engine to an incident within a London wide average of six minutes and a second fire engine in eight minutes. We are keen to ensure the proposed changes do not impact on LFB's ability to meet those commitments. LFB has strict attendance times which are monitored closely. It is imperative that any works like this has minimal impact on our emergency response.

### 3.17 TfL have responded to each Bethnal green scheme separately.

#### *Old Bethnal Green Road:*

- TfL believe the benefits of the LTN, particularly the improvements made to safety through the delivery of good quality walking and cycling infrastructure, are complementary to our bus network. While we acknowledge the concerns raised about potential negative impacts on bus journey times, in line with our Vision Zero approach to road danger we firmly support retention of the LTN on Old Bethnal Green Road (Option 2) to promote active travel and reduce road danger, traffic congestion and air pollution in the area.
- TfL offered both funding and resources to progress further bus priority measures on Hackney Road, to address any impacts caused by the LTN. These measures would improve the efficiency and effectiveness of the bus network, especially for bus passengers who may not have access to, or the ability to use, other modes of transport.

#### *Weavers including Arnold Circus:*

- The removal of the Columbia Road/Gosset Street LTN would have a significant negative impact on safety and beneficial active travel by allowing through traffic and by removing the high-quality, pedestrian-friendly urban realm area created outside the Birdcage pub. This LTN is particularly beneficial during the hours that Columbia Road market is in operation, when the area sees significant numbers of pedestrians – many of them families with young children. The road closures in this LTN have created a safer route for cyclists, including those using the signposted cycle route known as Quietway For these reasons, we strongly oppose the removal of this LTN.
- The planters on Arnold Circus have successfully reduced traffic levels and prioritised safety for walking and cycling, while creating some operational issues for buses. We note the positive impact of the restrictions on both local crime and antisocial behaviour, creating a more pleasant environment for local residents, particularly women and girls. If transport officers conclude the planters are not a long-term solution, we would like to offer further funding and engineering support to create urban realm enhancements that retain the traffic

restrictions, work better for buses and emergency vehicles, and are acceptable to local stakeholders. Removing the current traffic restrictions is not supported by TfL.

*Oaklands Secondary School response*

- 3.18 Below is a list of points summarising the response from Oakland Secondary School which supported Option 2 and objected to Option 1. Their full response is included in Appendices A and B (Old Bethnal Green Road Area Consultation Report and Weavers Consultation Report).
- Prior to the implementation of traffic filters and one way systems, Mansford Street and Old Bethnal Green Road were roads suffering from traffic, noise and air pollution. The two-way traffic on Mansford Street was a major safety issue both at that start and end of school.
  - Oaklands School has recently become a split site school to accommodate its expanded roll. the development plans are completed, there will be upwards of 600 students a day walking up and down Old Bethnal Green Road. The changes between Mansford Street and Temple Street have already dramatically improved both the safety and, physical and mental wellbeing of these students who go to this school.

*Lawdale Primary School response*

- 3.19 Lawdale's response supported option 2 as it was considered safer for walking and cycling.

*Response from Tower Hamlets Council Public Health Team*

- 3.20 Public Health recognises the importance of improving the look and feel of public spaces in neighbourhoods across the borough, to make it easier, safer and more convenient to get around by foot, bike and public transport, as well as to take steps to reduce pollution. The full response from Public Health is included in Appendices B and C (Old Bethnal Green Road Area Consultation Report and Weavers Consultation Report).

*Response from passenger services*

- 3.21 The council's passenger services team runs 53 bus routes daily Monday to Friday carrying 734 passengers to and from 16 schools, nurseries and 4 day centres. Any removal of road closures in the Bethnal Green area is likely to help improve logistics, although keeping other traffic off road and giving priority to our buses (that should be exempt) would help improve journey times.

- 3.22 We currently we operate pick up and drop off from agreed collection points but are considering options for delivering back to door-to-door collections. The removal of road closures will be useful in facilitating these collections if implemented.

*Response from Tower Hamlets Waste collection*

- 3.23 The Waste services have reviewed the re-opening of the various schemes detailed above. The consensus amongst staff is that there is support to re-open all the schemes to allow easier passage of vehicles cleaning streets and making waste collections, avoiding the need to reverse long distance that breach H&S regulations.
- 3.24 Road closures hinder service delivery and increases perceived missed collections where areas become inaccessible. Waste services recommends that all road closures are lifted where practical and where there are challenges, ANPR is used as an alternative with service vehicles offered exemptions. Where streets are to be changed to one-way streets, access considerations must be considered and factored into the changes.

*Response from Tower Hamlets Network Management Team (Regulatory Function)*

- 3.25 The role of the Network Management Group, apart from coordinating works and activities on the Council's highways, is also to hold the charge of the Traffic Manager whilst satisfying the Network Management duty which is a statutory responsibility.
- 3.26 The responsibility of the team is to request information and asses the proposed schemes and works that will have an impact on the resiliency of the network. The Network Manager needs to be satisfied that network resilience is maintained and that there is efficient and expeditious movement of traffic, as far as possible, on our road network.
- 3.27 The Network Management team would support the removal of Liveable Streets schemes across the borough. Returning to a baseline traffic configuration will immediately alleviate negative post scheme impacts. This will allow the council to review a more considerate approach in the future with assessment that really take all stakeholders/data/assessment concerns into account before moving forward. The implementation of Option 1 will improve the resilience of the road network as well as improve the access for utilities to maintain essential services including limiting the additional financial burden if the scheme was to remain as is.

*Response from Tower Hamlets Highways Asset Management Team*

- 3.28 **Arnold Circus** - Proposal to remove all LTN scheme. Highways Asset Management supports this proposal.
- 3.29 **Columbia Road** – Highways Asset Management does not support this proposal to only reinstate a northbound Gossett Street and Columbia Road.

3.30 The issue of network redundancy on the proposed remaining route into this area has caused maintenance issues. Should maintenance be required where a closure is needed to facilitate repair works this would by default land lock residents in the area or with the suspensions of one way working (hazardous) put in place a lengthy and time onerous diversion route for residents and business. This issue has a financial impact on the Maintenance Annual Budget as a small repair which would normally require minimal traffic management may now require a road closure each time a defect appears. I would suggest this location is reinstated back to its layout prior to the Liveable Streets Scheme.

3.31 **Old Bethnal Green Road** – The proposal to leave the layout as a one way street does cause maintenance issues with regards to winter maintenance gritting, carriageway defects, street lighting maintenance, and surface water gully cleansing. Vehicles required to attend to these activities will now require a road closure to be established and additional costs to maintenance team. I would request this layout be reinstated as per prior to the LTN scheme being installed.

*Response from UK Power Networks (UKPN)*

From a UKPN stance, we have raised numerous concerns about the LTNs that have come in across London. We are seeing concerns raised by Engineers who are being delayed from accessing assets such as Substations and Link Boxes due to the additional time it's taking to get to locations when having to detour or take a different route which are now heavier with displaced traffic.

One of our main focuses and drivers from Ofgem is restoration time to faults, we need to ensure we restore power to customers as quickly and as safely as we can – in some cases, as you know this could be a temporary measure, but this is usually carried out by switching the network via Link Boxes or local Substations, but requires Engineers on site to do so. Not being able to get to locations as swiftly as we previously could due to these LTNs has a knock on affect to our restoration times, which could also potentially put added risk to any scenario.

*Consultation Feedback themes*

3.32 Key themes from respondents supporting Option 1 included:

- Concerns from residents who rely on vehicle use for access to services such as medical appointments. There were also concerns from those reliant on carers who reached them by car. Many responses referenced reliance on Hackney Road to get in or out of the area as a particular issue causing significant increases in journey times and fuel costs.
- Congestion and displaced traffic on other roads including some internal streets and parts of the network of boundary roads.
- Access for the emergency services and council vehicles such as passenger services, highways and maintenance and waste collection.

- Impact on local businesses on Old Bethnal Green Road.
- Access to Highways and Utility services & highway assets

3.33 Key themes from respondents supporting Option 2 include:

- Road safety and air quality implications of pre-scheme traffic levels returning to the area.
- Removal of attractive public realm including wide pavements and planting on Old Bethnal Green Road.
- Concerns regarding the loss of the contra flow cycle lane between Temple Street and Mansford Street as a safer alternative to Bethnal Green Road and Hackney Road.
- Concerns of the costs of removal of public realm where significant financial investment has been made.

*Public Consultation outcome*

3.34 The results from the public consultations show the following:

Responses from within the scheme areas (Used resident reference code sent with consultation packs)

- For the Old Bethnal Green Road area, 41% (332) of residents from within the area supported Option 1 and 59% (442) supported option 2.
- For the Weavers area. 42% (332) of residents from within the area supported option 1 and 58% (454) supported option 2.

The full analysis of all the responses is in appendices. Based on the consultation responses received, overall the residents supported option 2.

3.35 The surveys also included a travel survey and scheme evaluation. Details regarding both is provided in Appendices B and C (Old Bethnal Green Road Area Consultation Report and Weavers Consultation Report).

3.36 As set out in both consultation reports, a significant number of paper copies were received which were photocopied duplicates and following consultation with the council's audit and legal teams, these duplicate paper copies have been discounted and are not included in the above figures.



## Analysis of data

The council has collected data to assess the impacts of the Liveable Street programme in Bethnal Green. Collecting a baseline was not possible for some data sets making before and after comparisons impossible. This applies to cycle and pedestrian count data that was not collected before the scheme was implemented. However, the council has collected a sufficient level of data for an assessment of the scheme to be undertaken. The following data has been collected:

- Traffic volume
- Traffic congestion
- Bus journey time delays
- Air Quality (NOX)
- Collision Data
- Cycle counts
- Pedestrian Counts
- Emergency service response logs

Officers are satisfied that the data collated after approximately 24 months of operation of the scheme is sufficient to enable the benefits and disbenefits to be properly evaluated and understood so that informed decisions can be taken.

### *Internal Traffic volumes*

- 3.37 Traffic counts were undertaken across the area before the scheme and in 2022. The tables below summarise the changes in traffic levels for various streets in the scheme area.

Road/Street	Direction	Change in traffic flows (2019-2022)	Direction	Change in traffic flows (2019-2022)
<b>Ravenscroft Road</b>	Northbound	-9%	Southbound	-48%
<b>Horatio Street</b>	Northbound	+70%	Southbound	+278%
<b>Ropley Street</b>	Northbound	+89%	Southbound	-11%
<b>Temple Street</b>	Northbound	-28%	Southbound	-76%
<b>B118 Old Bethnal Green Road</b>	Eastbound	-86%	Westbound	-70%
<b>B108 Warner Place</b>	Northbound	+12%	Southbound	-9%
<b>B108 Squirries Street</b>	Northbound	-16%	Southbound	-24%
<b>Columbia Road</b>	Northbound	+18%	Southbound	-43%
<b>B118 Columbia Road</b>	Eastbound	-53%	Westbound	-59%
<b>Virginia Road</b>	Eastbound	55%	Westbound	20%
<b>Swanfield Street (North)</b>	Northbound	209%	Southbound	80%

- 3.38 Traffic count data from 2019 and 2022 shows reductions and increases in traffic flows at various locations across Bethnal Green.

- 3.39 Traffic has reduced significantly on Old Bethnal Green Road which saw an 86% (3012 vehicles) reduction in eastbound flows and 70% (3424 vehicles) reduction in westbound flows. The western end of Columbia Road also saw a significant reduction in traffic of 53% (2324 vehicles) in the eastbound and 59% (2483 vehicles) in the westbound. There were also reductions on other streets including Squirries Street, Temple Street and Ravenscroft Street.
- 3.40 There were however streets which saw increases in traffic. The most significant roads from this list are Swanfield Street and Virginia Road which saw northbound traffic flows increase 209% (960 vehicles) and 55% (248 vehicles) respectively. Smaller densely populated residential roads such as Horatio Street with 70% (202 vehicles) increase in the northbound direction and Ropley Street with 89% (493 vehicles) in the northbound direction. These are directly attributable to the closures of the junction of Gosset Street, Arnold Circus and Columbia Road.

#### *Boundary traffic congestion*

- 3.41 In the absence of pre scheme boundary road traffic counts, three sets of data were used to assess the impact of the scheme on boundary road congestion. These are:
- DfT travel time delay data
  - iBus delay data
  - TRL Astrid database data
- 3.42 Department of Transport data has been gathered for delay times on the main boundary roads of the scheme. The data shows a 60% increase in delays on Hackney Road from 2019 to 2021 and 13% increase in delays on Bethnal Green Road. These are significantly higher than delay increases on Whitechapel Road and Commercial Road, which are the two other east west A roads in the borough.
- 3.43 In 2018/19, the two bus routes serving Hackney Road provided over twelve million passenger journeys. iBus data shows an increase in bus journey times on Hackney Road and Bethnal Green Road between 2019 and 2021. The latest data for 2022 shows Bethnal Green Road bus journey times did increase in 2021 but they are now down to pre-closure levels except for the section east of Warner Place. This section of Hackney Road still sees an increase in congestion and bus journey times remains in 2022 and this is throughout the day.
- 3.44 TRL Astrid data is not from traffic counts but from detectors on traffic signals which calculate an approximate number of vehicles based on how long the detector is occupied. They can be at risk of inaccuracies during busy times when static vehicles but provide a useful comparison of data from before and after the implementation of the Liveable Streets scheme.
- 3.45 The council has obtained data for PM peak (4pm-7pm) data for the following three locations:

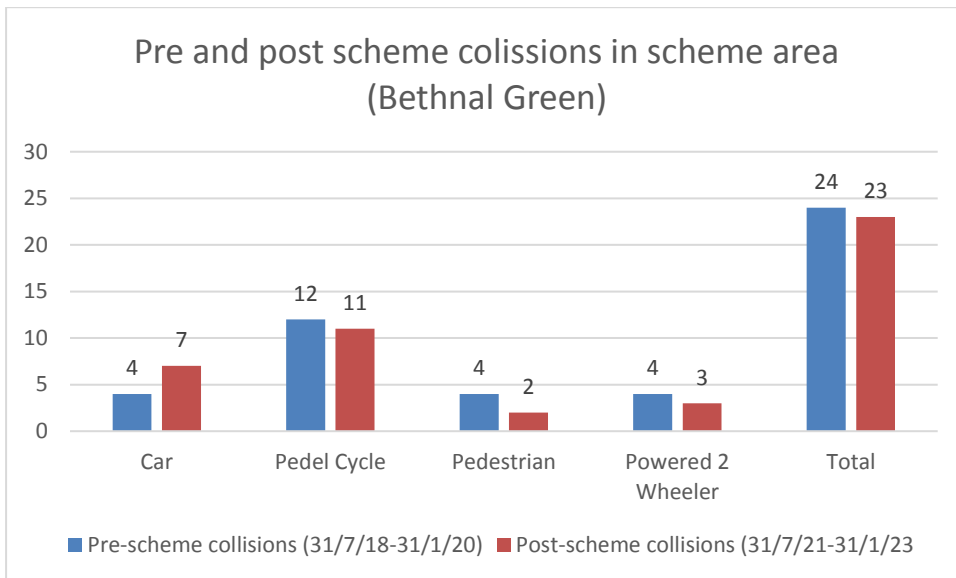
- *Hackney Road/Cambridge Heath Road*: Data shows a significant increase in traffic flows with all flows below 5000 in early 2020 compared to nearly all flows close to or exceeding 6000.
- *Hackney Road/Queensbridge Road*: February 2020 flows were concentrated around 2000 in February. These flows were more concentrated around the 2500 level in February 2022.
- *Bethnal Green Road/Vallance Road*: Traffic levels have largely remained the same with some negligible reduction.

#### *Air quality*

- 3.46 NO2 data from within the scheme and boundary roads was collected and compared with similar roads and streets in other parts of the borough. The data showed significant reductions between 2019 and 2022 across the borough, including the roads on the boundary and within Bethnal Green. The data is provided in more detail in Appendix H – Scheme Data.
- 3.47 Comparing the two sets of data, there is an indication that most of the reductions in NO2 emissions are due to ULEZ and cleaner vehicles as significant reductions in NO2 emissions have also occurred across the borough. But the slightly greater reduction in the scheme area can be attributed to the traffic reduction observed around each of the monitoring sites.
- 3.48 It is important to note that the monitoring stations in the scheme area are located where there have been significant reductions in traffic. There are no NO2 monitoring stations on Swanfield Road, Virginia Road or Horatio Street where there have been significant increases in traffic.

#### *Collision Data*

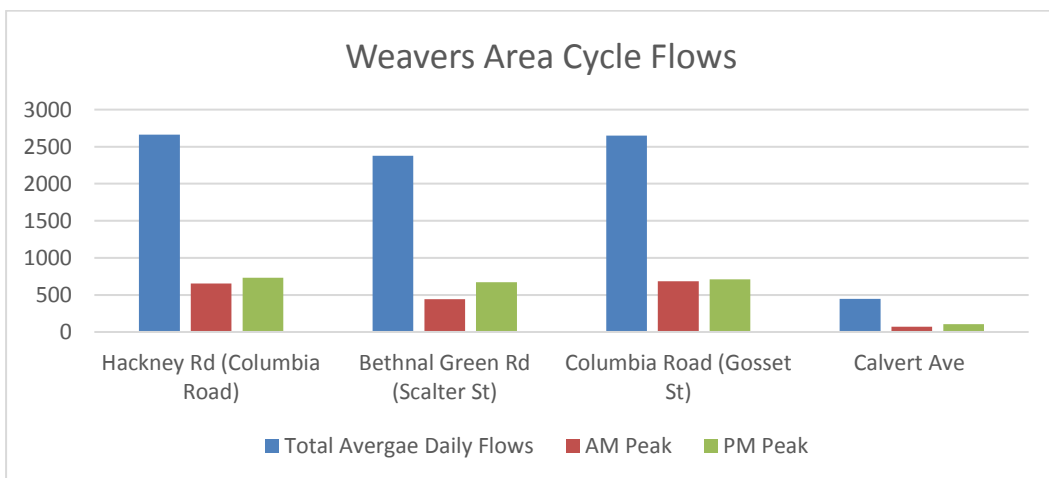
- 3.49 Collision data was gathered for 18-month periods before and after the implementation of the scheme. The dates for both periods were 31 July 2018 to 31 January 2020 and 31/ July 2021 to 31 January 2023.

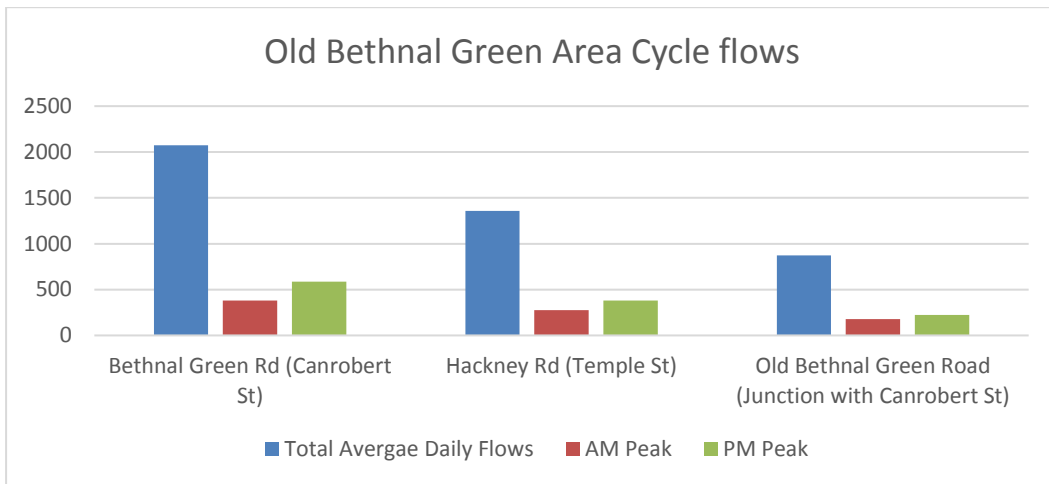


3.50 The data shows a reduction of one collision between the two periods. Collisions involving vulnerable road users (pedestrians and cyclists) reduced from 20 to 16.

#### *Cycle Counts*

3.51 Cycle counts were undertaken at various locations in the Old Bethnal Green and Weavers Areas on 8 and 9 February 2023. The tables below show the results of the cycle surveys in each area.





3.52 Cycle counts in Weavers show cycle flows to be much lower on Calvert Avenue than the parallel routes of Hackney Road, Columbia Road and Bethnal Green Road. This is despite the full closures to traffic around Arnold Circus. These parallel routes are likely to be favoured as more direct routes to and from the city.

3.53 Similarly, cycle counts on Old Bethnal Green Road are much lower than on the parallel routes on Hackney Road and Bethnal Green Road. This is despite these routes have much higher traffic levels and lacking cycle segregation. This may be due to these routes being more direct for journeys to and from the city than Old Bethnal Green Road. However, it is likely that the cycle route on Old Bethnal Green Road is a preferred option for local journeys and those being made by less confident cyclists.

*Pedestrian Counts*

3.54 Pedestrian counts were undertaken in the following areas on 8 and 9 February 2023:

- Calvert Avenue (junction with Arnold Circus)
- Columbia Road (junction with Gosset Street)
- Old Bethnal Green Road (junction with Canrobert Street)

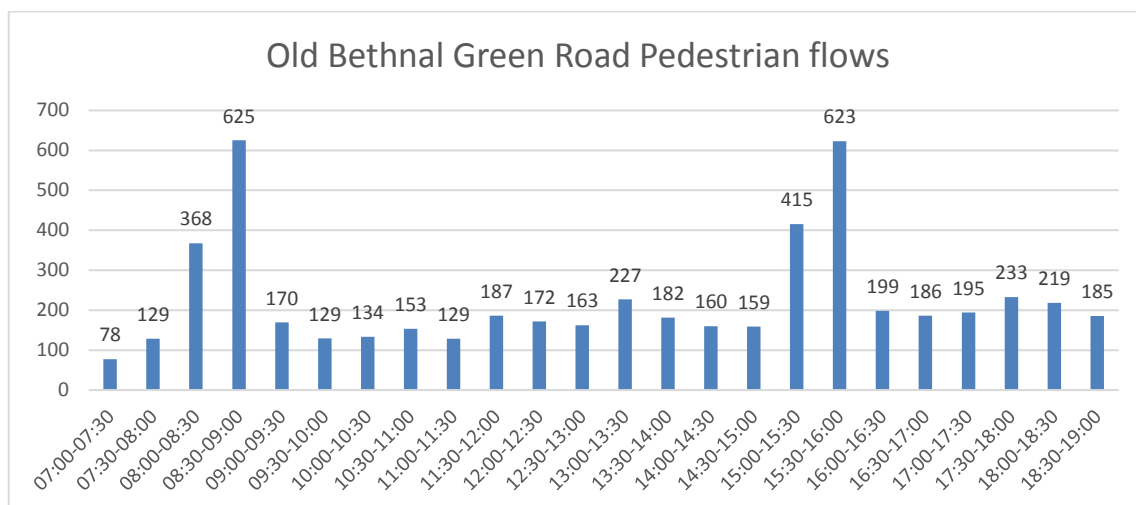
3.55 The table below show the results of the pedestrian surveys.

TIME	Old Bethnal Green Road	Gosset/ Columbia	Calvert Avenue/ Arnold Circus
<b>Daily Total</b>	5368	5007	2922
<b>AM Total (7am-9am)</b>	1197	1026	330
<b>PM Total (5pm-7pm)</b>	831	927	502

3.56 A comparison of the three areas shows Columbia Road and Old Bethnal Green Road to be much busier than Calvert Avenue in terms of pedestrian flows.

3.57 Further analysis has been undertaken to assess the peak pedestrian demand on Old Bethnal Green Road around the junction with Canrobert Street. The table

below shows significant pedestrian demand around school arrival and departure times.



### **The basis for developing an Option 3**

3.58 Option 3 seeks to take a balanced approach to address responses received in the consultation, consideration of the data and the development of the Equalities Impact Assessment (EqIA) as set out in section 4 of this report.

#### **Old Bethnal Green Road**

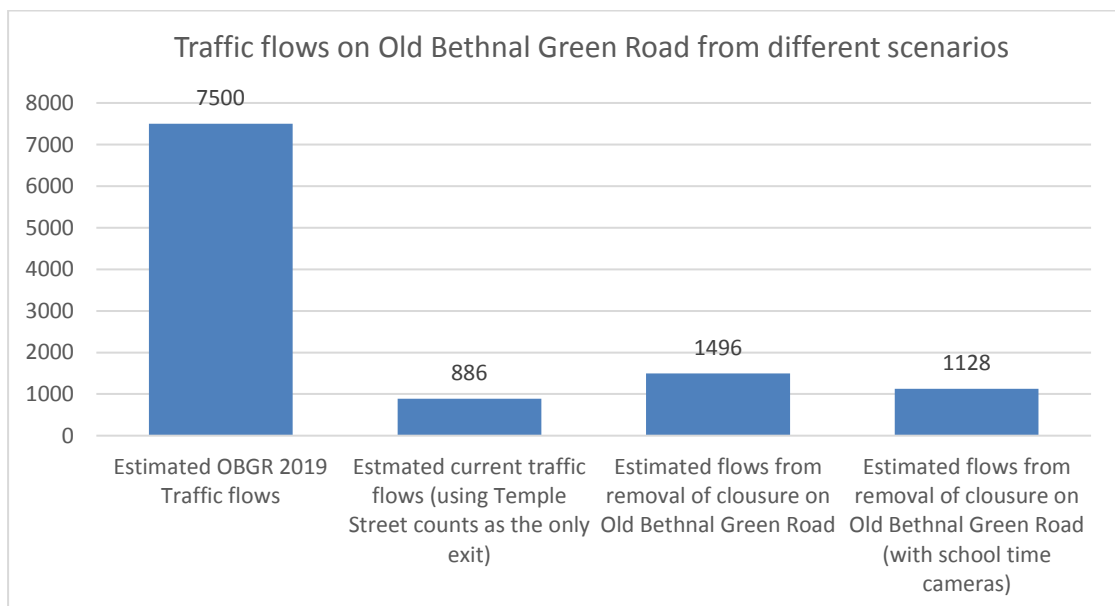
3.59 The proposals under Option 1 for Old Bethnal Road included removal of closures on Old Bethnal Green Road, Teesdale Street, Punderson’s Gardens, Canrobert Street and Clarkson Street.

3.60 Option 1 also included conversion of Old Bethnal Green Road to two-way operation which would have required narrowing of footways, removal of planting and removal of cycle lane on Old Bethnal Green. It would have also required the removal of the westbound cycle lane between Temple Street and Mansford Street.

3.61 Option 3 would involve the retention of the one-way operation of Old Bethnal Green between Temple Street and Pollard Row. The closure between Clarkson Street and Temple Street would be removed and be made two-way road to improve access to the area from the west for the emergency services and residents.

3.62 This arrangement would allow for the retention of most of the walking and cycling infrastructure that has been implemented through the scheme on Old Bethnal Green Road. This includes most of the widened footways, planting and the westbound contra-flow cycle route. Retaining the one-way section of Old Bethnal Green Road between Mansford Street and Pollard Row would also allow for the widening of the footway alongside Elizabeth Selby primary School. This would improve road safety on this section of the road where significant pedestrian crowding particularly at school pick up and drop off times. This issue was raised as a key safety concern from engagement with Elizabeth Selby Primary School.

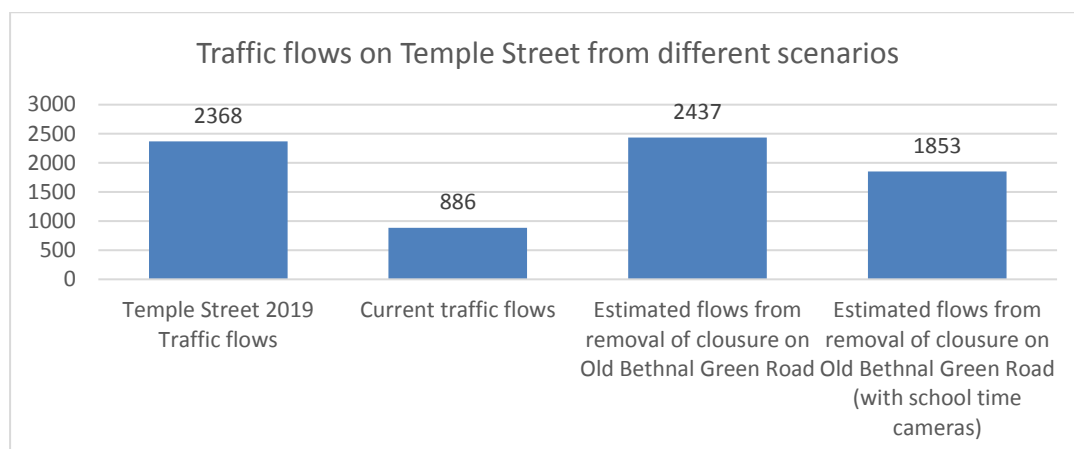
- 3.63 Retaining the one-way operation of this section of Old Bethnal Green Road would continue to restrict the key east-west through traffic that existed before the scheme was implemented. This would mean that the removal of closures on Old Bethnal Green Road, Teesdale Street, Punderson’s Gardens, and Clarkson Street would not result in the return to pre-scheme traffic levels that are of concern to many who responded to the consultation.
- 3.64 Removal of closures on Teesdale Street, Punderson’s Gardens, and Clarkson Street would also improve network resilience in the area. Under the current arrangement there is only one way in (Mansford Street) and one way out (Temple Street) for much of the area. This lack of resilience means the area experiences significant issues with access or egress when there are either planned or unplanned events which require closures on either of these streets.
- 3.65 The removal of these closures would allow eastbound traffic on Hackney Road that is turning right at Cambridge Heath Road (southbound) to use Old Bethnal Green Road as a cut through. The council has undertaken turning count surveys at the junction of Hackney Road and Cambridge Heath Road. This data there is a potential for a maximum of 1496 vehicles between 6am and 10pm using Old Bethnal Gren Road which significantly lower than the estimated 7500 from before the scheme was implemented.
- 3.66 Given the feedback from local schools, Option 3 includes ANPR camera filters on the junction of Old Bethnal Green Road and Temple Street to operate during school pick up and drop off times. These would operate on weekdays between 8:00am and 9:30am and 3pm and 4:30pm. It is estimated the through traffic of 1496 eastbound vehicles would be reduced to 1128 through the use of timed ANPR cameras (with resident exemption).



- 3.67 The removal of the closures would also allow northbound traffic on Cambridge Heath Road that is turning left at Hackney Road (westbound) to use Temple Street as a cut through. The council has undertaken turning counts at the junction



of Hackney Road and Cambridge Heath Road to estimate how much traffic this is likely to be. The counts show this is likely to be 2437 vehicles between 6am and 10pm which are similar to the 2368 pre scheme traffic flows. It is estimated these flows would also be reduced to 1853 using timed ANPR cameras.



- 3.68 Option 3 would involve implementing these changes through an experimental traffic order so that changes can be made to mitigate any adverse impacts that are identified through monitoring.

#### Pollard Row and Pollard Street

- 3.69 The proposals under Option 1 for Pollard Row were to remove existing closures but implement southbound one-way operation up until the junction with Ively Street. The closure on Pollard Street would also be removed and would operate one-way eastbound until the junction with Pollard Street.
- 3.70 Concerns were raised by staff at Elizabeth Selby Primary School regarding the impact on road safety on Pollard Street. They considered this area unsafe due to the congregation of vehicles on Pollard Street near the southern school entrance during school drop off and pick up times.
- 3.71 Option 3 therefore includes a new school street installed on Pollard Street where vehicles not registered for exemption will not be permitted to enter between 8am – 9.30am and 3pm – 4:30pm on school days.
- 3.72 Feedback from the London Ambulance Service requested that that Pollard Row be made two-way to improve access. Pollard Row is made two-way between Old Bethnal Green Road and Ively Street through Option 3.

#### Columbia Road and Jesus Green

- 3.73 The proposals under Option 1 for Columbia Road included:
- The removal of closures on Quilter Street and the junction of Wellington Row and Barnet Grove.

- The removal of the closure on the junction of Columbia Road and Gosset Street and allowing southbound traffic only.
  - Making one-way sections on Columbia Road (between Chambord Street and Ravenscroft Street) and Ravenscroft Street (between Ezra Street and Columbia Road) two way.
- 3.74 They also include a new one-way system which would comprise of the following:
- Wellington Row would be one way westbound from the junction of Delta Street to the junction with Gosset Street.
  - Wellington Row would be one way eastbound from the junction of Delta Street to the junction with Durant Street.
  - Barnet Grove one way southbound between the junction of Elwin Street to the junction with Barnet Grove.
  - Columbia Road two-way between the junction with Chambord Street and Ravenscroft Street.
- 3.75 The London Ambulance Service raised concerns on the proposals in Option 1. These concerns related to the new one-way southbound arrangements on Barnet Grove and the Junction of Columbia Road and Gosset Street reducing northbound access for ambulances.
- 3.76 TfL raised concerns regarding the impact of increased traffic on the cycle quietway which runs along Columbia Road. Residents have also raised concerns for cycle safety at the junction with Ropley Street where southbound vehicles have poor visibility of oncoming cyclists. Cycle Count data shows significant cycle flows on Columbia Road particularly during morning and evening peak hours.
- 3.77 Option 3 would address these issues by restricting traffic in the area through:
- The restriction to through traffic turning into Ropley Street from Hackney Road (camera filter with resident exemptions operating Monday to Saturday to allow for market trader access)
  - Retention of the one-way northbound section of Ravenscroft Street (from Columbia Road to Ezra Street)
- 3.78 TfL also raised concerns on the impact of Option 1 on Columbia Road during the Sunday markets times. The proposals do not impact on the market operation as the section closed off to traffic would not change.
- 3.79 The following changes would therefore be made through Options 1 and 3:
- The junction of Columbia Road and Gosset Street to be re-designed to accommodate a northbound, emergency vehicle only lane to improve northbound emergency vehicle access.
  - Two-way operation on Barnet Grove is retained between Elwin Street and Gosset Street. To restrict northbound through traffic prohibitions to northbound traffic (except for emergency vehicles) would be installed on the junctions with

Wellington Row and Quilter Street. This will retain northbound emergency vehicle access.

- A six-day camera filter restricting non-resident vehicles from turning into Ropley Street from Hackney Road from Monday to Saturday. This will not apply on Sunday for market access. This will prevent through traffic and will reduce westbound vehicle traffic on Columbia Road benefitting Columbia Primary School and the cycle quietway.
- Retain one-way northbound operation of Ravencroft Street from Columbia Road to Esra Street.

3.80 Closures on Quilter Street and the junction of Wellington Row and Barnet Grove are also removed as part of Option 3.

#### Arnold Circus area

3.81 The proposals that were consulted on for Option 1 for Arnold Circus were for the following changes:

- Removal of closures at each arm of Arnold Circus
- Restoration of Arnold Circus as a roundabout
- Removal of Closure on the junction between Old Nichol Street and Boundary Street
- Two-way operation of Navarre Street
- Restoration of two-way operation of Calvert Avenue

3.82 The use of planters is not considered sustainable in the medium to long term given issue of their frequent illegal movement and the costs of maintaining them. TfL have objected to removal of the planters and have offered funding and engineering support to create urban realm enhancements that retain the traffic restrictions, work better for buses and emergency vehicles.

3.83 The current arrangement of planters has helped reduce traffic levels around Arnold Circus significantly. However, traffic data shows traffic levels on Swanfield Street have tripled from just over 1000 vehicles to over 3000 since the Liveable Streets closures were implemented. This is traffic that is displaced from the closure of Club Row and Arnold Circus. Swanfield Street and Virginia Road are residential roads with narrow footways and limited crossing options.

3.84 Cycle Count data (see paragraphs 3.54 -3.56 of this report) gathered by the council shows limited use of Arnold Circus by cyclists compared to the two parallel routes of Bethnal Green Road and Columbia Road. Traffic flow data shows how the scheme has diverted traffic from Arnold Circus to Swanfield Road, Virginia Road and then Columbia Road to leave the area in a northwest direction. This part of Columbia Road is a cycle Quietway and is well used by cyclists, more so than Arnold Circus and Calvert Avenue, despite the closure to traffic.

3.85 TfL have acknowledged that the closures have created some operational issues for buses. Before the Liveable Streets scheme was implemented buses were able to stand on Calvert Avenue and circumnavigate Arnold Circus back to their routes.

Drivers also had access to toilet facilities on Calvert Avenue which have now become disused. This is due to buses having to stand on Shoreditch High Street which has also presented congestion issues between bus routes.

- 3.86 Option 3 therefore includes the removal of Liveable Streets closures on Arnold Circus and Old Nichol Street on an experimental basis. The removal of closures on Arnold Circus would reduce traffic levels on Swanfield Street, Virginia Road and the western end of Columbia Road. This would improve road safety on these streets and significantly reduce traffic on the western end of Columbia Road which has a busy cycle quietway running along it.
- 3.87 Removal of the closures would also present operational benefits for bus services providing improved stand arrangements and toilet facilities for drivers.
- 3.88 There have been concerns raised by residents, TfL and the police regarding antisocial behaviour related to the nearby night-time economy. This feedback raises concerns regarding the return of this antisocial behaviour if the closures are removed.
- 3.89 To address these concerns, Option 3 includes ANPR cameras which are installed to address through traffic during the hours this antisocial behaviour was experienced before the scheme was implemented. These cameras will be installed in the following locations:
- Junction of Calvert Avenue and Arnold Circus
  - Junction of Navarre Street and Arnold Circus
  - Junction of Hocker Street and Arnold Circus
  - Junction of Boundary Street and Old Nichol Street
- 3.90 These cameras will be installed through an experimental traffic order and will initially restrict through traffic between 9pm and 5am 7 days week. This will allow the council to monitor the effectiveness of the times and locations of the restrictions and make changes if required. All Tower Hamlets residents would be eligible for exemption from these closures.

### **How Option 3 will address concerns raised through this consultation**

- 3.91 Through Option 3, the benefits of the scheme are retained while addressing the impacts which have been identified. A strong theme emerging from the support for Option 2 was that the scheme was not perfect, and the Council should work towards improving it rather than complete removal. Option 3 retains most of the low traffic benefits of the scheme without the adverse impacts that have been caused by physical closures.
- **Majority of the reduction in traffic levels is retained:** The scheme was successful in reducing much of the east west through traffic in the area. The retention of the one-way operation of Old Bethnal Green Road restricting the east west through traffic would continue to limit through traffic. The busiest road in the area before the scheme was Old Bethnal Green Road (between Mansford Street and Pollard Row) where traffic counts measured

8315 vehicles trips in 2019. This reduced to 2739 in 2021 after the scheme was implemented. The amended scheme is not expected to result in any additional traffic at this point resulting from the removal of closures.

- The southbound only access on the junction of Columbia Road and Gosset Street would further restrict east-west through traffic by restricting westbound traffic. Traffic through this junction is expected to be reduced due to no direct route to Cambridge Heath Road due to the retention of the one-way system on Old Bethnal Green Road.
- **Road Safety:**
  - a. The road safety benefits of reduced traffic for much of the area will be retained.
  - b. The retention of the majority of the new public realm on Old Bethnal Green Road which includes wider footways, planting and a segregated cycle route.
  - c. An improvement to road safety will be made around Elizabeth Selby Primary School through the widening of the footway on Old Bethnal Green Road. This will also improve pedestrian safety for access to Lawdale Primary School and Oaklands Secondary School.
  - d. A new School Street will be implemented on Pollard Street improving safety around one of the main entrances for Elizabeth Selby School.
  - e. Traffic on Columbia Road next to Columbia Road Primary School will be reduced through the new camera filter on Ropley Street and new southbound access on the junction with Gosset Street.
  - f. A new zebra crossing will be installed on Ravenscroft Street close to one of the entrances of Columbia Primary School.
  - g. A new Copenhagen crossing will be installed with pedestrian priority where the closure is removed on Teesdale Street
  - h. Where the Old Bethnal Green Road closure is removed, a new zebra crossing will be installed as well as ANPR closures to be times around school times.
- **Air Quality:** The retention of much of the traffic reduction benefits of the scheme will extend to the air quality benefits.
- **Concerns around the removal walking and cycling infrastructure including planting to make way for increased space for vehicle traffic:** Much of the infrastructure around Old Bethnal Green is retained with further enhancements being made. This will allow children, parents, families, and staff to arrive and leave the school in a safe and healthy environment whilst encouraging more active travel. The removal of walking infrastructure is

limited to various junctions where access improvements are to be made. These include Teesdale Street, Clarkson Street, Punderson's Gardens and Gosset Street.

- **Cost of scheme:** The elements of the scheme where there has been significant investment in the public realm will be retained. These include the planting, cycle track and widened footways on Old Bethnal Green Road. Further investment will be made towards improvement footways on Old Bethnal; Green Road, a new school street and areawide accessibility improvements.
- **Emergency services access is improved:** Emergency vehicle access would be improved throughout the area through Option 3
- **Access for those reliant on car access:** Access for those reliant on vehicle use for access to services such as medical appointments will improve through Option 3.
- **Network resilience is improved:** Network resilience will be significantly improved through Option 3. Many parts of the scheme area including Jesus Green and the Mansford Estate are no longer reliant on Hackney Road for Access. Under the current traffic arrangements, access to and from the Mansford Estate is severely restricted if there are any planned or unplanned closures to Mansford Street or Temple Street.
- **Access to businesses on Old Bethnal Green Road:** We undertook direct engagement with the businesses on Old Bethnal Green Road on the proposals. Five of the six businesses stated they have seen a significant fall in trade since the closures were introduced. They all attributed this fall in trade to the lack of passing trade resulting from the closures.

### Evaluating the Options

3.92 Appendix C sets out an evaluation exercise which has been undertaken which scores the options according to the following criteria:

- a) **Facilitating the passage of vehicle traffic:** The Traffic Management Act 2004 also places a duty on Local authorities to facilitate the passage of traffic. The council has a duty to coordinate street works while ensuring network resilience is maintained and that there is efficient and expeditious movement of traffic, as far as possible.
- b) **Facilitating the passage of vulnerable road users including pedestrians and cyclists:** The Traffic Management Act 2004 also places a duty on Local authorities to facilitate the passage of vulnerable road users. This includes the level of service from footways, crossings and cycle routes to meet the needs of demand in the area.

Statutory Guidance for the TMA 2004 (network management to support active travel) encourages measures to reallocate road space to people walking and

cycling. Measures highlighted in this guidance include installing cycle facilities, enabling walking and restricting access for motor vehicles at certain times. Local authorities have a statutory duty under section. 39 of the 1988 Road Traffic Act to take steps both to reduce and prevent accidents.

- c) **Local Access:** This includes access for emergency service vehicles, deliveries, and servicing for businesses. This also include the vehicles required for the council to fulfil various statutory functions including highways maintenance, passenger transport and waste collection.
- d) **Air Quality:** The council has presented data on the likely air quality impacts across of the Liveable Streets across the area. This evaluation will consider the likely impact of the different options on air quality by considering the estimated traffic levels and population densities across the area.
- e) **Financial cost:** This includes the cost of works to develop and implement the option. These costs include detailed design, traffic management and physical works.

3.93 All of the options are feasible and the evaluation in Appendix D – Options Evaluation, the available data and feedback received through the consultation are deemed sufficient to enable fair consideration between them.

3.94 A summary of the evaluation is:

- Option 1 scores strongest in terms of access for emergency services, residents, deliveries and vehicles associated with council operations such as highway maintenance and waste collection. It is also the strongest option in terms of network resilience and access for those reliant on vehicles such as disabled people. From the consultation, the proportion of responses disabled people were more in support of Option 1 than for Option 2. From disabled responses from within the consultation area 70.4% supported Option 1.
- Option 2 scores highest in terms of road safety, air quality and public realm suitable to encourage active travel.
- Option 3 scores highest overall by striking a balance between competing demands on streets within the scheme area. It seeks to address most of the concerns of stakeholders that support Options 1 and those that support Option 2.

## **4 EQUALITIES IMPLICATIONS**

4.1 An Equalities Impact Assessment (EqIA) has been developed alongside the scheme development and consultation process. The initial EqIA assessment highlighted the potential for positive and negative impacts on groups sharing protected characteristics. Evidence has been gathered from existing studies, data sets, as well as data collected as part of the consultation.

- 4.2 Option 1 is feasible but there are concerns regarding the impacts of increase in traffic in the area. These impacts include reduced road safety and increased emissions from vehicle traffic. These impacts have a disproportionate impact on protected characteristics groups such as older people and younger children. The series of public realm improvements that are proposed seek to mitigate these concerns but the implementation of Option 3 is considered to be more effective in addressing them.
- 4.3 Option 3 would retain the benefits from the scheme for those who walk, cycle and use public transport across the area and improvements to the public realm. It would also address the identified negative impacts of the proposal that are related to those using a motor vehicle to use alternative routes to reach their destination in the area. These negative impacts are associated with the increased time, distance, and cost for those reliant on cars to access services. These negative impacts also apply to those reliant on car access for carers and support services.
- 4.4 Options 1 and 3 include a robust monitoring plan is developed to identify any negative impacts on protected characteristics groups resulting from the proposals. This should provide a mechanism for mitigation measures or alterations where necessary, following engagement with stakeholders.

## **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 All costs associated with the consultation process have been contained within existing revenue budgetary provision.
- 6.2 The implementation of Option 1 is estimated to cost £2.5m and Option 3 is £1.2m. It is anticipated that some of this expenditure will result in new assets and therefore will be capital in nature, with the investment falling in 2023/24 and 2024/25. However, any abortive costs would be charged to General Fund revenue, where again there is no budgetary provision. It is proposed to meet any abortive costs from the Parking Control reserve. Unallocated funds forecast to the end of 2026/27 are sufficient to meet this cost.
- 6.3 There is currently no capital funding for the Liveable Streets programme within the approved capital programme. Therefore, to progress these options the capital governance process will need to be completed to secure funding.



## **7 COMMENTS OF LEGAL SERVICES**

- 7.1 The liveable streets scheme for the Old Bethnal Green Road area was introduced as an Experimental Traffic Order (“ETO”) in June 2020 and subsequently made permanent in December 2021.
- 7.2 The scheme for Arnold Circus and Colombia Road areas (Weavers) was introduced as an ETO in February 2021, amended in July 2021 and made permanent in April 2022.
- 7.3 Should Option 2 (retention of the schemes) is preferred, no further action is required as the existing permanent traffic orders will remain in place, unaffected by this decision.
- 7.4 Should either Option 1 (revocation of the schemes) or Option 3 (amendments to the schemes) are preferred, new traffic management orders will be required - Schedule 9, paragraph 27 of the 1996 Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations states that the power to make an order includes the power to make or revoke an order.
- 7.5 Option 1 would require revocation orders to be made and, once in force, the existing restrictions imposed under the current orders would cease to have effect.
- 7.6 Option 3 would require i) revocation orders to end the existing restrictions, and ii) the making of a new ETO(s) to bring the new restrictions into being. The making of an ETO would open up a period in which objections to the order could be made.
- 7.7 The courts have emphasised that an ETO should be genuinely experimental in nature, designed to glean information about the workings of a scheme in practice. The detail in the body of the report outlines the experimental nature of the proposal and the information that it is hoped will be obtained to enable a decision to be reached in due course about the long-term future of the proposals. The proposal in Option 3 meets with the legal requirements of an experimental scheme.
- 7.8 The power to make (or not to make) an order is discretionary - simply because there may have been a particularly active campaign (either for or against a proposal) does not automatically mean that option should be followed. The test against which any decision will be considered is whether the decision to make or not make an order was so unreasonable that no reasonable person acting reasonably could have made it.
- 7.9 The Road Traffic Regulation Act 1984 provides the statutory basis on which traffic orders may be made -
- Avoiding danger to people or traffic
  - Preventing damage to the road or to buildings on or near the road
  - Facilitating the passage of traffic (including pedestrians)
  - Preventing the use of the road by unsuitable traffic

- Preserving the character of the road, especially where the road is suitable for walking or horse-riding
- Preserving or improving the amenities of the area through which the road runs
- Air quality

7.10 The courts have recently set out how a decision maker should react when considering whether respond or not to make a traffic order –

- keep in mind the statutory duty under s122 Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), so far as practicable.
- have regard to factors which might point in favour of making the order – these factors include the effect on local amenities and all the relevant factors listed in s1 Road Traffic Regulation Act 1984.
- balance the various considerations and make the appropriate decision

7.11 When considering whether to make or revoke a traffic order, the decision maker must consider wider statutory duties. These include –

- Exercising our powers under s122 Road Traffic Regulation Act 1984 to secure so far as practicable the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).
- Any duties under the Traffic Management Act 2004 to secure the expeditious movement of traffic on the local traffic network.
- Equalities – detailed in the body of the report

7.12 Consultation has been undertaken, including with the public. The feedback from that consultation is but one element of the balancing exercise required to be carried out in the decision-making process.

## **Linked Reports, Appendices and Background Documents**

### **Linked Report**

- NONE

### **Appendices**

Appendix A – Option scheme plans

Appendix B – Old Bethnal Green Road Area Consultation results report

Appendix C – Weavers Consultation results report

Appendix D – Options Evaluation

Appendix E – Old Bethnal Green Road Area Consultation Document

Appendix F – Weavers Area Consultation Document

Appendix G – Equalities Impact Assessment

Appendix H – Background data

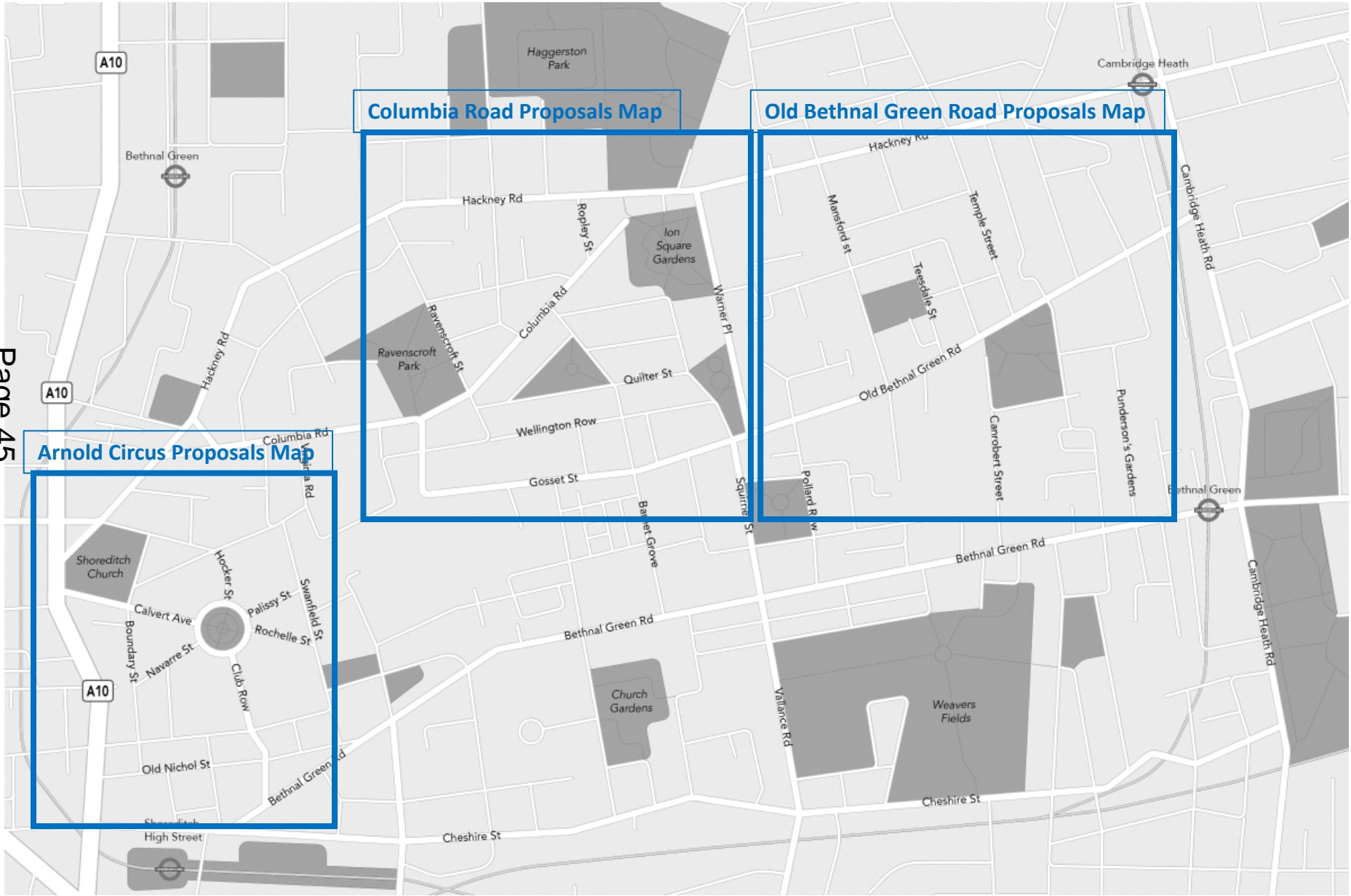
### **Background Documents – Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2012**

- NONE

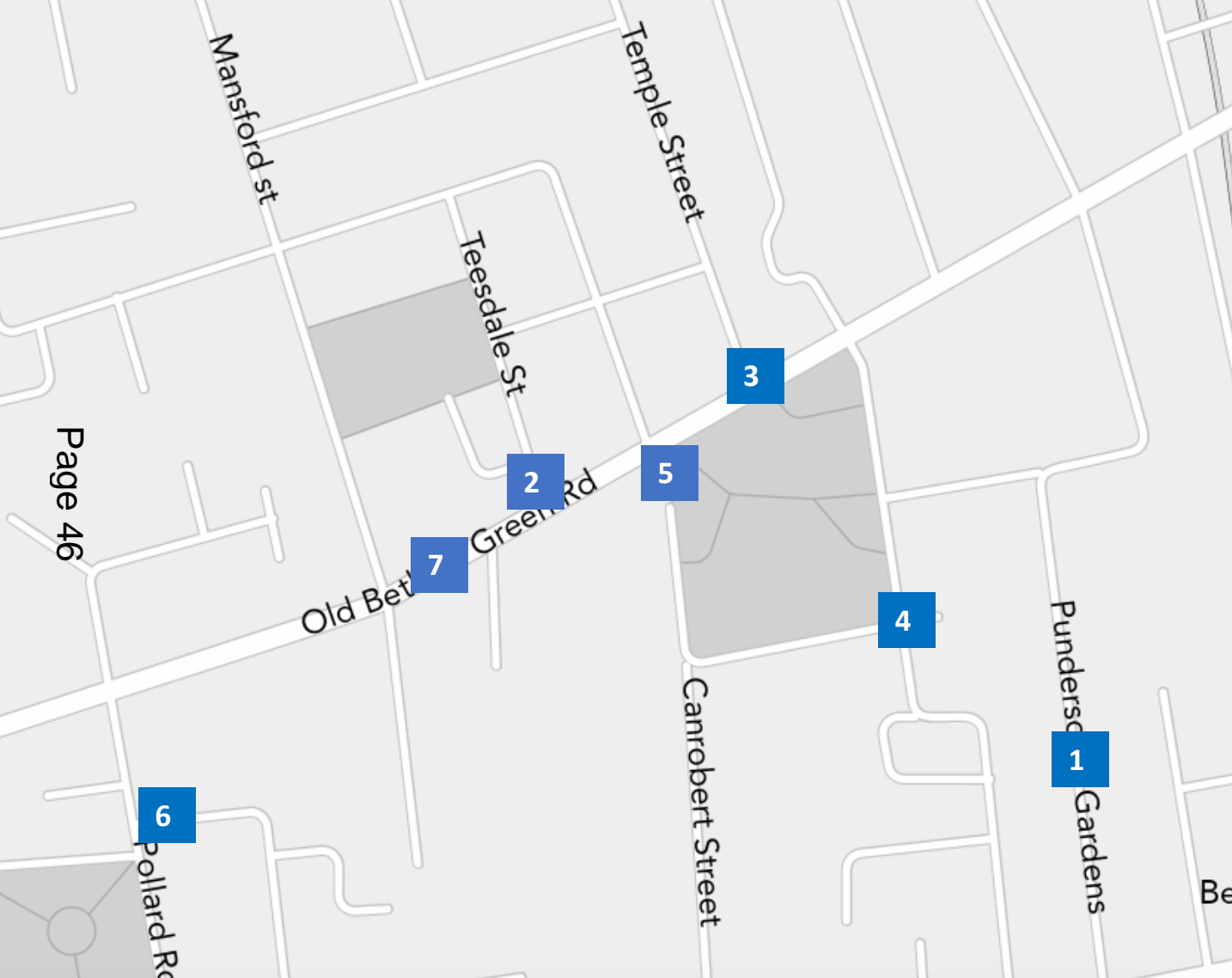
**Officer contact details for documents:  
Ashraf Ali – Head of Highways and Transportation**

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# Liveable Streets Area maps



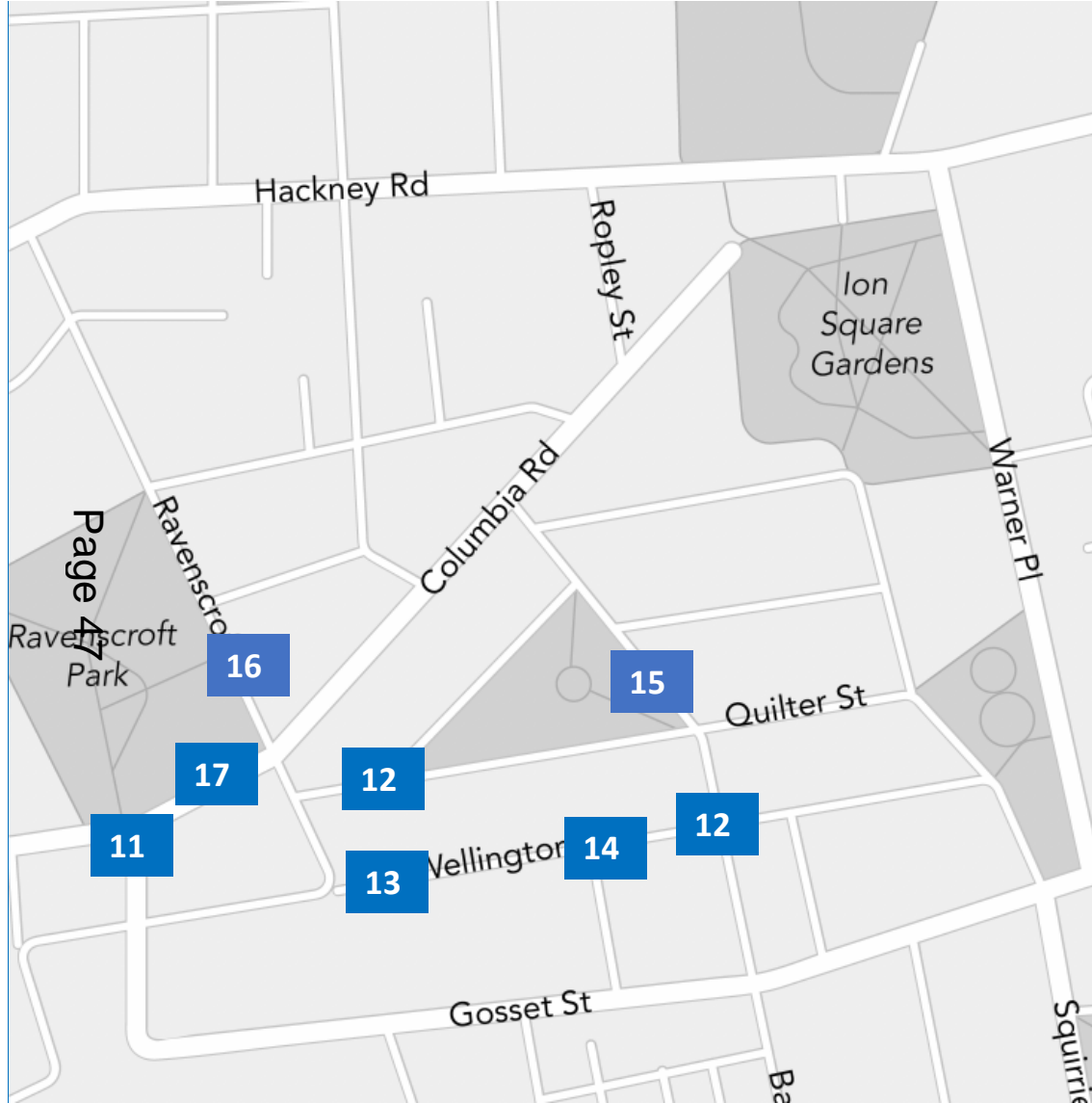
# Option 1 Old Bethnal Green Road Proposals Map



Page 46

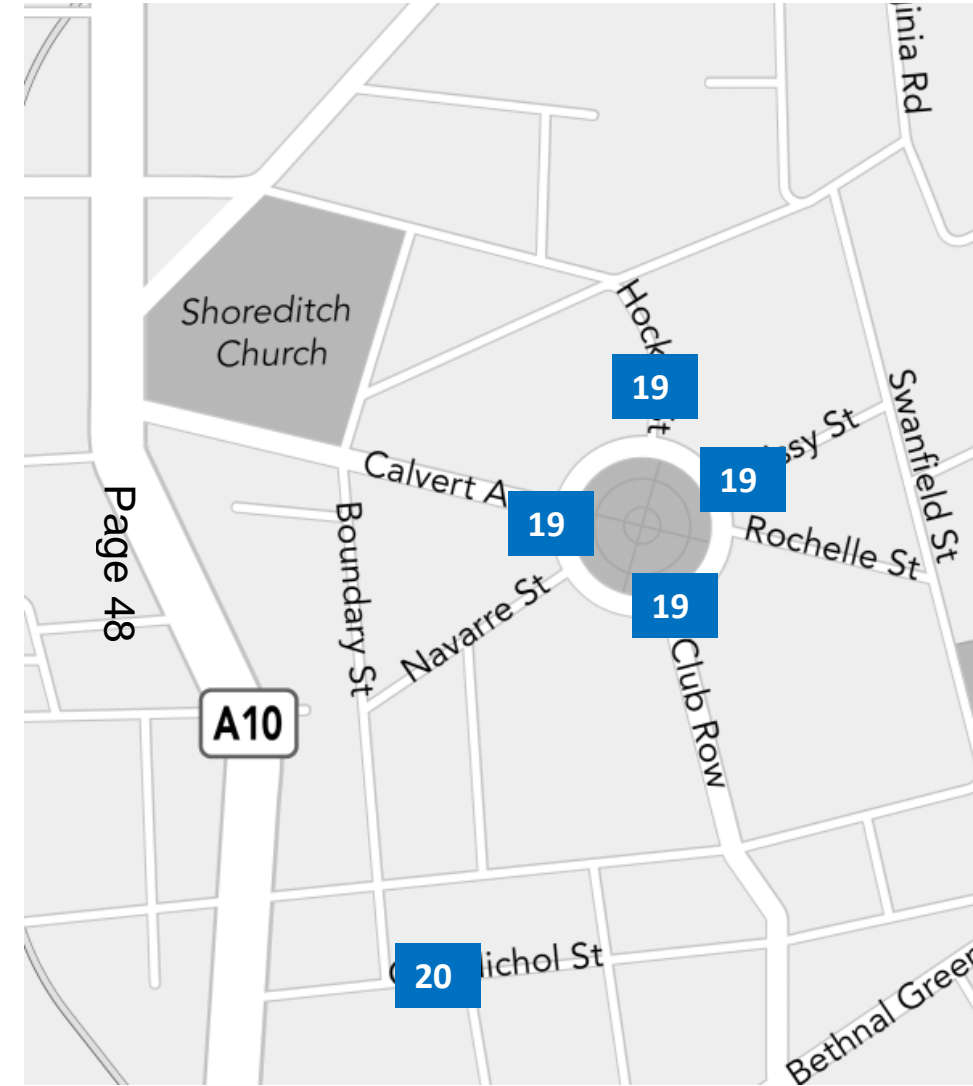
- 1** Removal of closure on Punderson's Gardens
- 2** Removal of closure on Teesdale Street
- 3** Removal of closure on Old Bethnal Green Road
- 4** Removal of closure on Clarkson Street
- 5** Removal of closure on Canrobert Street
- 6** Removal of closures on Pollard Street and Pollard Row
- 7** Making Old Bethnal Green Road two way between Pollard Row and Clarkson Street

# Option 1: Columbia Road Proposals Map



- 11** The removal of the closure on the junction of Columbia Road and Gosset Street and Gosset Street and allowing southbound traffic only
- 12** The removal of closures on Quilter Street and the junction of Wellington Row and Barnet Grove
- 13** Wellington Row would be one way westbound from the junction of Delta Street to the junction with Gosset Street
- 14** Wellington Row would be one way eastbound from the junction of Delta Street to the junction with Durant Street
- 15** Barnet Grove kept two way with prohibitions to northbound traffic to allow for emergency service vehicles
- 16** Making one-way sections on Ravenscroft Street (between Ezra Street and Columbia Road) two way
- 17** Making one-way section on Columbia Road (between Chambord Street and Ravenscroft Street) two way

# Option 1: Arnold Circus Proposals Map



19

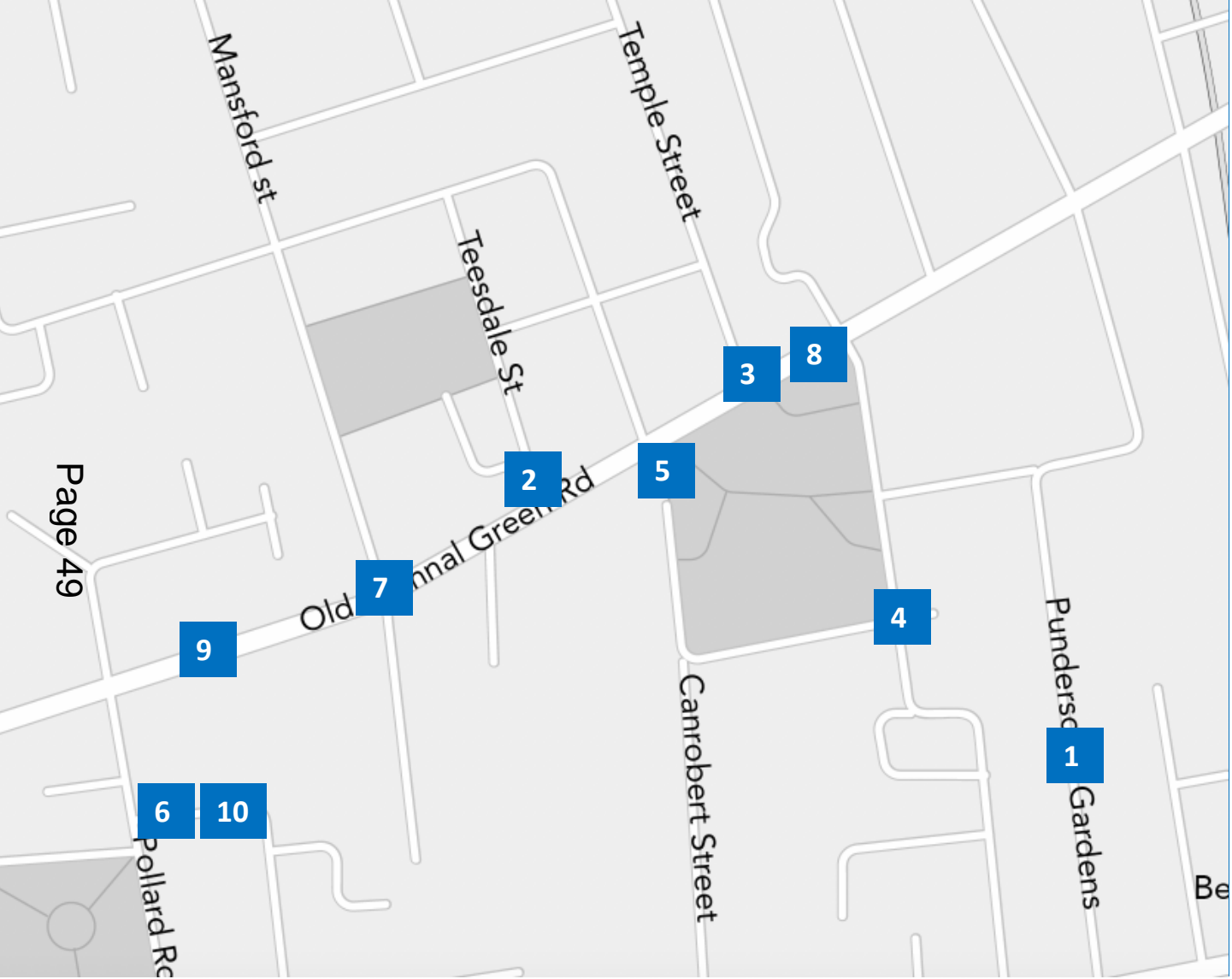
Removal of closures at each arm of Arnold Circus

20

Removal of Closure on the junction between Old Nichol Street



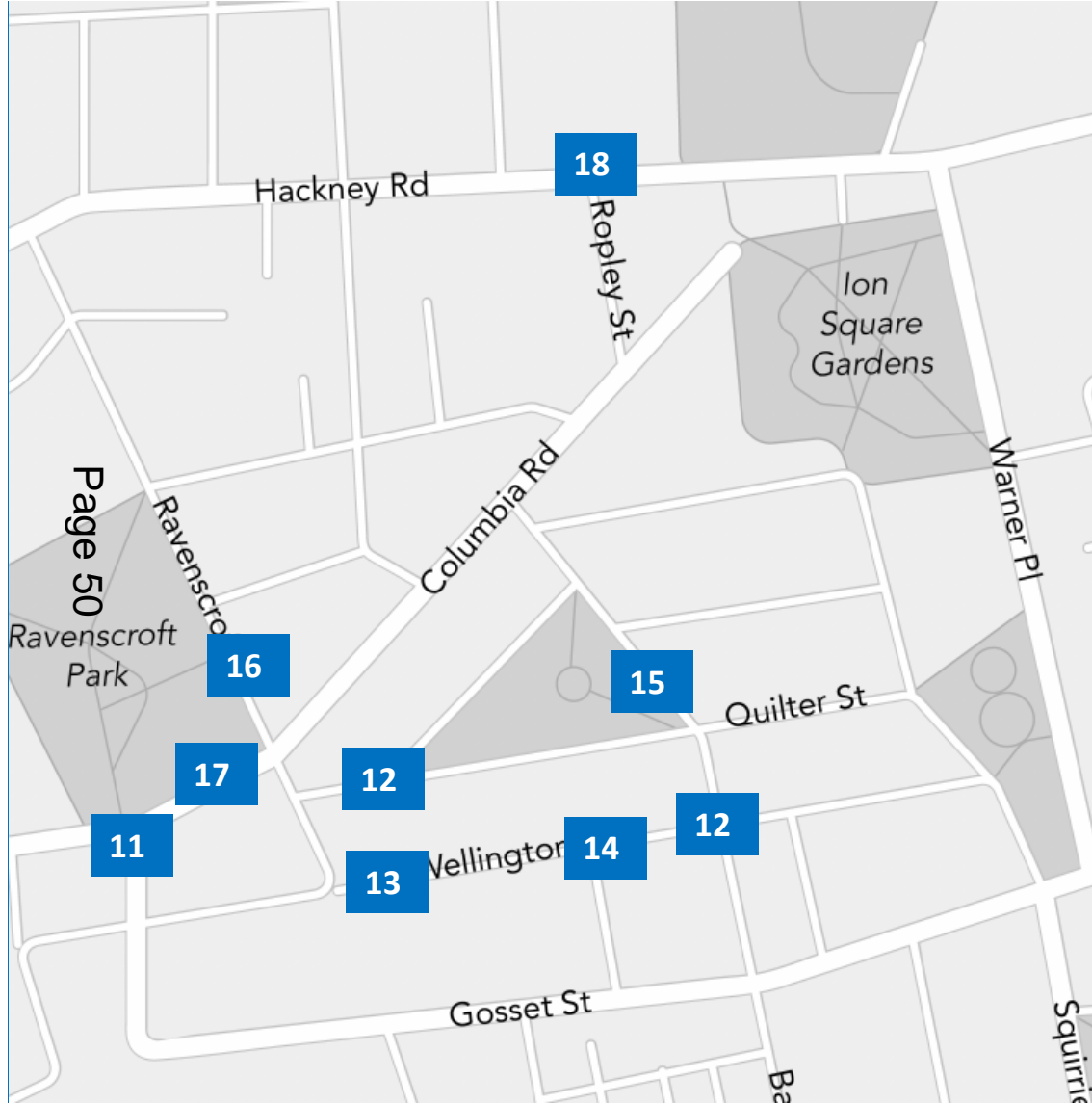
# Option 3: Old Bethnal Green Road Proposals Map



Page 49

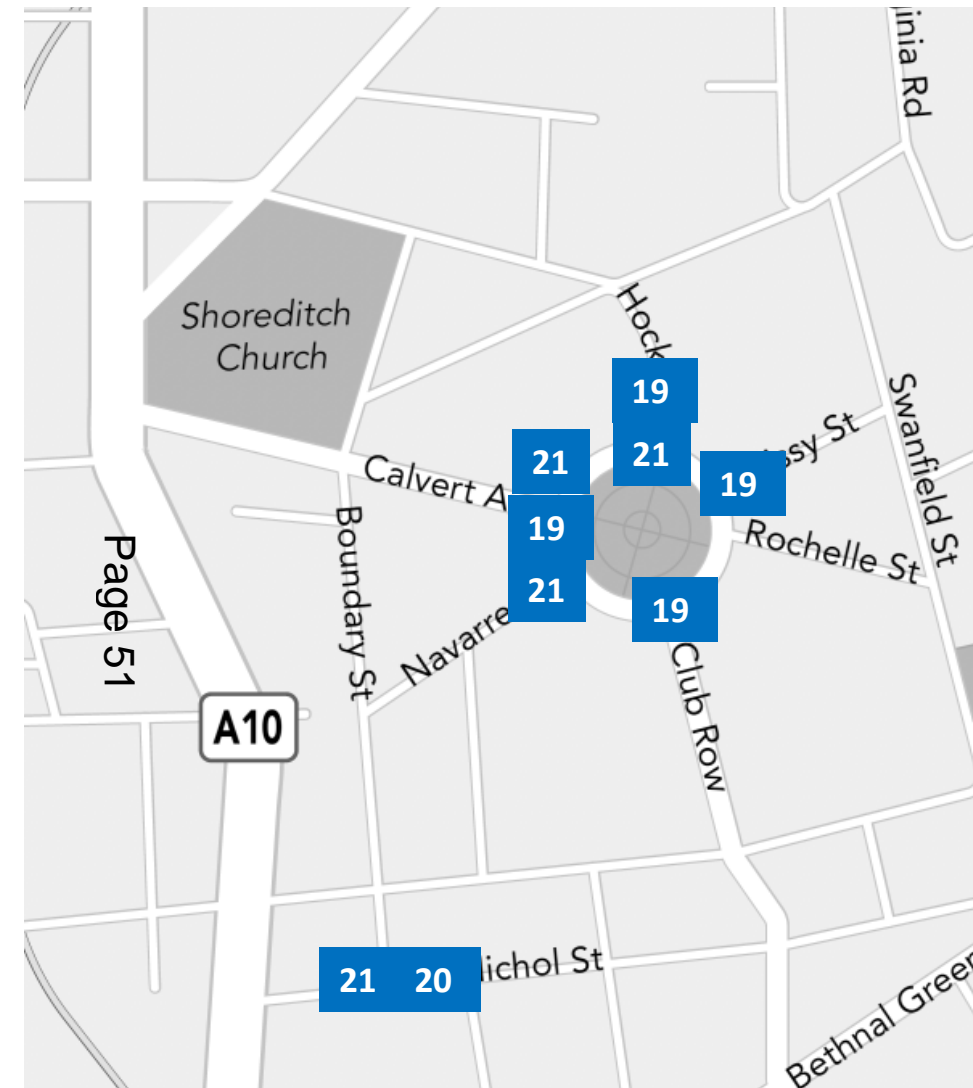
- 1 Removal of closure on Punderson's Gardens
- 2 Removal of closure on Teesdale Street
- 3 Removal of closure on Old Bethnal Green Road
- 4 Removal of closure on Clarkson Street
- 5 Keep closure on Canrobert Street
- 6 Removal of closures on Pollard Street and Pollard Row
- 7 Keep Old Bethnal Green Road one way between Pollard Row and Clarkson Street
- 8 New camera filters on Old Bethnal Green Road junction with Temple Street to operate during peak times (with resident exemption)
- 9 Widen footway on Old Bethnal Green Road between Mansford Street and Pollard Row
- 10 New school street on Pollard Street

# Option 3: Columbia Road Proposals Map



- 11** The removal of the closure on the junction of Columbia Road and Gosset Street and Gosset Street and allowing southbound traffic only
- 12** The removal of closures on Quilter Street and the junction of Wellington Row and Barnet Grove
- 13** Wellington Row would be one way westbound from the junction of Delta Street to the junction with Gosset Street
- 14** Wellington Row would be one way eastbound from the junction of Delta Street to the junction with Durant Street
- 15** Barnet Grove kept two way with prohibitions to northbound traffic to allow for emergency service vehicles
- 16** Keep one-way section on Ravenscroft Street (between Ezra Street and Columbia Road)
- 17** Making one-way section on Columbia Road (between Chambord Street and Ravenscroft Street) two way.
- 18** New camera filter on Hackney Road junction with Ropley Street to operating Monday to Saturday. Only restricts turning from Hackney Road into Ropley Street (with resident exemption)

# Option 3: Arnold Circus Proposals Map



19

Removal of closures at each arm of Arnold Circus

20

Removal of Closure on the junction between Old Nichol Street

21

Four new camera filters on Old Nichol Street and Arnold Circus junction with Calvert Avenue, Navarre Street and Hocker Street restricting night-time through travel and associated ASB (with resident exemption)

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

### **Executive Summary**

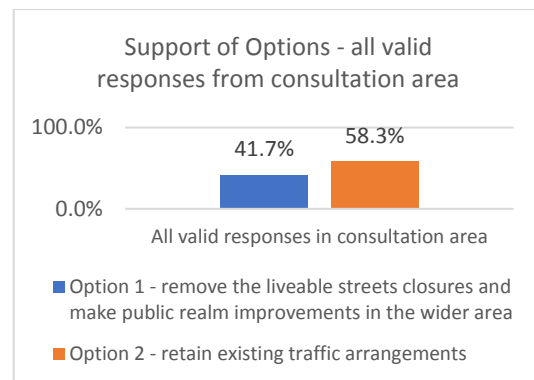
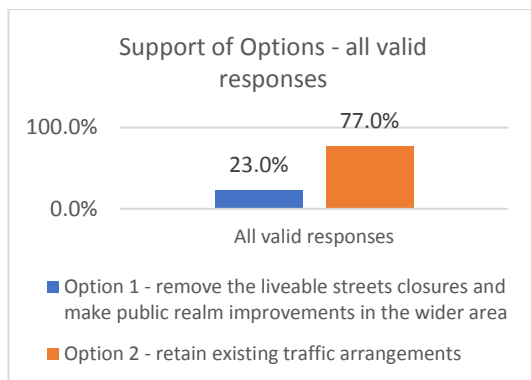
Analysis in this report includes the proportion of respondents who supported the two proposed options, and hereafter called Option 1 and Option 2.

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

Survey responses have been presented in two ways:

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

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



### **Background**

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

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

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

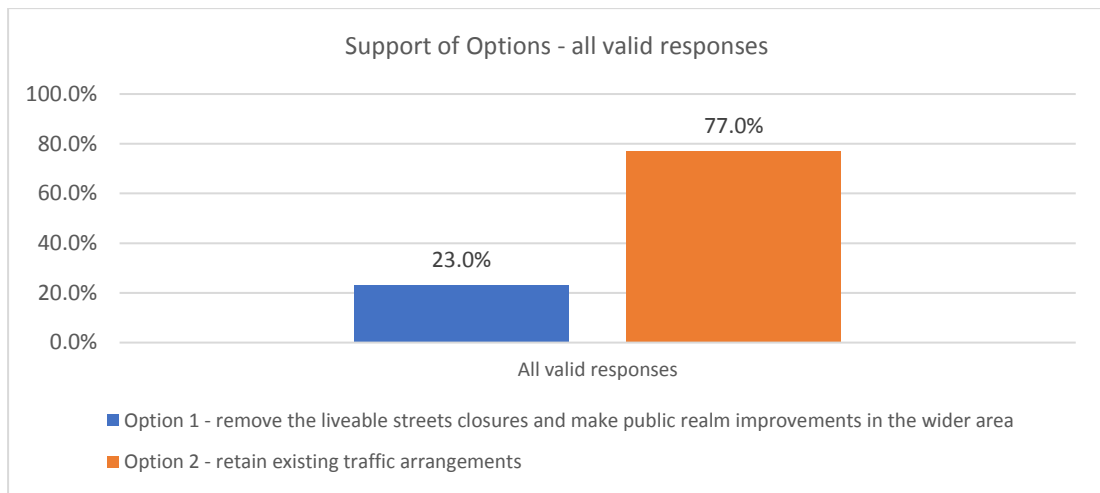
### **All responses**

2,061 valid survey responses were received.

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

Overall,

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



## Responses from the consultation area

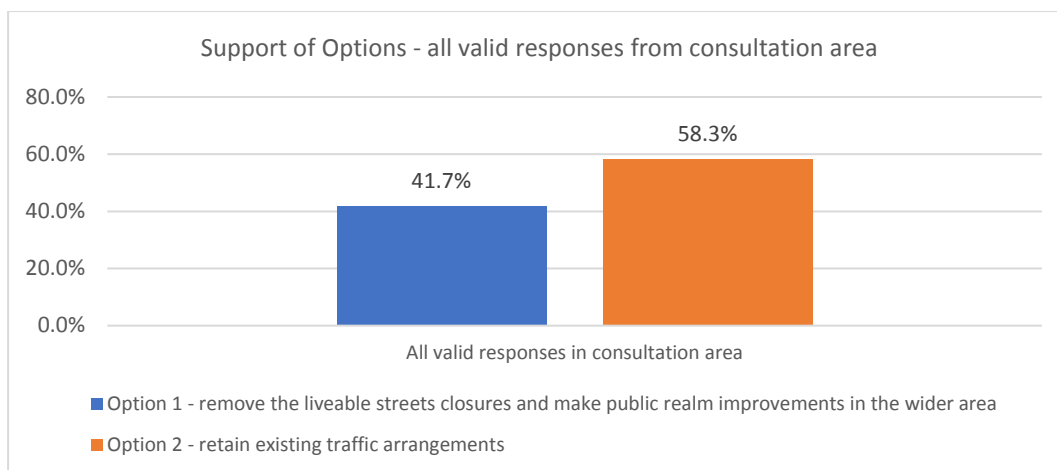
A unique reference number was provided in a letter and sent to all businesses and households within the Liveable Streets scheme area to help distinguish between those responding who may be directly impacted by the proposals.

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

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

Of those,

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



## Analysis

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

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

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

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

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

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

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

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

## Evaluation of existing scheme

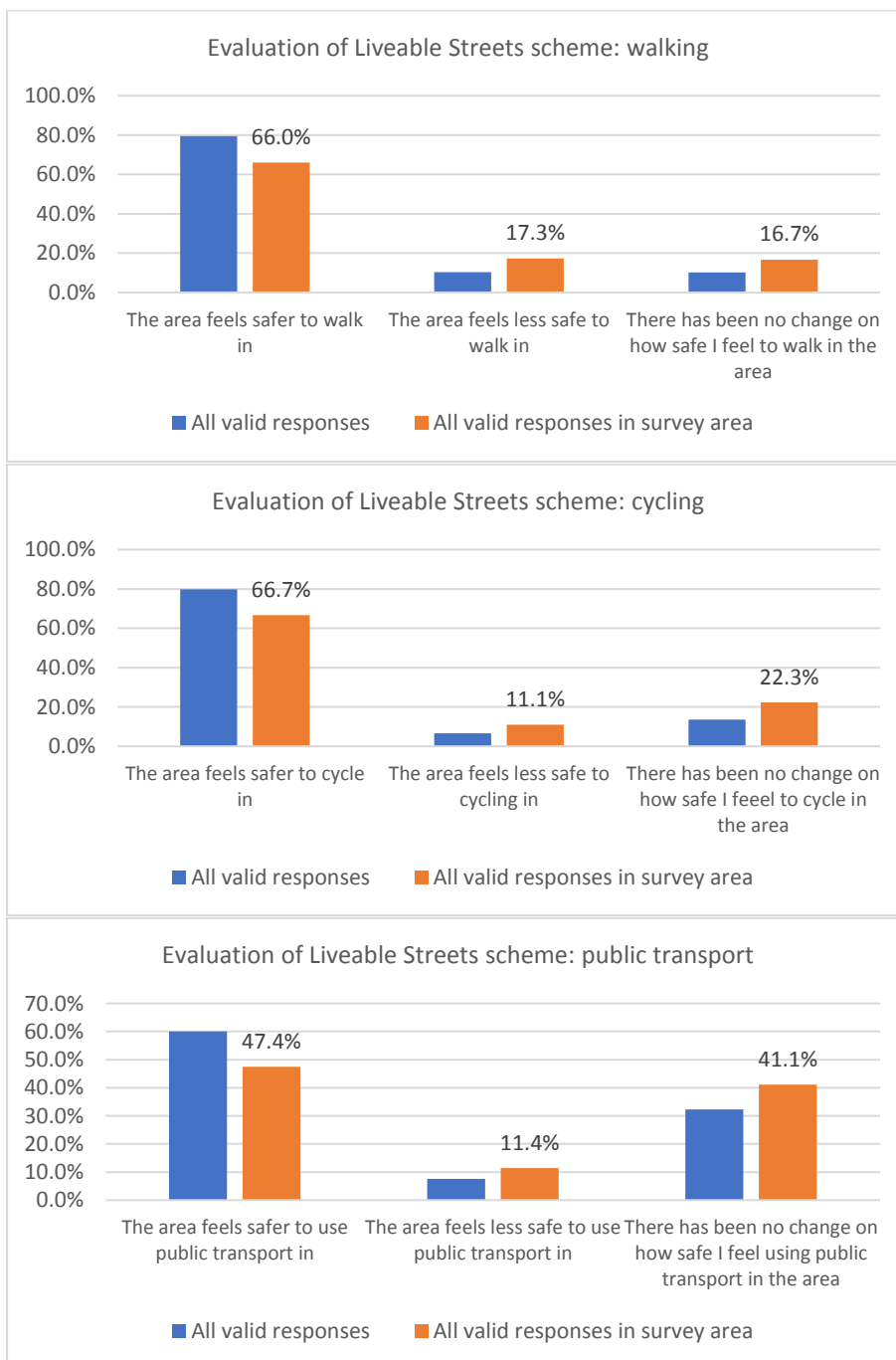
Survey responders were asked to evaluate the existing scheme. Responders were asked their opinion in a range of areas: Since the changes to roads in Bethnal Green were introduced under the Liveable Streets Scheme.

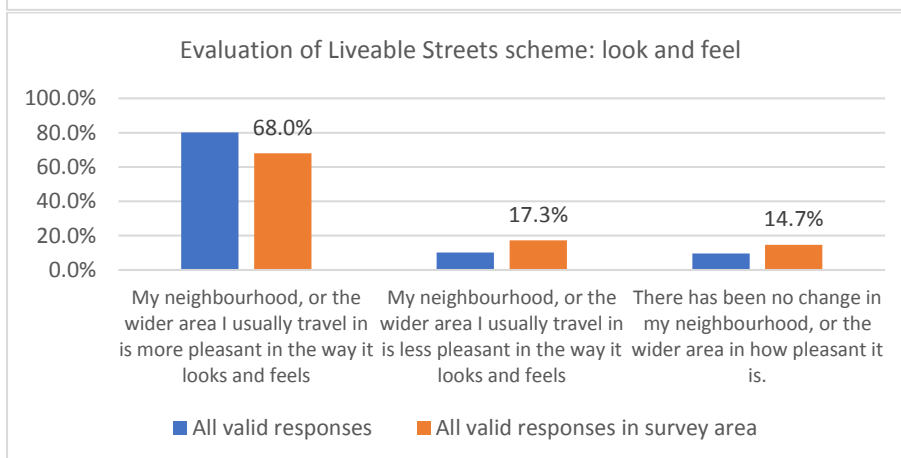
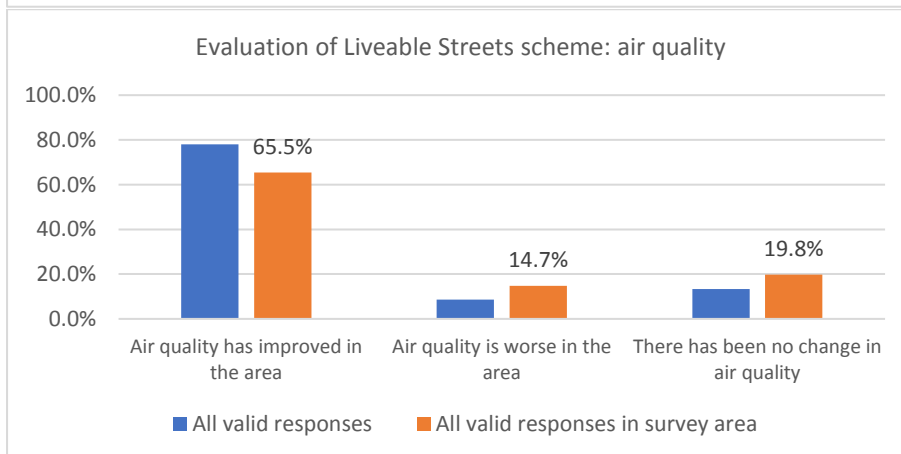
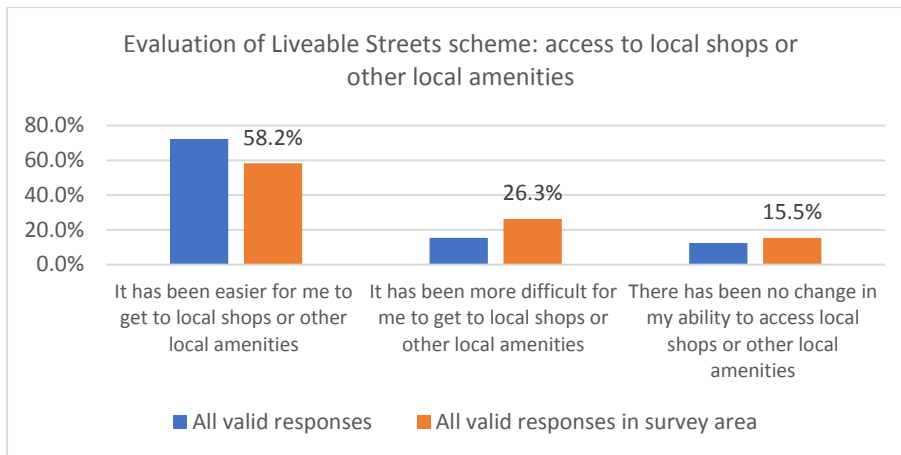
- Walking
- Cycling
- Use of public transport
- Traffic
- Access to shops and local amenities
- Air quality
- Traffic noise
- More pleasant neighbourhood



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

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

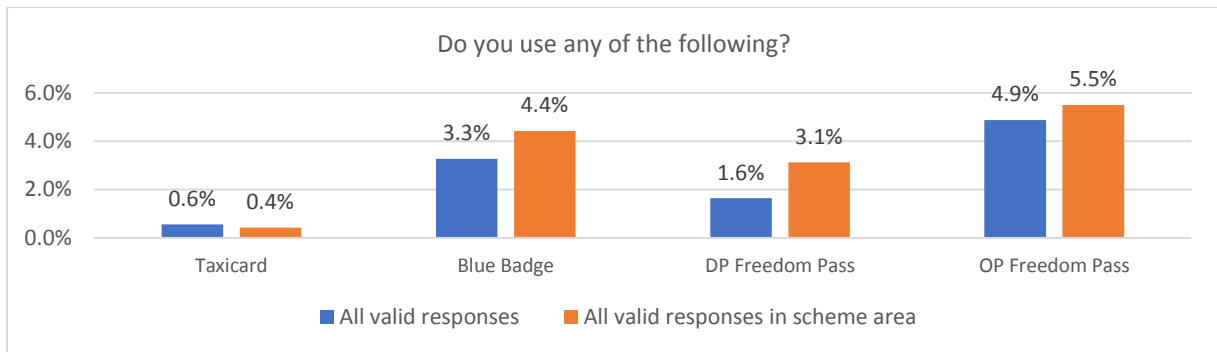




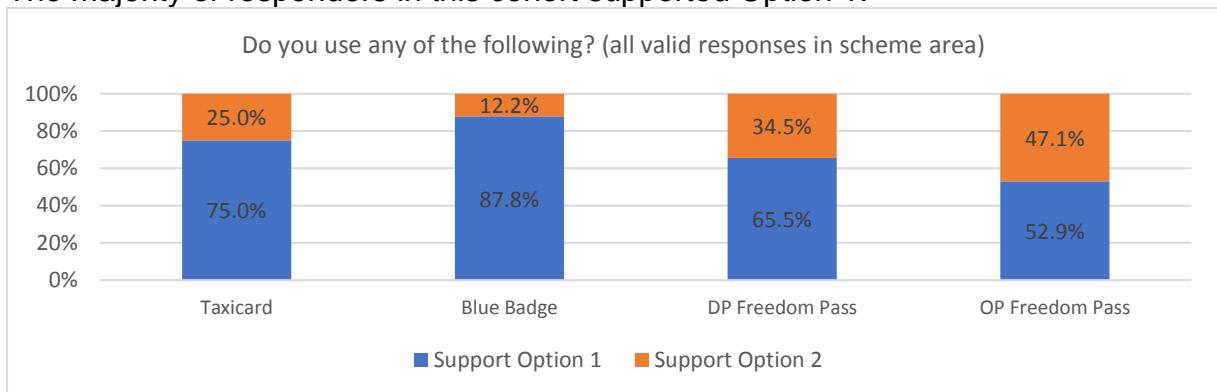
## Travel Survey

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

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



The majority of responders in this cohort supported Option 1.



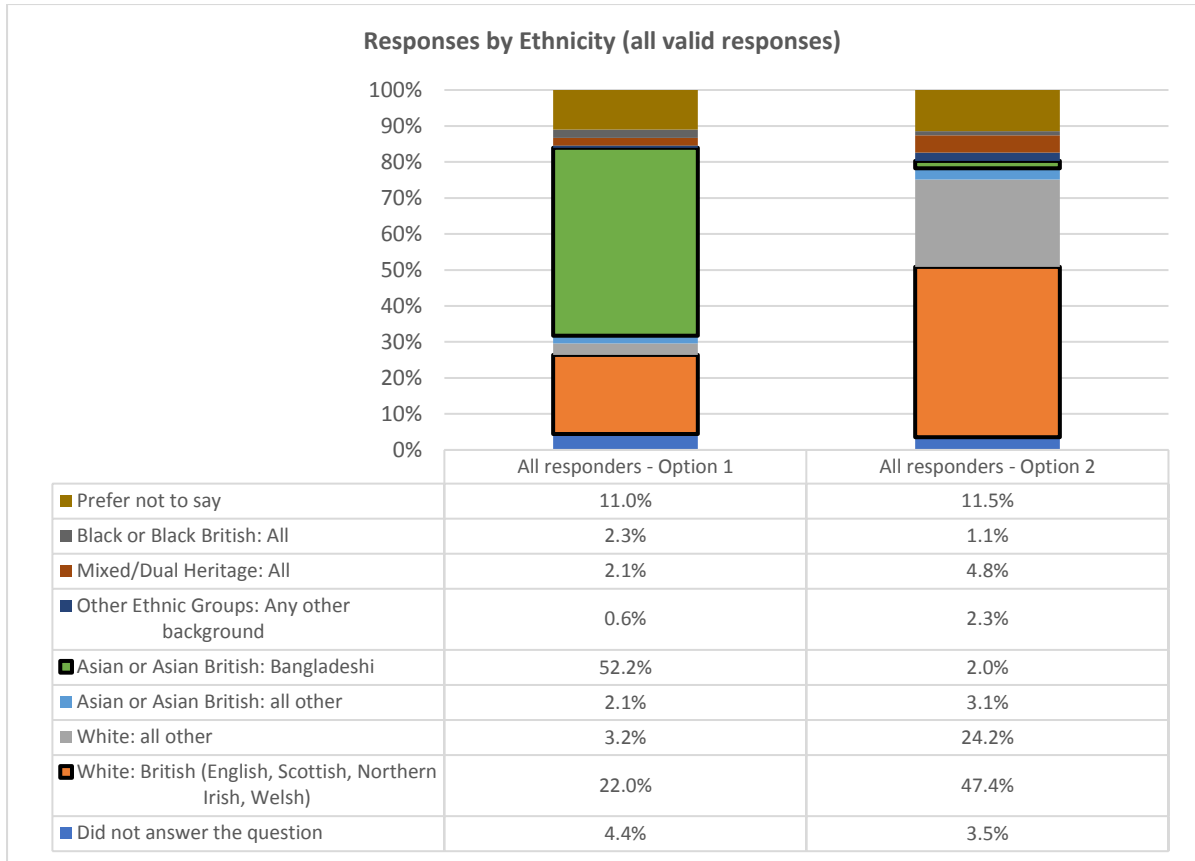
## Equalities Analysis

### Ethnicity

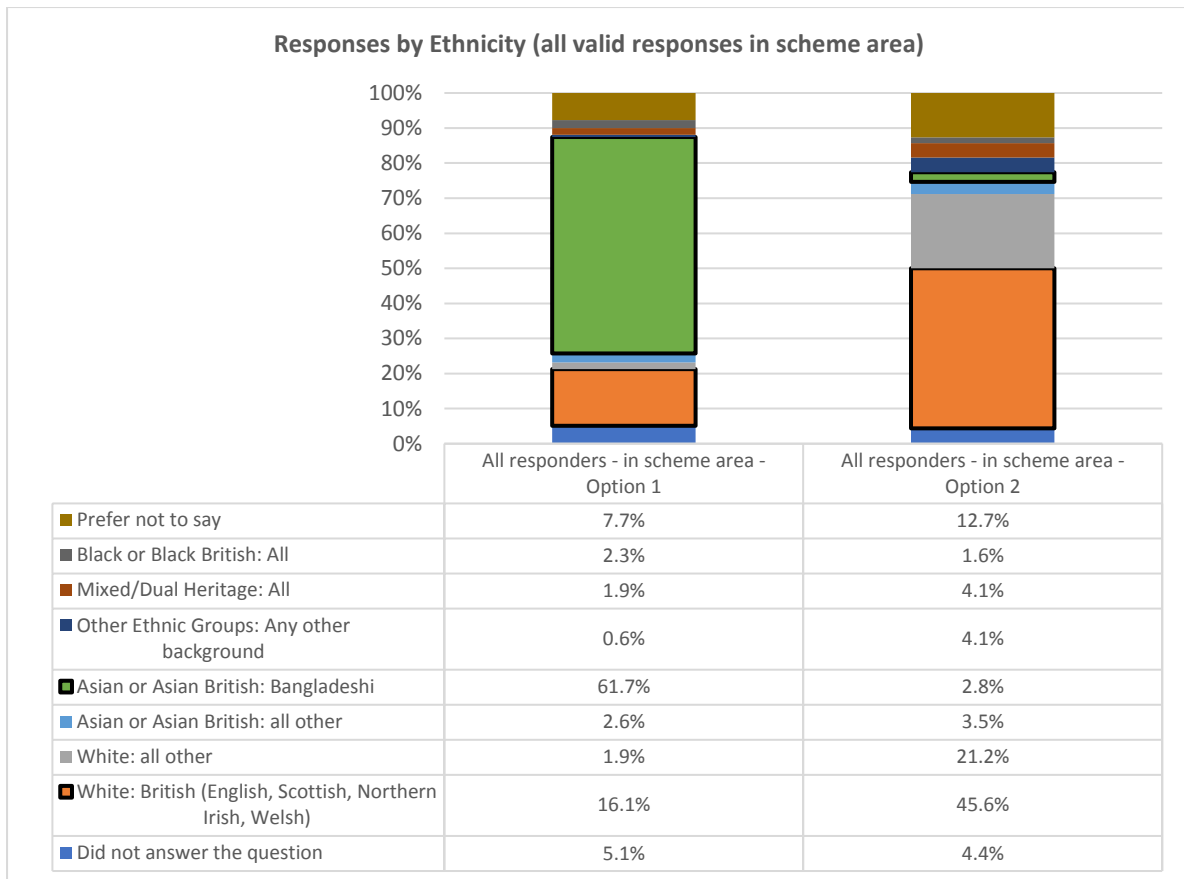
41.5% of all valid responses came from people who described themselves as White British. 12.1% of White British responders voted for Option 1 and 87.8% voted for Option 2. 33.2% of valid responses from within the scheme area were from White British responders and of those 20.1% voted for Option 1 and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

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

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



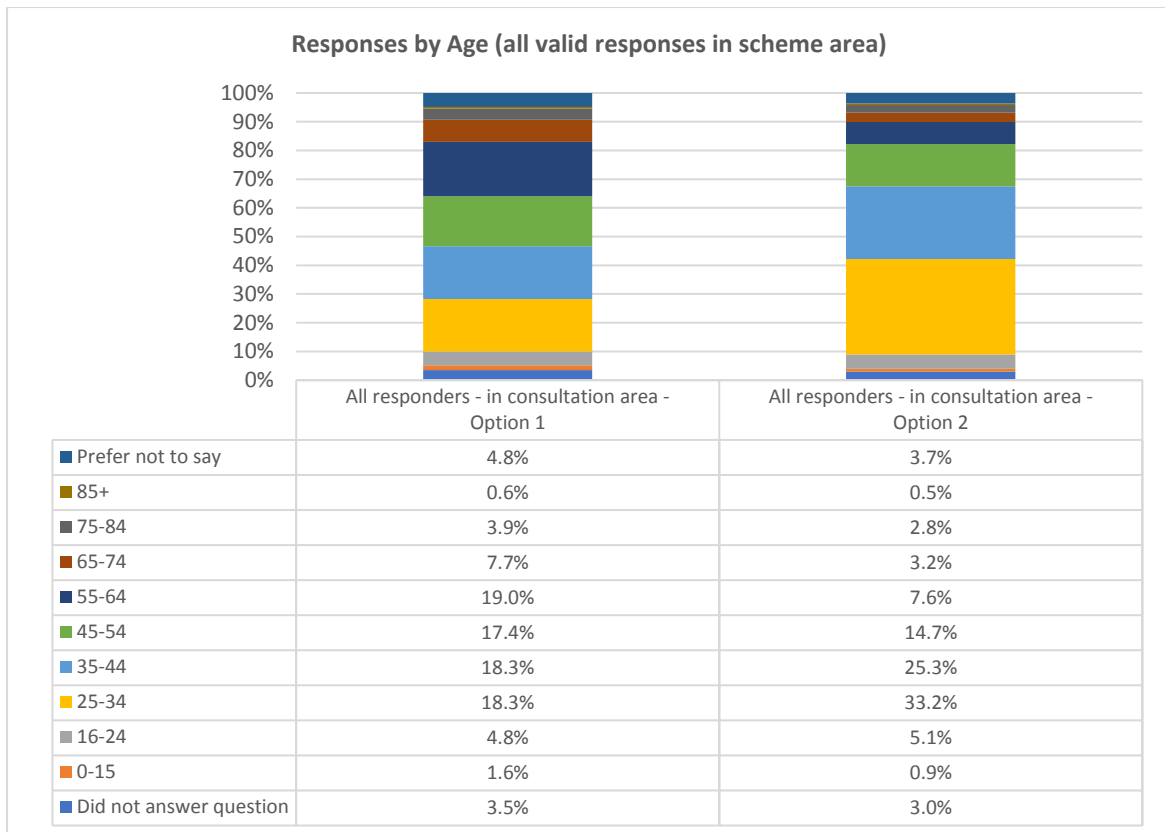
The table below show the proportion of valid responses received from responders living in the scheme area by ethnicity and support for each option.



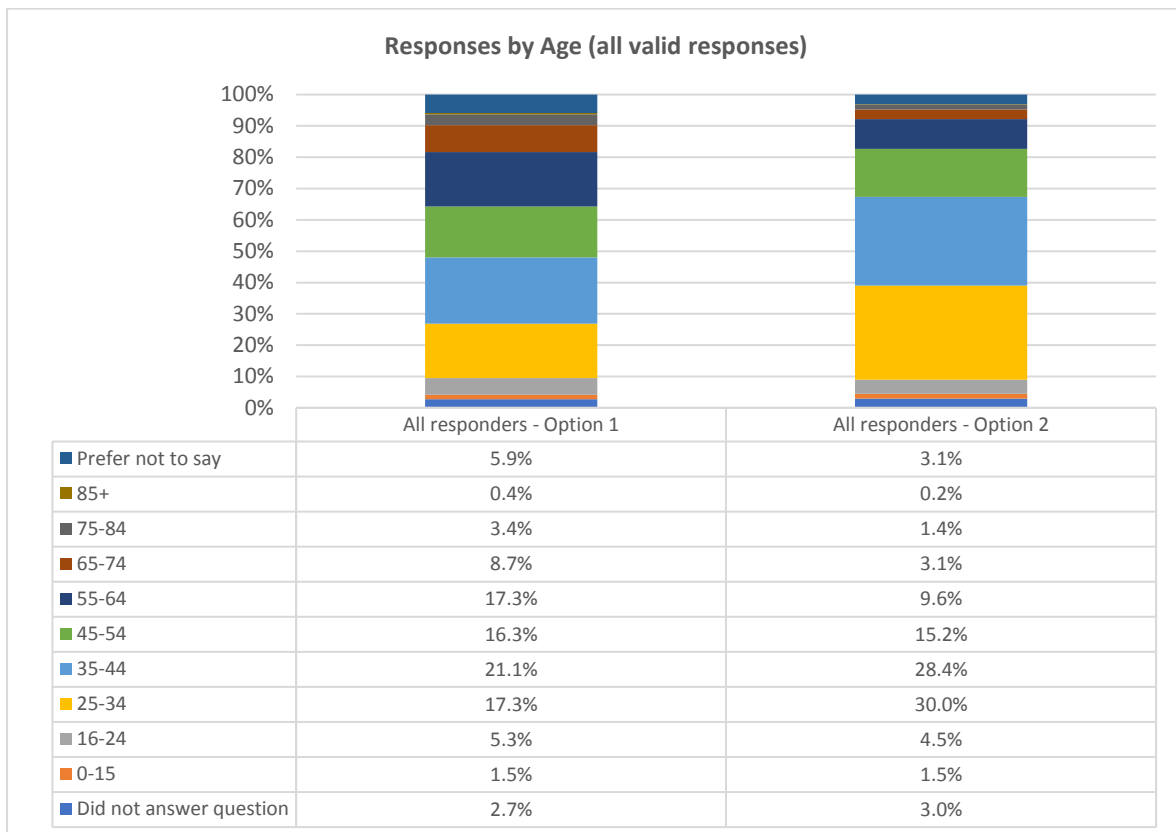
## Age

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

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

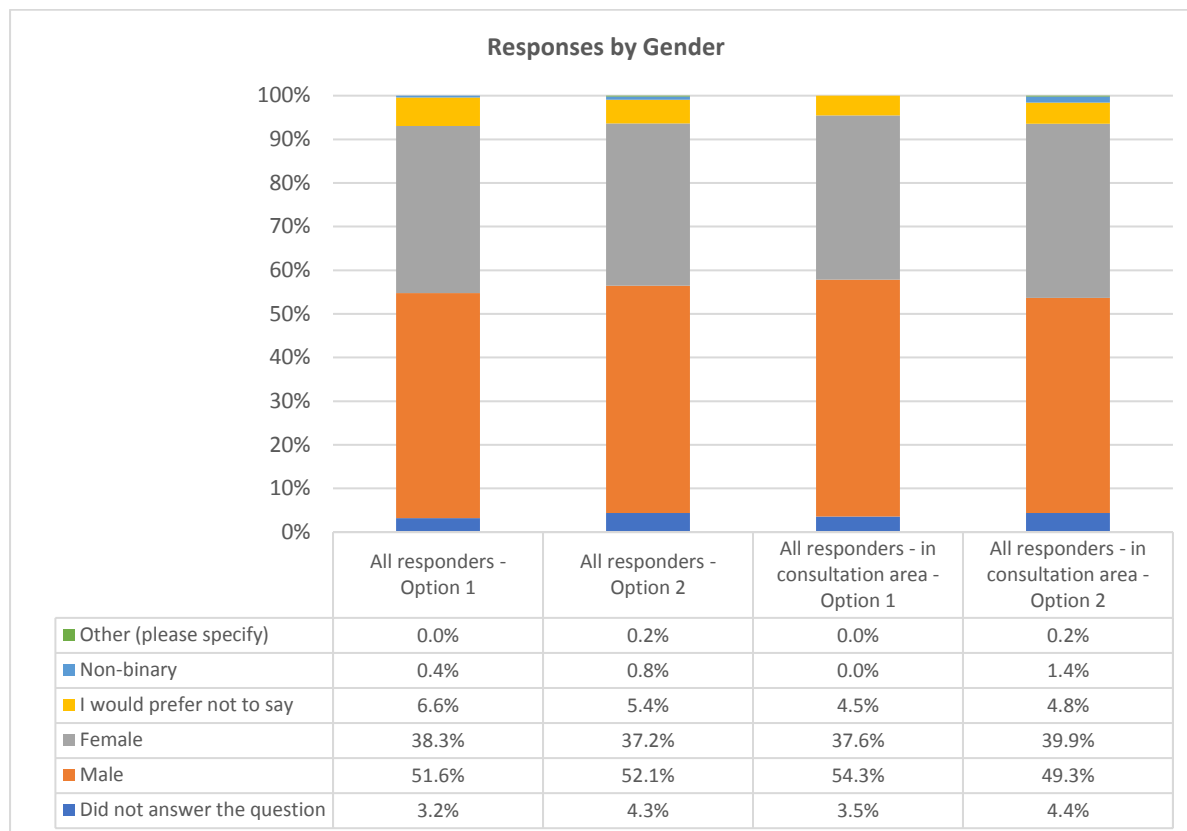


The table below show the proportion of valid responses received from responders living in the scheme area by age range and support for each option.



## Gender

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



### Gender same as registered at birth

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

### Sex registered on birth certificate

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

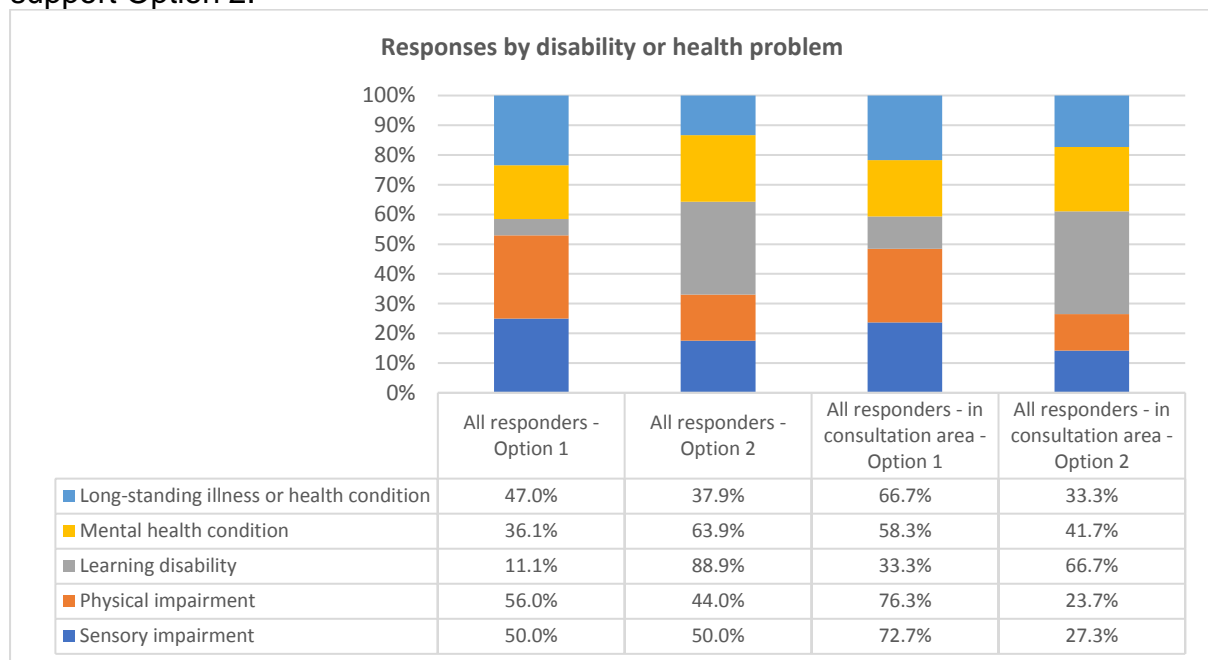
### Disability

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

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

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

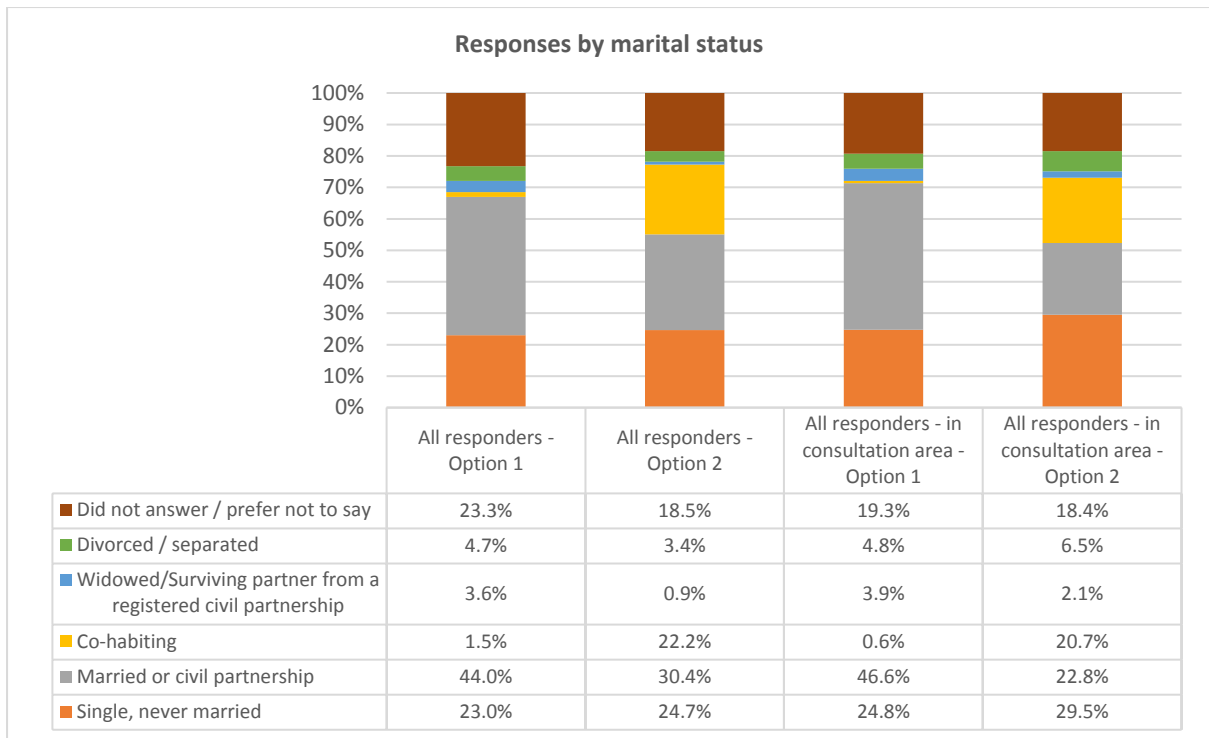
Respondents were asked to state the type of health problem(s) or disability(y/ies) that applied to them. In general, respondents with a long-standing illness or health condition, a physical or sensory impairment were more likely to support Option 1 and respondents with a mental health condition or learning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



## Marital Status

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

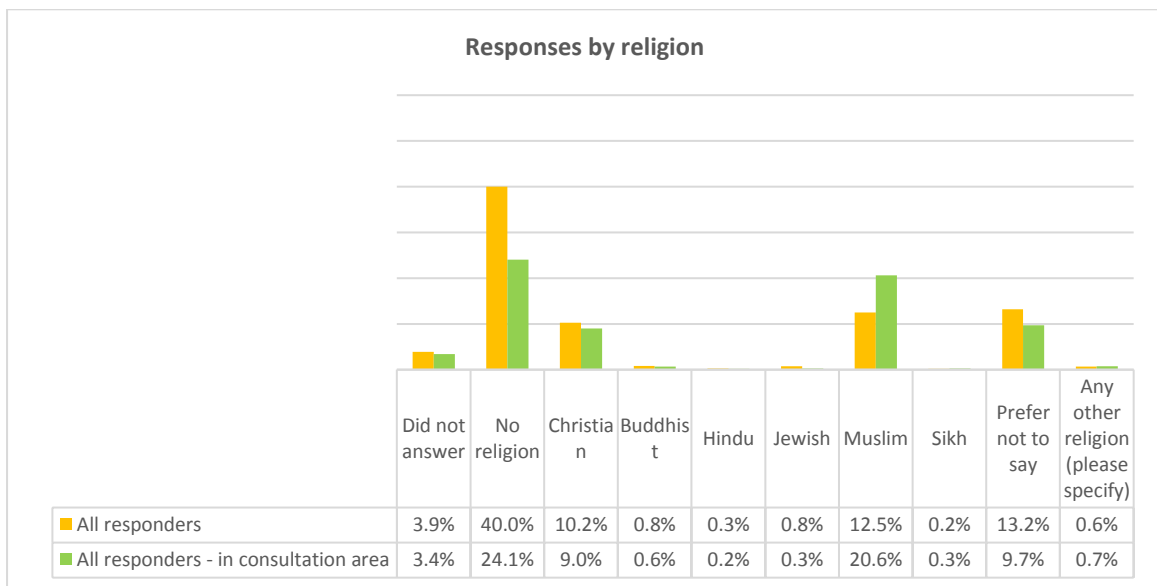


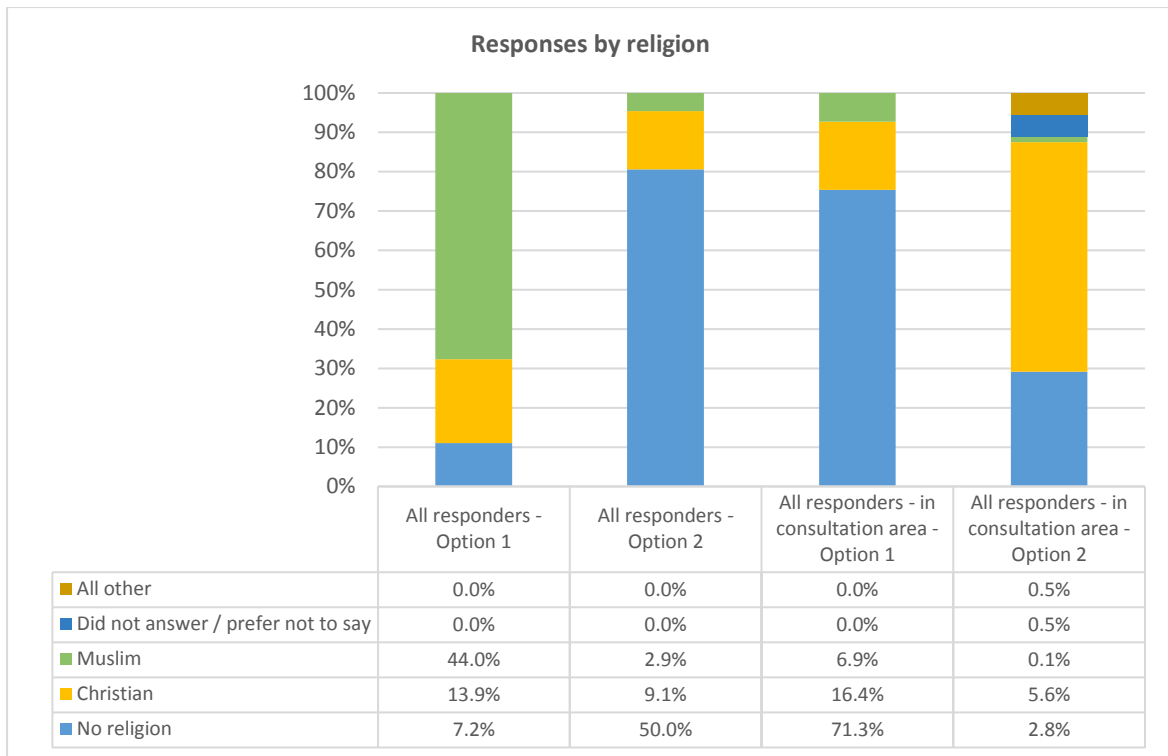


## Religion

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

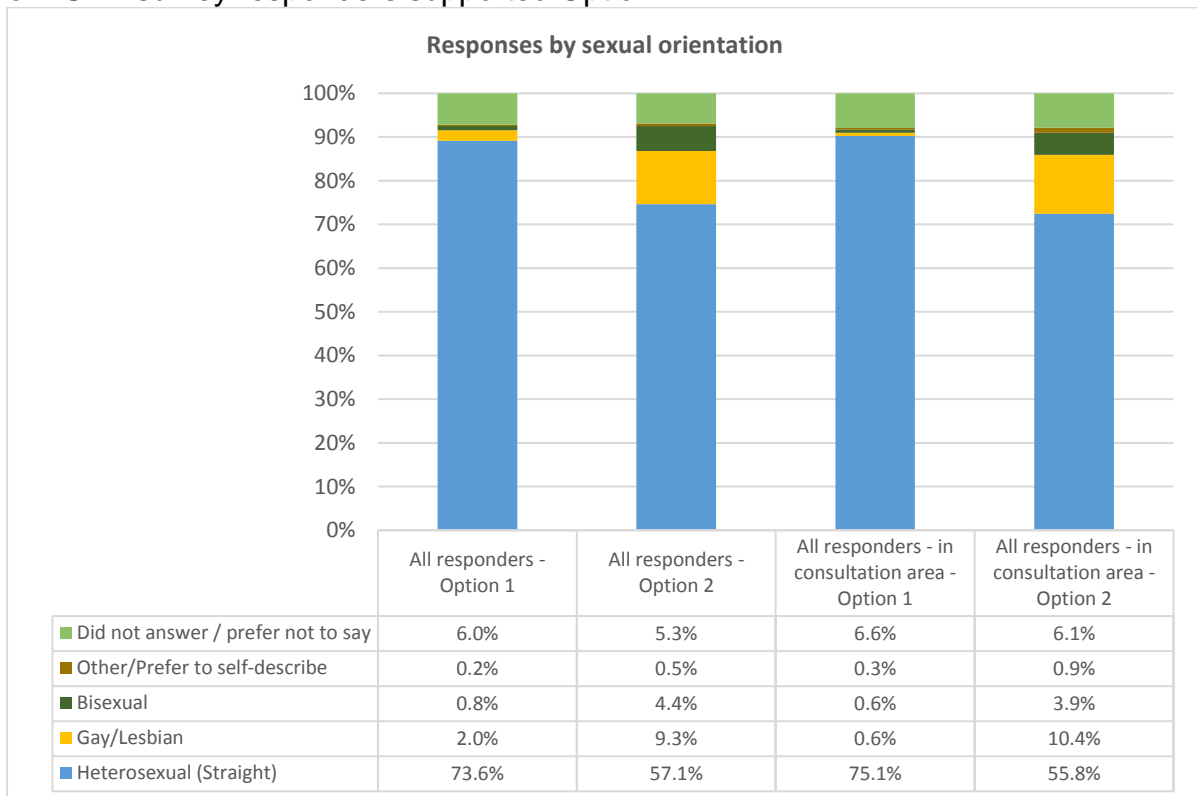
The next highest group was from respondents who said they were Muslim. Muslim respondents were more likely to support Option 1. Respondents who identified as Christian were more likely to support Option 2.





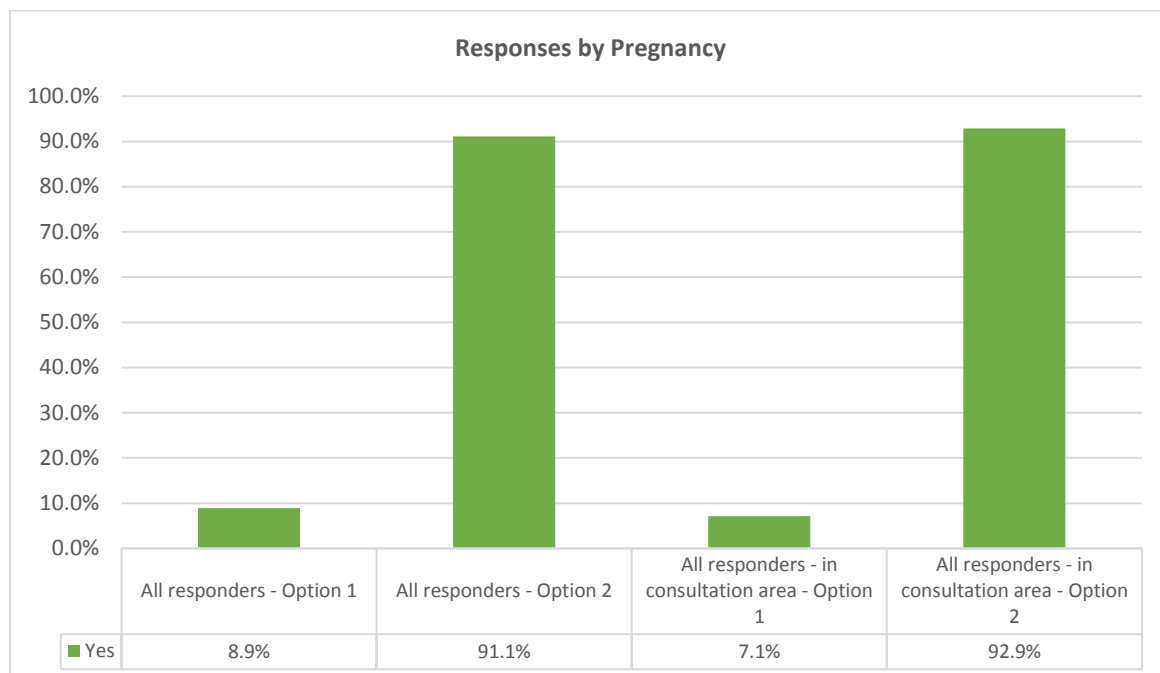
## Sexual Orientation

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



## Pregnancy and Maternity

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



### Free text comments

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

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

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

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

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

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

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

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

### **Comments from business respondents**

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

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

Business responders who supported Option 1 provided the following comments.

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

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

Business responders who supported Option 2 provided the following comments.

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

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

## **Other Stakeholder responses**

### Full response from Oakland Secondary School

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

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

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

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

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

Full response from Tower Hamlets Public Health Team

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

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

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

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

## Air Quality

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

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

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

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

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

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



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

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

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

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

### Active Travel

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Executive Summary**

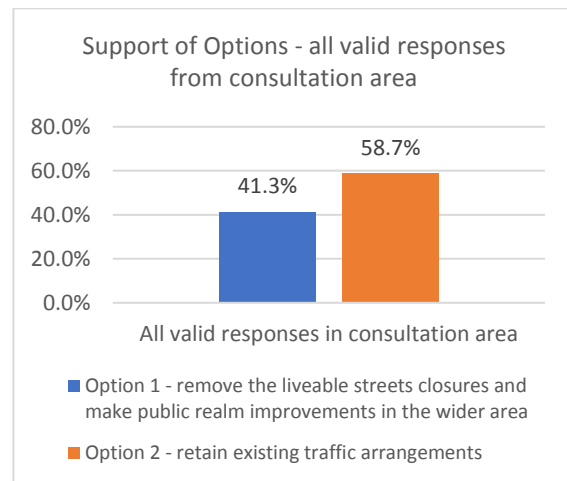
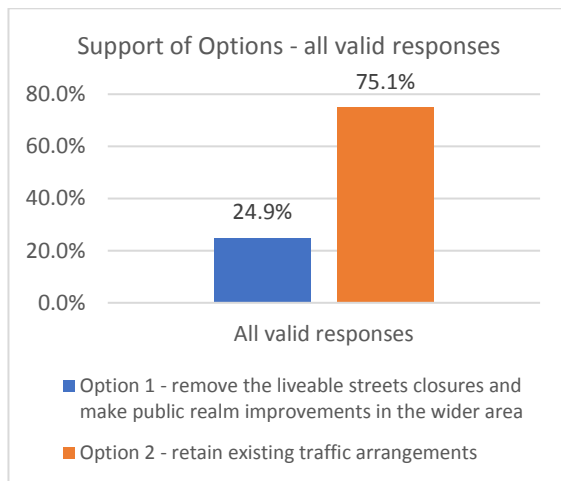
Analysis in this report includes the proportion of respondents who supported the two proposed options, and hereafter called Option 1 and Option 2.

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

Survey responses have been presented in two ways:

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

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



### **Background**

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

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

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

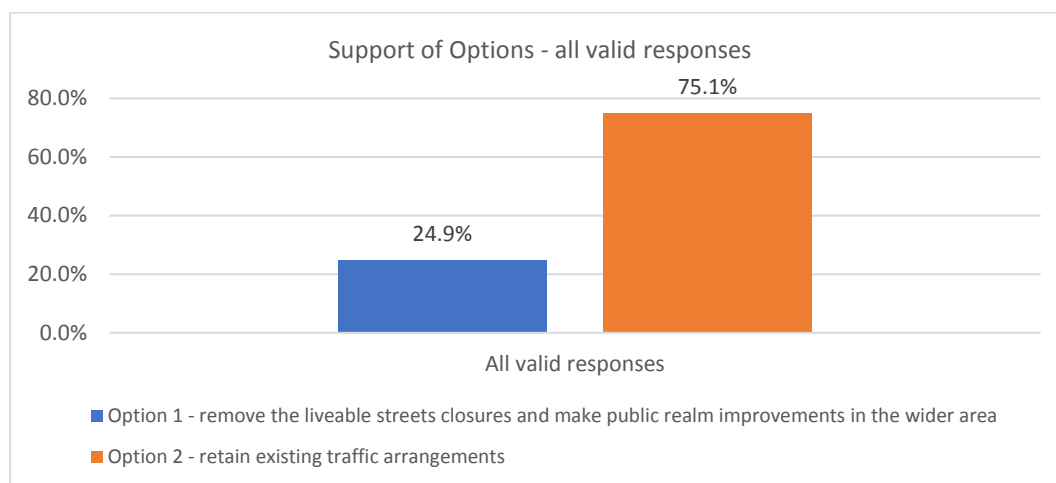
### **All responses**

1,686 valid survey responses were received.

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

Overall,

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



## Responses from the consultation area

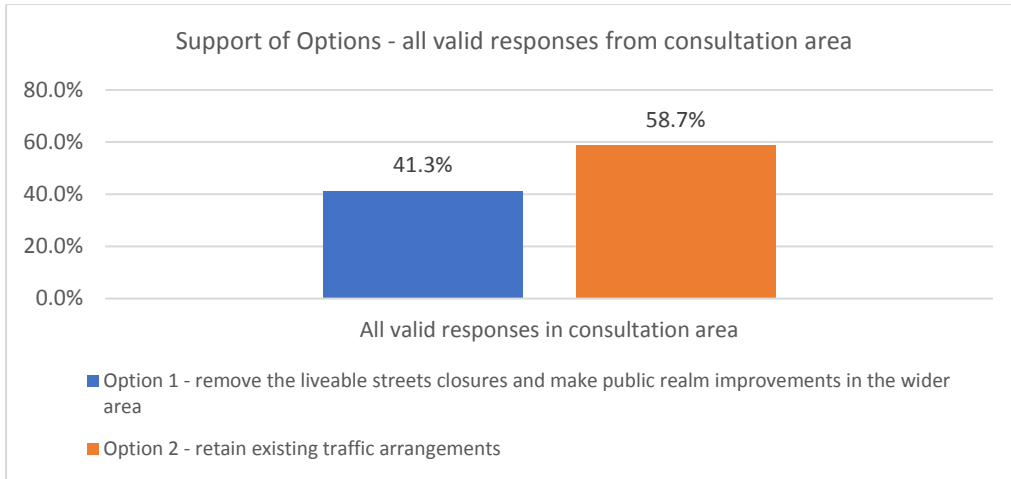
A unique reference number was provided in a letter and sent to all businesses and households within the Liveable Streets scheme area to help distinguish between those responding who may be directly impacted by the proposals.

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

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

Of those,

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



## Analysis

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

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

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

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

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

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

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

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

## Evaluation of existing scheme

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

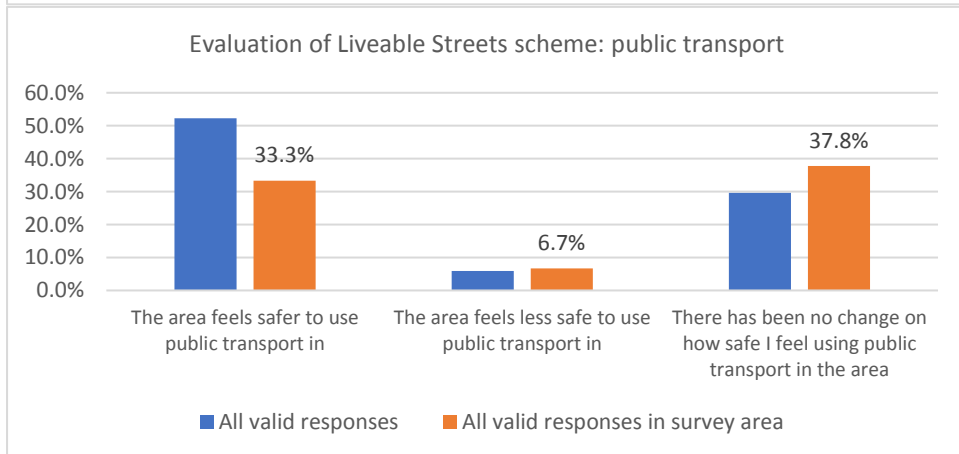
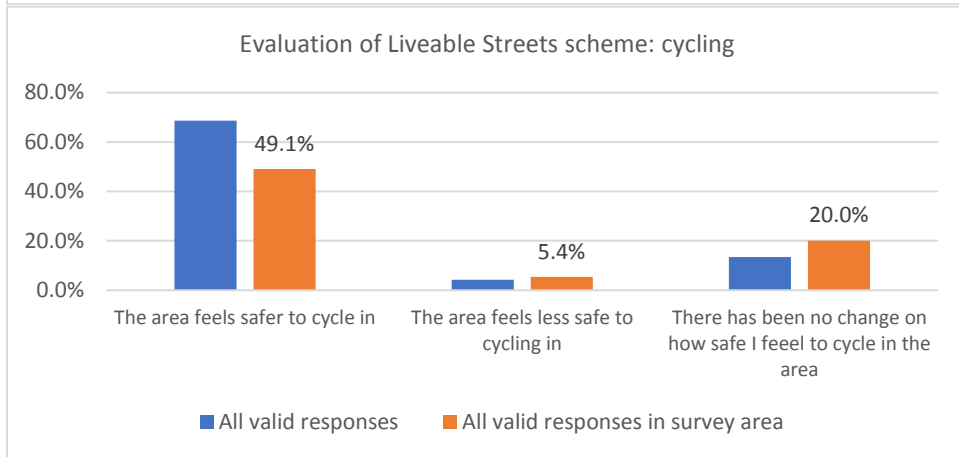
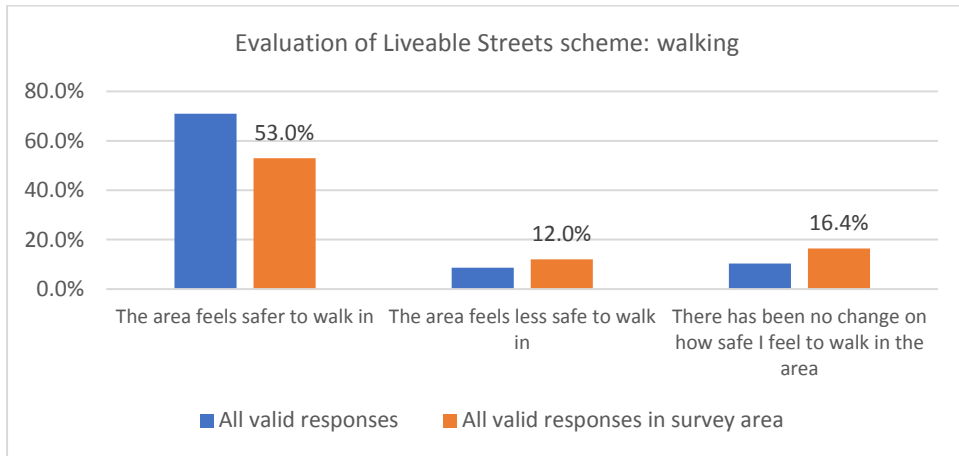
- Walking
- Cycling
- Use of public transport
- Traffic
- Access to shops and local amenities
- Air quality
- Traffic noise
- More pleasant neighbourhood

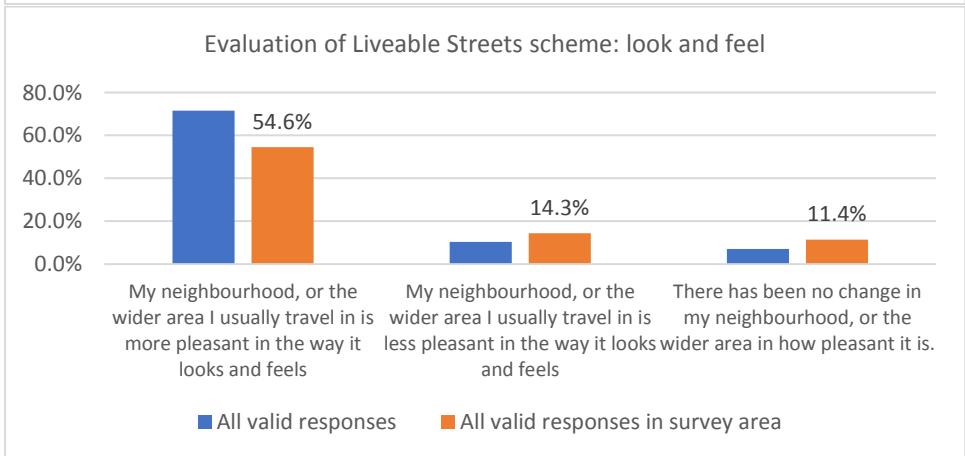
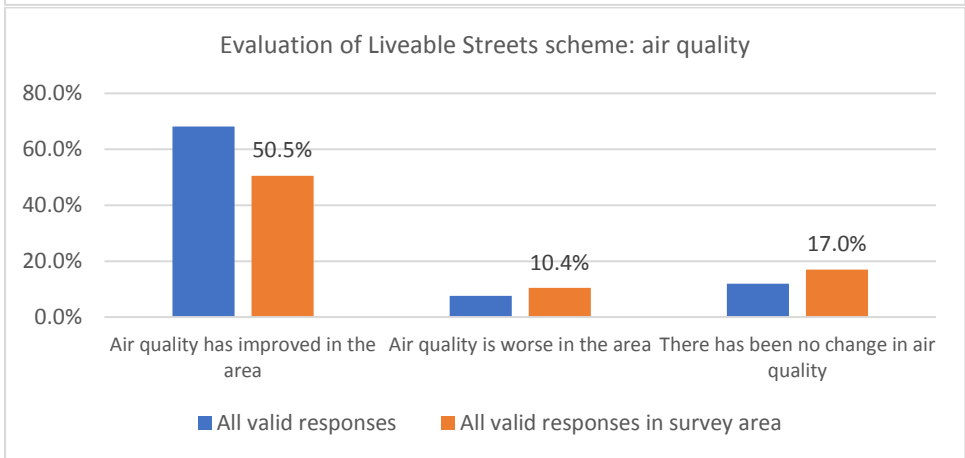
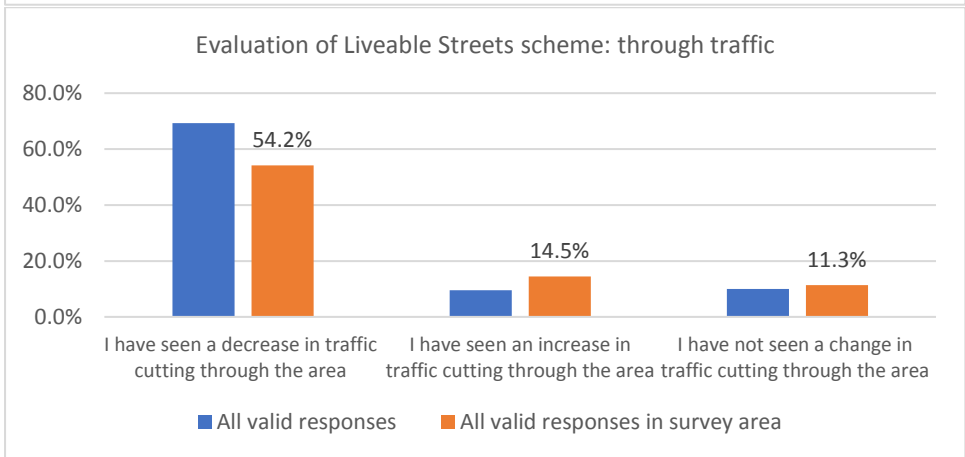
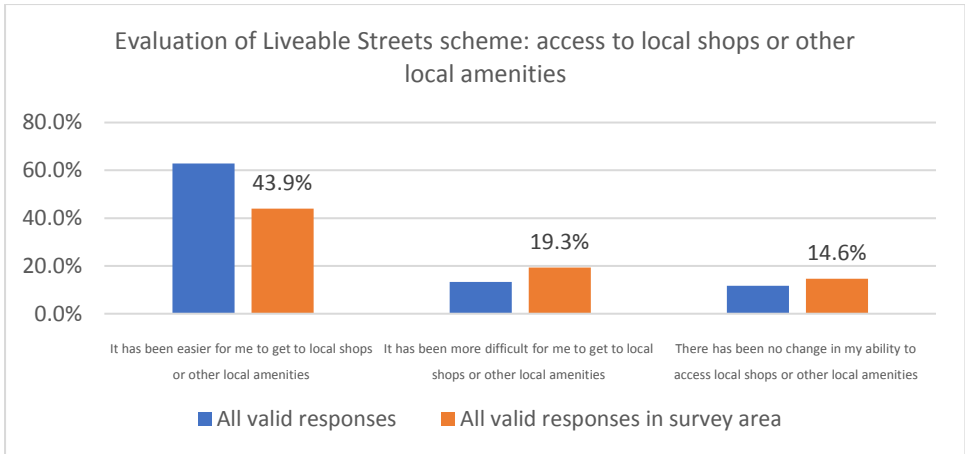
Overall, the majority of survey respondents reported positive effects since the introduction of liveable streets in all areas.

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



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

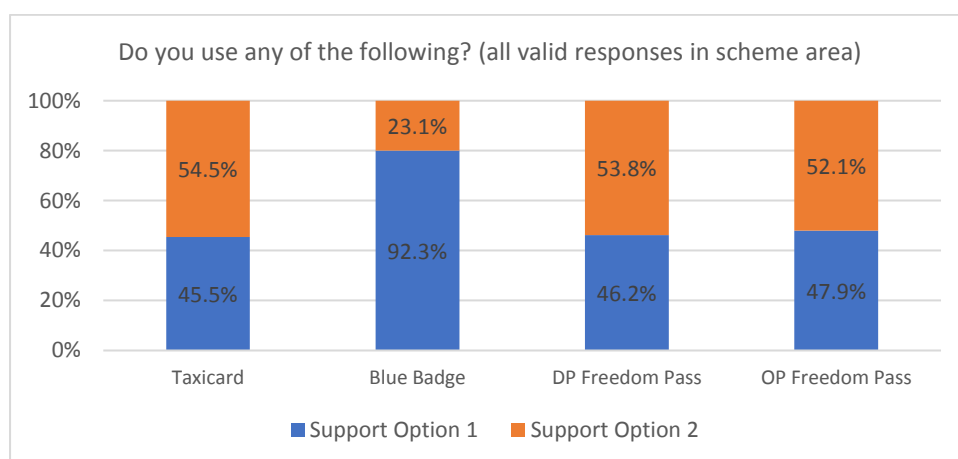




## Travel Survey

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

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



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

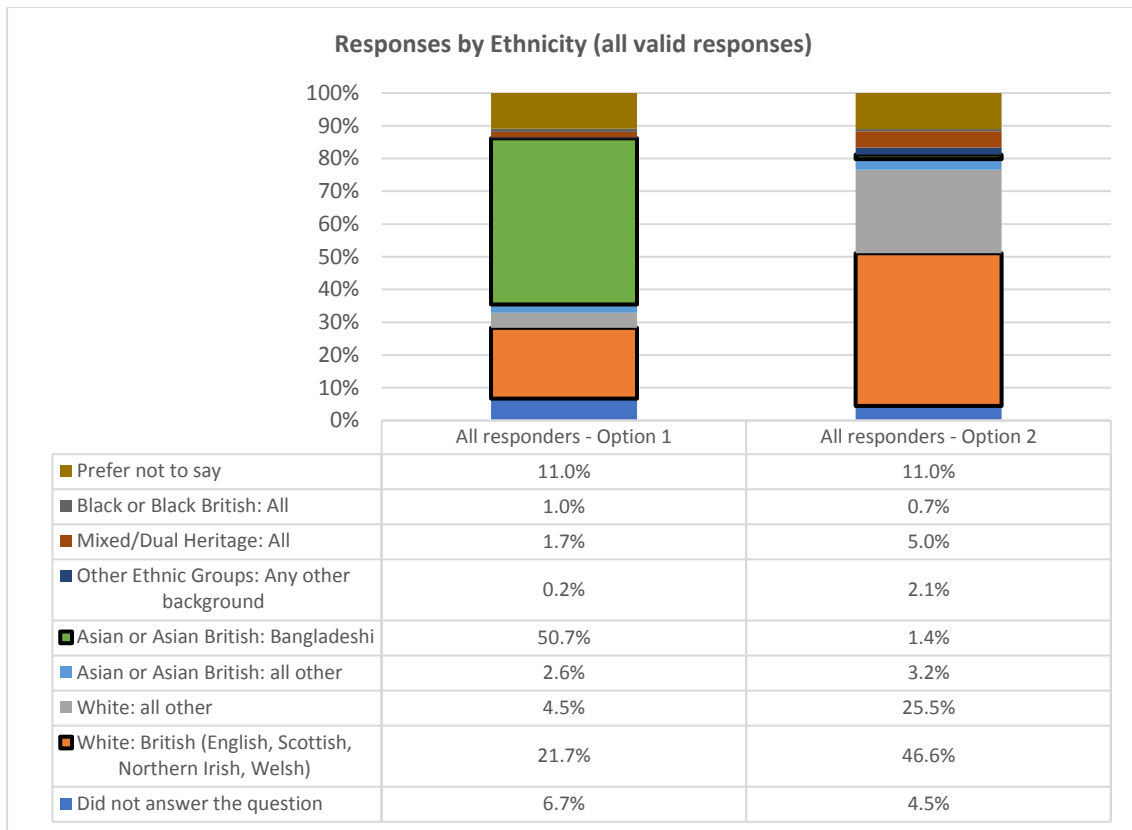
## Equalities Analysis

### Ethnicity

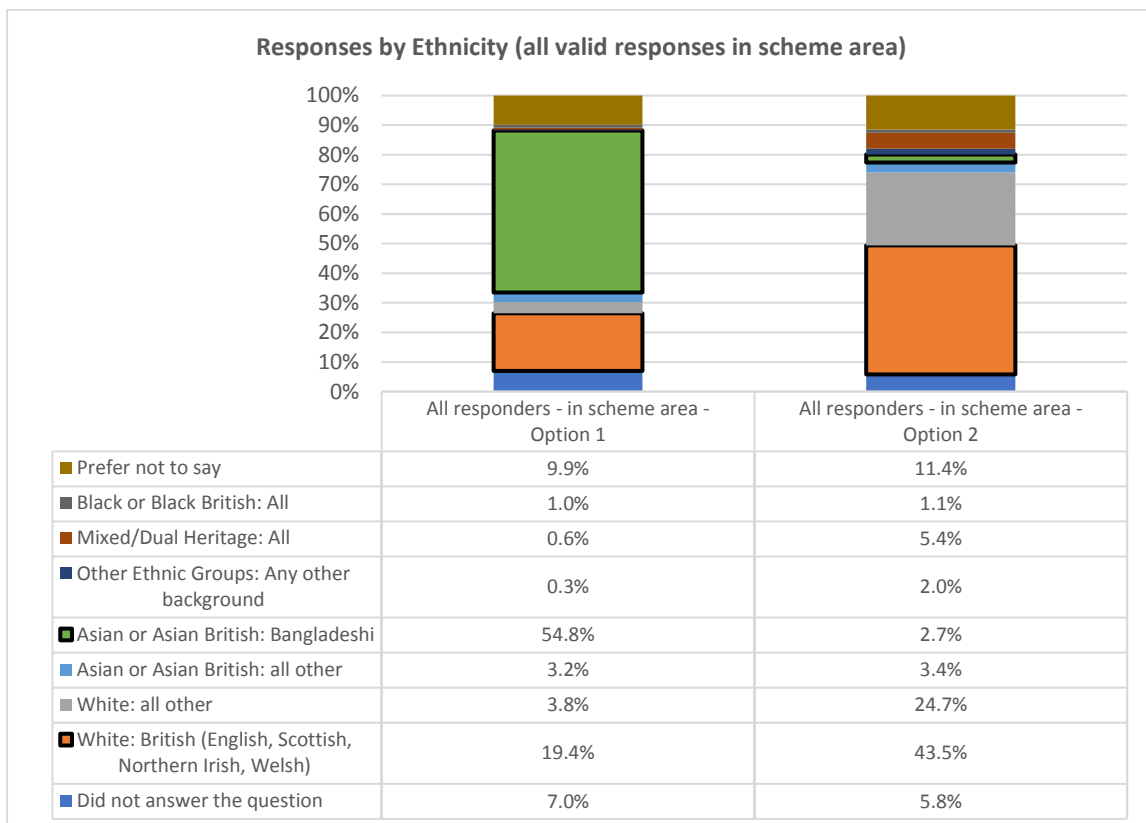
20.3% of all valid responses came from people who described themselves as White British. 13.3% of White British responders voted for Option 1 and 86.7% voted for Option 2. 33.6% of valid responses from within the scheme area were from White British responders and of those 23.9% voted for Option 1 and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

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

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



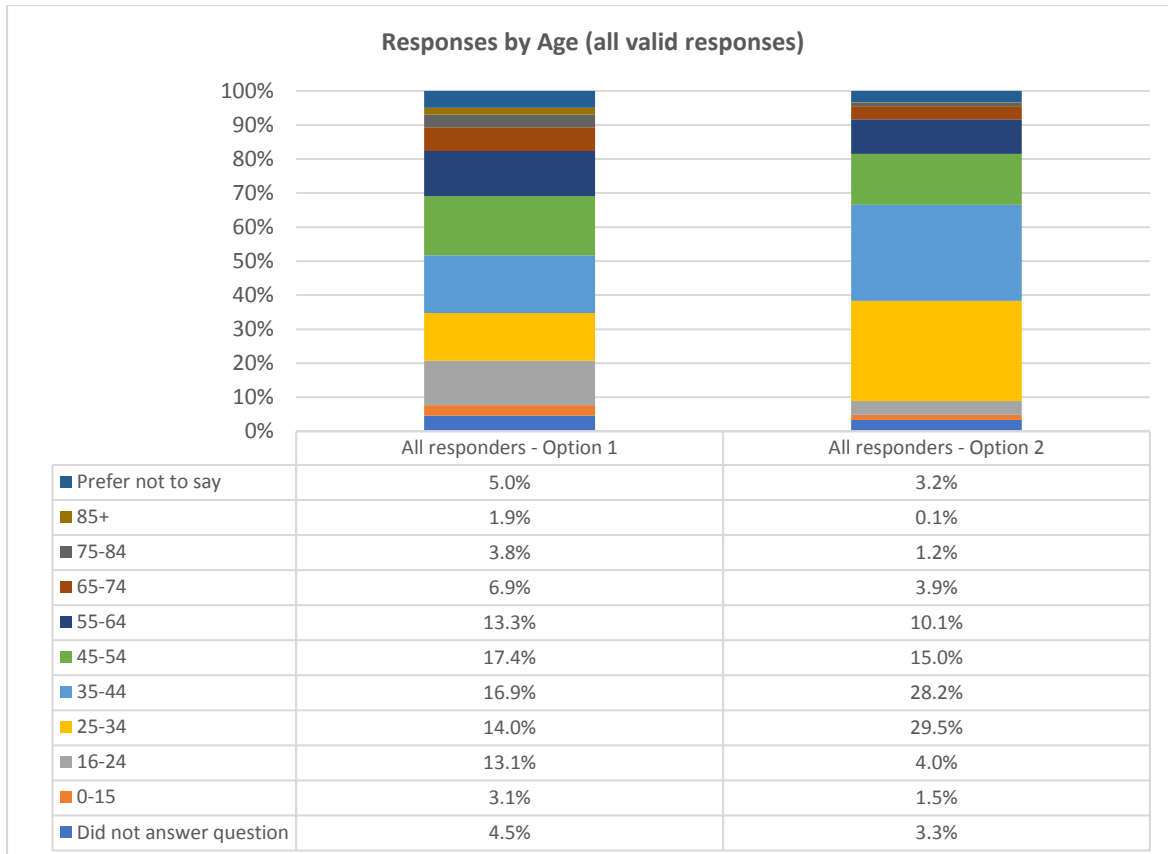
The table below show the proportion of valid responses received from responders living in the scheme area by ethnicity and support for each option.



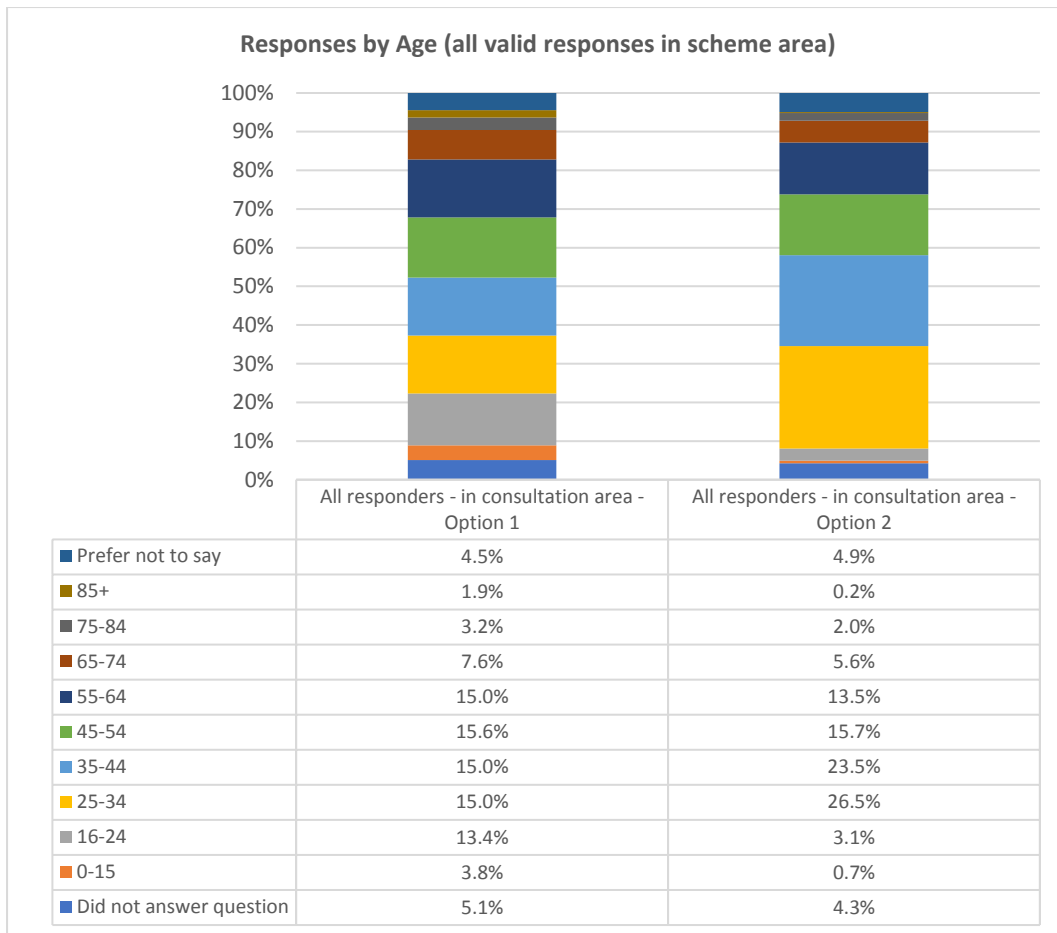
## Age

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

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



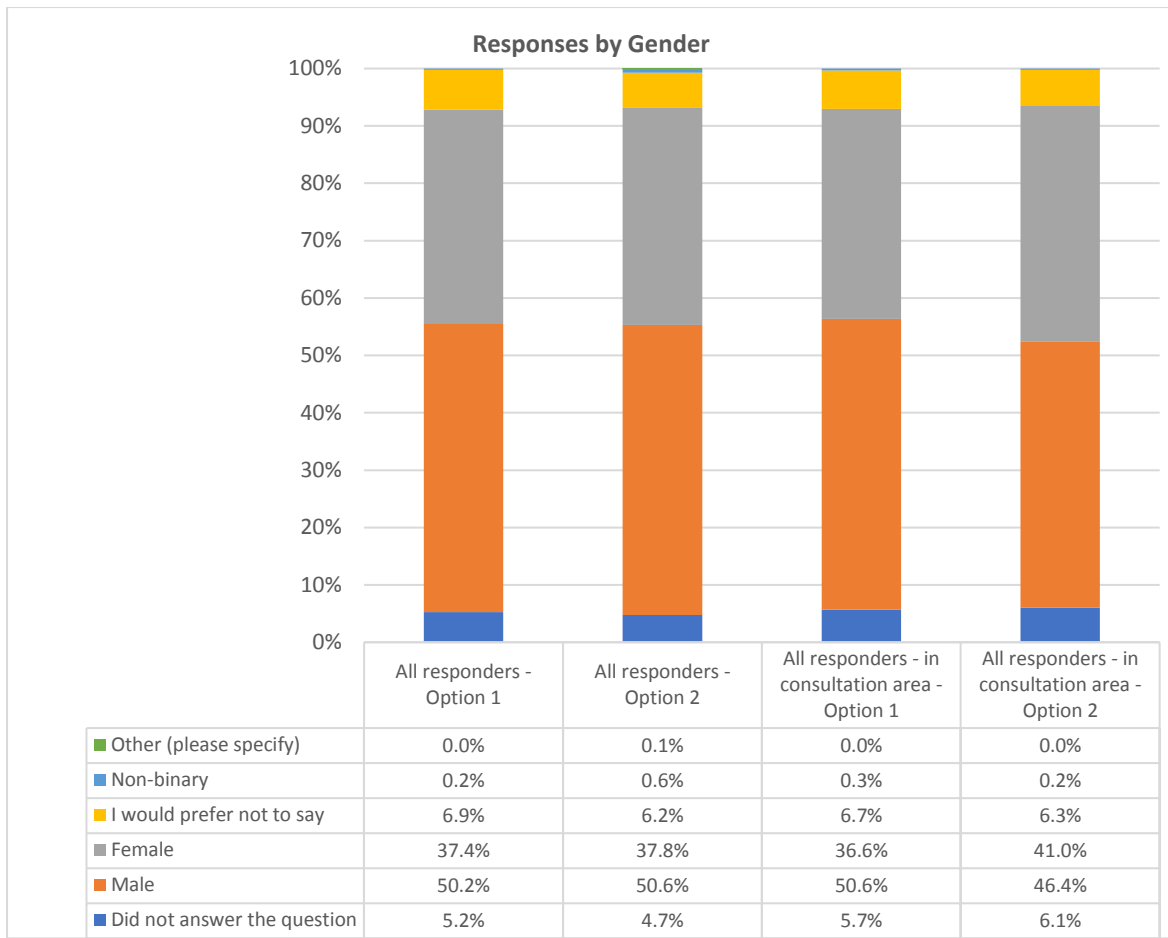
The table below show the proportion of valid responses received from responders living in the scheme area by age range and support for each option.



## Gender

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

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



### Gender same as registered at birth

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

### Sex registered on birth certificate

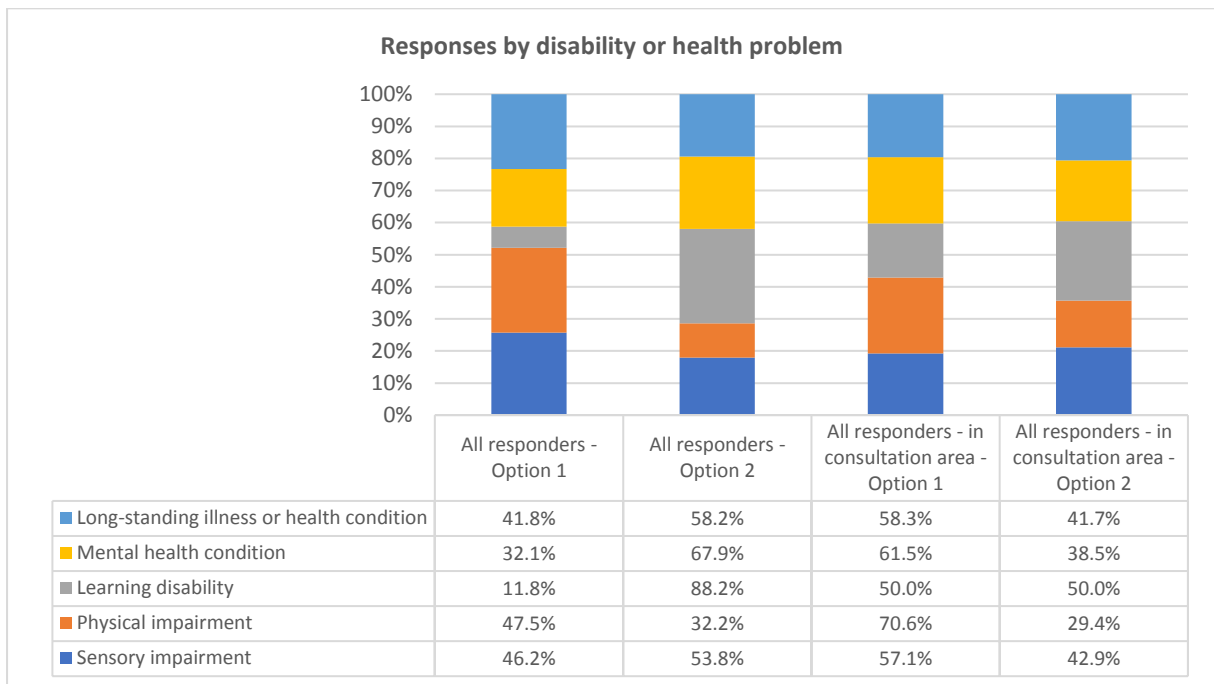
The responses for this protected characteristic for male and female are comparable to the question about gender. Fewer than 0.5% of survey respondents said they were intersex. In this small group, there was more support for Option 2 than for Option 1.

### Disability

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

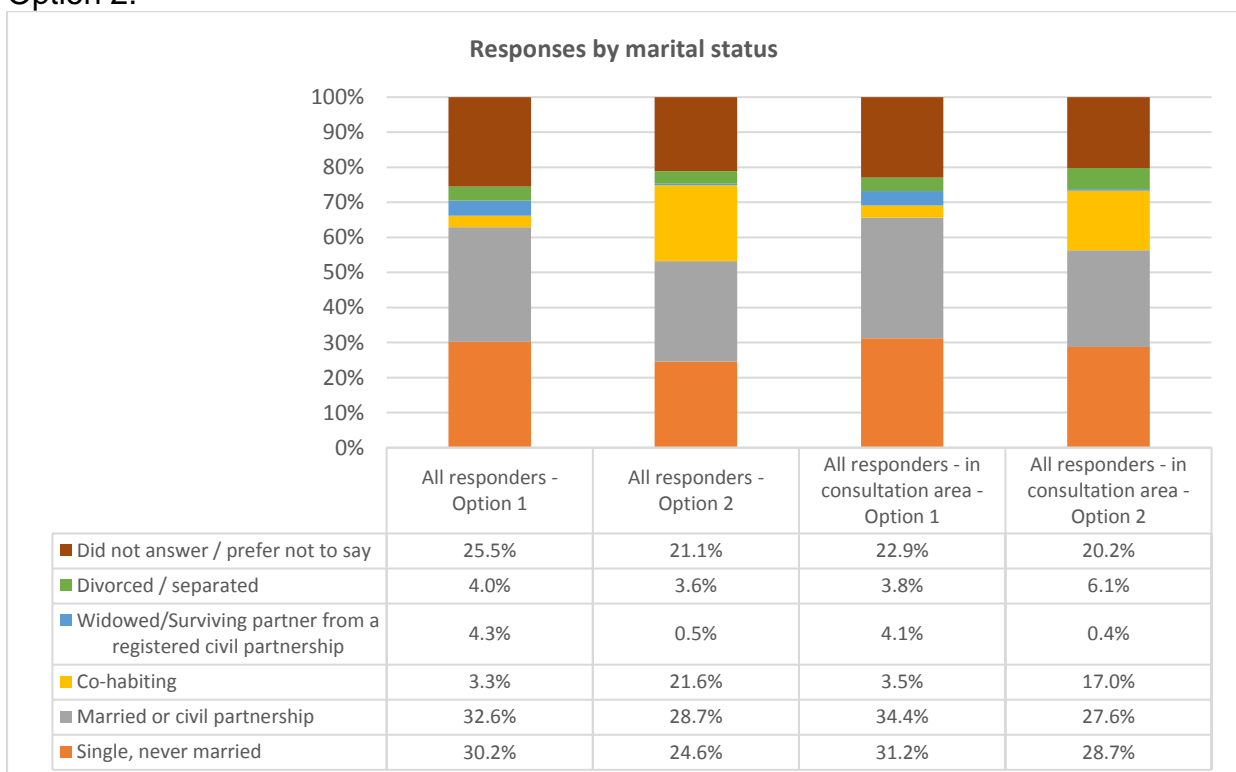
Respondents were asked to state the type of health problem(s) or disability(y/ies) that applied to them. Respondents with a sensory impairment, learning disability,

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



## Marital Status

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

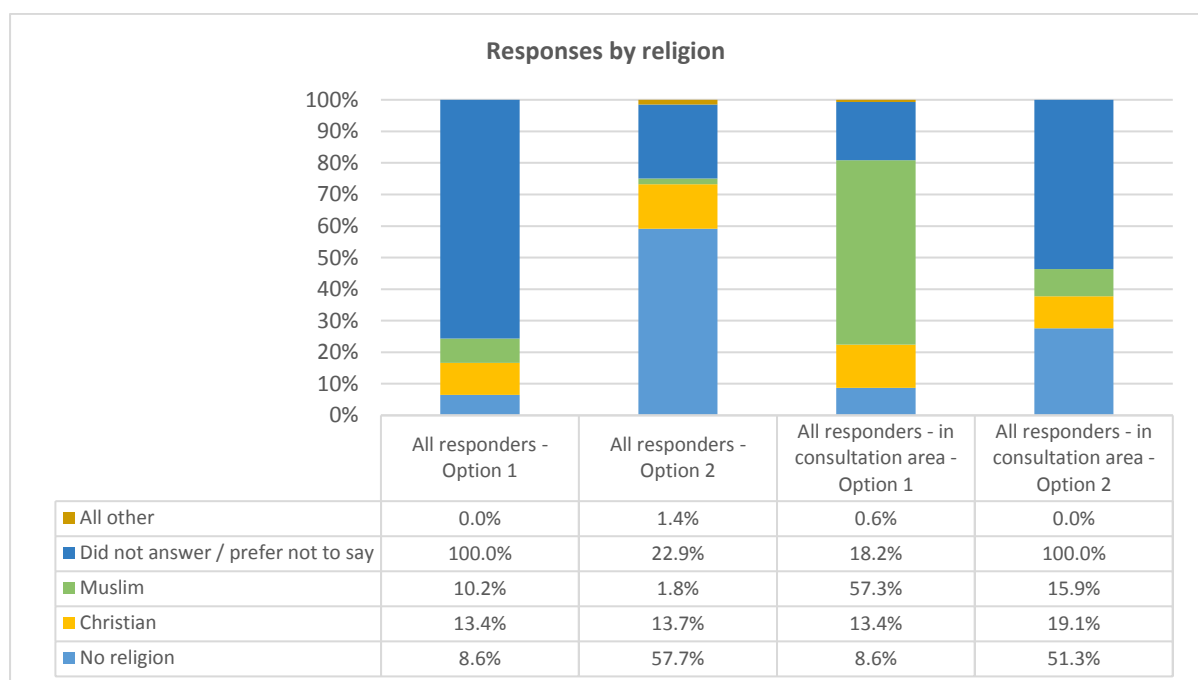
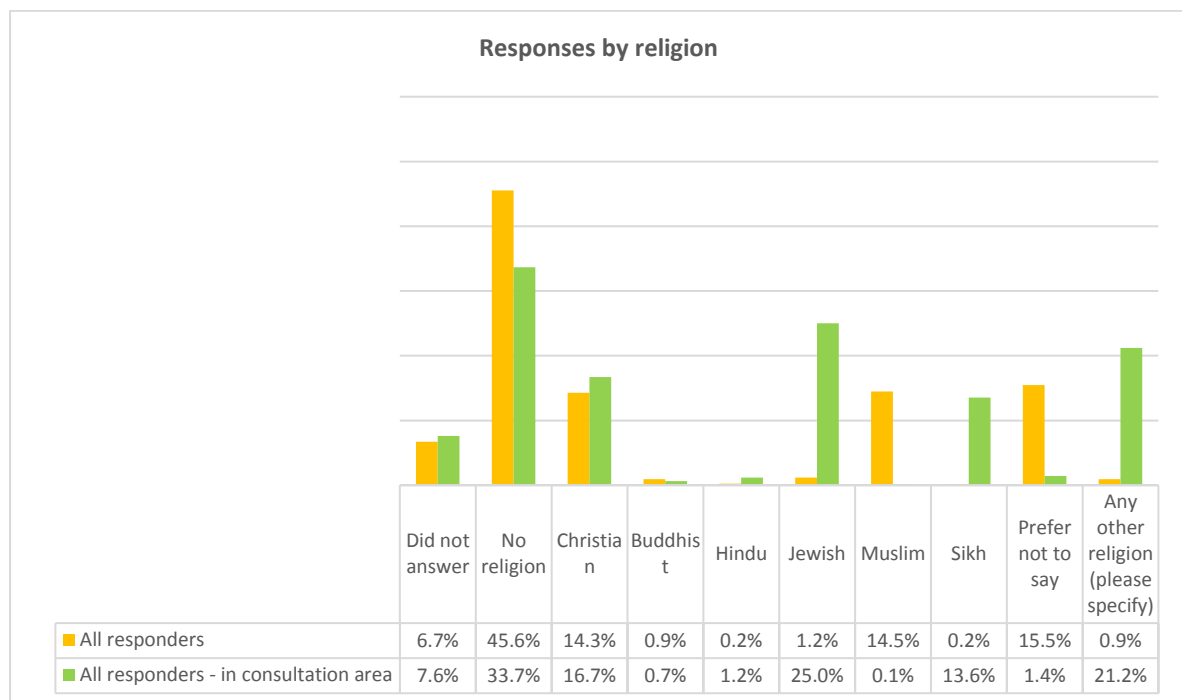




## Religion

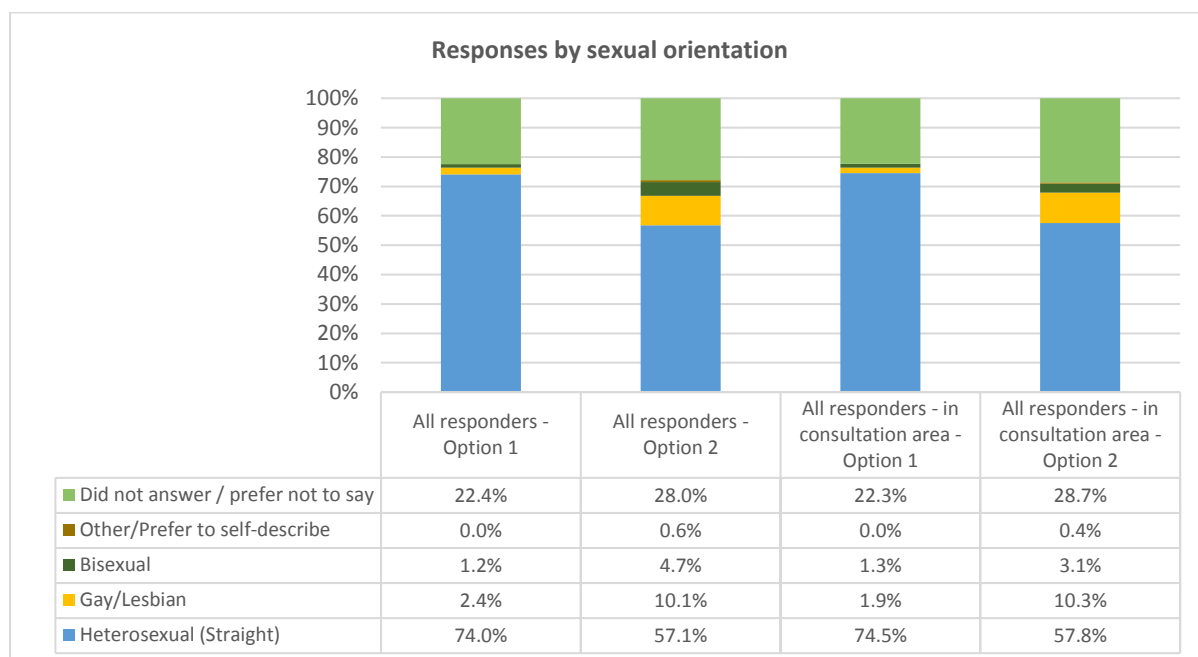
1,142 respondents stated they had no religion, or preferred not to say, or did not answer this survey question, equating to 22.2% of all responses received. The majority of these responders supported Option 2.

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



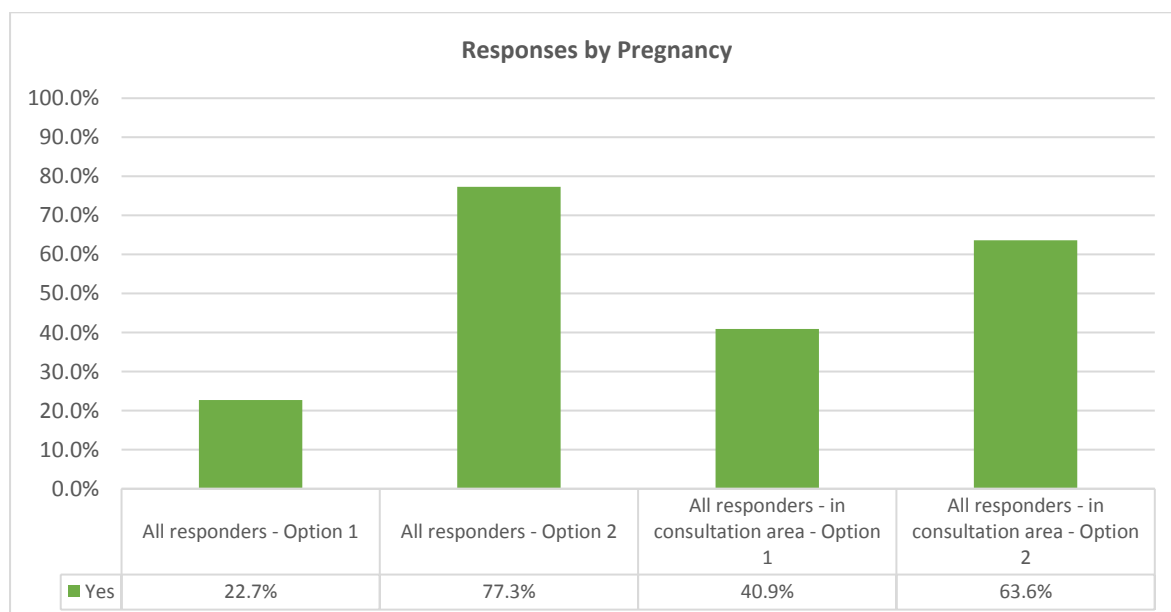
## Sexual Orientation

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



## Pregnancy and Maternity

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



## **Free text comments**

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

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

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

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

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

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

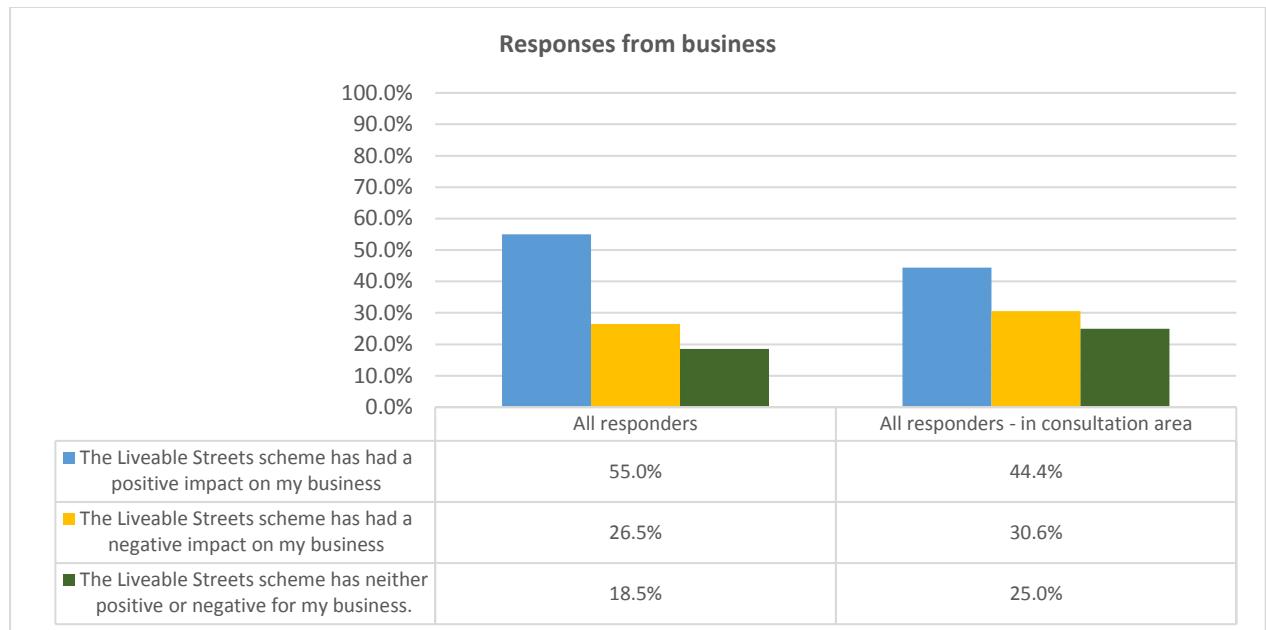
- More pleasant
- The area feels safer to travel around.
- Less traffic pollution.
- Less traffic noise and night-time noise.
- Better for my Asthma
- Much easier to walk around the area.
- Much easier to cycle around the area.
- Children are enjoying a calm, healthier and safer walk to school.
- Do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

### **Comments from business respondents**

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

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

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



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

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

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

### Option 1

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

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

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

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

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



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

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

## Option 2

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

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

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

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

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

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

My decision on the scheme was made more difficult because:

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

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

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

## Comments from business respondents – all

Business responders who supported Option 1 provided the following comments.

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

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

Business responders who supported Option 2 provided the following comments.

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

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

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

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

## **Other Stakeholder responses**

### Full response from Oakland Secondary School

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

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

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



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

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

Full response from Tower Hamlets Public Health Team

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

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

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

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

### Air Quality

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

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

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

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

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

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

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

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

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

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

### Active Travel

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Scheme Evaluation	Criteria	Option 1:	Score (-5 to 5)
<p><b>Facilitating the passage of vehicle traffic.</b></p>	<p>The Traffic Management Act 2004 also places a duty on Local authorities to facilitate the passage of traffic. The council has a duty to coordinate street works while ensuring network resilience is maintained and that there is efficient and expeditious movement of traffic, as far as possible.</p>	<p><b>Pros</b></p> <ul style="list-style-type: none"> <li>This option would remove all closures and reintroduce two-way traffic along Old Bethnal Green Road. This would network resilience and improve the network's ability to accommodate planned and unplanned events which require closures and diversions.</li> <li>Furthermore, this option could reduce afternoon peak congestion for buses on Hackney Road by allow some traffic an alternative eastbound route. The section between Warner Place and Cambridge Heath Road has experienced increased journey times since the implementation of the Liveable Streets Scheme.</li> <li>Would reintroduce a more direct through route and improve resilience by allowing for multiple routes through the area.</li> <li>Would Improve access through the area and remove the dependency on Hackney Road for access into or out of the area.</li> <li>Operational improvement to services including Utility companies and highways assets.</li> </ul> <p><b>Cons</b></p> <ul style="list-style-type: none"> <li>Gosset Street and Columbia Road junction would not return to pre-scheme access. Would be southbound only for general traffic.</li> </ul>	5
<p><b>Facilitating the passage of vulnerable road users including pedestrians and cyclists</b></p>	<p>The Traffic Management Act 2004 also places a duty on Local authorities to facilitate the passage of vulnerable road users. This includes the level of service from footways, crossings and cycle routes to meet the needs of demand in the area.</p> <p>Statutory Guidance for the TMA 2004 (network management to support active travel) encourages measures to reallocate road space to people walking and cycling.</p> <p>Measures highlighted in this guidance include:</p> <ul style="list-style-type: none"> <li>installing cycle facilities</li> <li>enabling walking and cycling to school, for example, through the introduction of more 'school streets'</li> <li>reducing speed limits:</li> <li>introducing pedestrian and cycle zones: restricting access for motor vehicles at certain times</li> </ul> <p>Local authorities have a statutory duty under section. 39 of the 1988 Road Traffic Act to "take steps both to reduce and prevent accidents.</p> <p>This is supported by Vision Zero which is an integral part of the Mayor's Transport Strategy and informs key objectives in the Tower Hamlets Local Implementation Plan.</p> <p>The Mayor's Transport Strategy sets out key principles for taking a healthy streets approach to public spaces. These key principles include:</p>	<p><b>Pros</b></p> <ul style="list-style-type: none"> <li>Would reduce diverted traffic on to residential streets such as Swanfield Street</li> </ul> <p><b>Cons</b></p> <ul style="list-style-type: none"> <li>Would introduce new through traffic routes onto Columbia Road (via Ravenscroft Street and Ropley Street). These routes would result in increased traffic flows past both entrances of Columbia Road Primary School. There would be some mitigation though the installation of a new zebra crossing on Ravenscroft Street.</li> <li>Could potentially re-introduce pre-scheme traffic levels which were above 8000 daily trips. Furthermore, the two-way operation would require the removal of the cycle route on Old Bethnal Green Road and reduction of footway widths. Much of this space currently serves local schools and is in high demand particularly at school start and end times. This would be coupled with an increase in traffic in the area.</li> </ul>	-3

	<ul style="list-style-type: none"> <li>• Ensuring pavements are smooth and level, and wide enough for people using wheelchairs or buggies, or walking with children or in groups</li> <li>• Providing protected cycle lanes where required – to make streets safe and appealing for cyclists</li> <li>• Making streets easier to cross, installing pedestrian crossings where people want to cross</li> <li>• Providing benches and regular opportunities for people to stop and rest</li> <li>• Planting street trees and other high-quality planting and greening</li> <li>• Using filtering to retain cycle access to local streets while removing access for cars</li> </ul>		
<p>Local Access.</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 112</p>	<p>This includes access for emergency service vehicles, deliveries and servicing for businesses.</p> <p>This also include the vehicles required for the council to fulfil various statutory functions including highways maintenance and waste collection.</p> <p>Under the highways act the council to maintain the highway which includes the maintenance and repair of assets including streets, footways and street lighting. We have worked closely with our highways maintenance team to assess the impact of the scheme since implementation and evaluate the potential impact of each of the options on highways maintenance operations.</p> <p>The council also has a statutory duty to collect waste and the council seeks to do this in the most effective and efficient way, We have worked closely with our waste collection team to assess the impact of the scheme since implementation and evaluate the potential impact of each of the options on waste collection operations.</p>	<p>Pros</p> <ul style="list-style-type: none"> <li>• Would significantly improve local access for emergency vehicles where they would have access to all buildings in the area from any direction of approach.</li> <li>• Waste collections, passenger services and highways maintenance would be made much easier as it enables more efficient routing to cover the area. This option would also reduce the number of instances where waste collection vehicles having to reverse along streets with dead ends. It would also reduce the degree to which road closures would be required for addressing repairs and defects.</li> <li>• A key concern from residents has been how the closures have split the area in half and created a reliance on Hackney Road for access. Access to Columbia Road and the Jesus Green Estate is reliant on Hackney Road which often experiences high traffic congestion. Those who live south of Wellington Row must travel south and access Hackney Road through Warner Place for northbound vehicle journeys. There have been particular concerns from residents who rely on car access such as those who need to attend regular medical appointments and carer access.</li> <li>• Large parts of the Old Bethnal Green Road area suffer from poor vehicle access due to a single access (Mansford Street) and single way out (Temple Street). This Option would significantly improve access, particularly for residents who rely on vehicle access and local businesses.</li> </ul> <p>Cons</p> <p>None</p>	5
<p>Air Quality</p>	<p>The council has presented data on the likely air quality impacts across of the Liveable Streets across the area. This evaluation will consider the likely impact of the different options on air quality by considering the estimated traffic levels and population densities across the area.</p>	<p>Pros</p> <ul style="list-style-type: none"> <li>• Air quality would potentially improve in areas that have seen increases in traffic and congestion since the Liveable Streets scheme was implemented. These include Swanfield Street and Virginia Road.</li> </ul> <p>Cons</p> <ul style="list-style-type: none"> <li>• The increase in traffic would increase emissions in the central parts of the scheme area. Analysis of the latest census data shows these areas where population density is highest. These are also the areas where all of the schools are located.</li> </ul>	-3



<b>Financial cost</b>	<p>This includes the cost of works to develop and implement the option. These costs include detailed design, traffic management and physical works.</p>	<ul style="list-style-type: none"> <li>This option would have the highest financial cost although this would be minimised through the re-use and recycling of materials. Much of the new public realm that was installed as part of the scheme would require removals. This would include and pocket park, cycle lane and most of the newly widened footway on Old Bethnal Green Road. It would also require the removal of the pocket park on the junction of Columbia Road and Gosset Street.</li> <li>This option also includes the cost of wider public realm improvements as set out in the public consultation.</li> </ul> <p><b>Estimated cost: £2.5m</b></p>	<p style="text-align: center;">-3</p>
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Scheme Evaluation	Criteria	Option 2: Full retention of current scheme	Score (-5 to 5)
<p style="text-align: center;">Page 113</p>	<p>The Traffic Management Act 2004 also places a duty on Local authorities to facilitate the passage of traffic. The council has a duty to coordinate street works while ensuring network resilience is maintained and that there is efficient and expeditious movement of traffic, as far as possible.</p>	<p><b>Pros</b></p> <p>None</p> <p><b>Cons</b></p> <p><b>Old Bethnal Green Road:</b></p> <ul style="list-style-type: none"> <li>Network resilience issues would remain. Much of the Old Bethnal Green Road area would rely on a single access (Mansford Street) and single way out (Temple Street). Vehicles entering or exiting the area relying on the most congested part of Hackney Road.</li> <li>Afternoon peak congestion for buses on Hackney Road would remain. The section between Warner Place and Cambridge Heath Road has experienced increased journey times since the implementation of the Liveable Streets Scheme.</li> <li>Resilience issues relating to the lack of alternative routes to and through the area would remain.</li> <li>Resilience issues relating to the lack of alternative routes to and through the area would remain.</li> <li>Operational impact to services including utilities &amp; highways assets</li> </ul>	<p style="text-align: center;">-4</p>
		<p><b>Pros</b></p> <ul style="list-style-type: none"> <li>This option would retain the segregated cycle route and a significant amount of footway space and planting delivered through the Liveable Streets scheme. Much of this space currently serves local schools and is in high demand particularly at school start and end times.</li> <li>Arnold Circus is a dense residential area and would remain traffic free. There has also been a reduction in night time economy related ASB which has been attributed to the closures by the police, TfL and some residents.</li> <li>This option would retain the pocket park installed on the junction of Columbia Road and Gosset Street</li> </ul> <p><b>Cons</b></p> <ul style="list-style-type: none"> <li>Traffic would continue to be diverted through Swanfield Street and Virginia Road where footways are narrower. This traffic also diverted to the western section of Columbia Road where cycle counts show is well used by cyclists. These cycle flows are much higher than on Arnold Circus and Calvert Avenue</li> </ul>	<p style="text-align: center;">4</p>
<p><b>Facilitating the passage of vulnerable road users including pedestrians and cyclists</b></p>	<p>The Traffic Management Act 2004 also places a duty on Local authorities to facilitate the passage of vulnerable road users. This includes the level of service from footways, crossings and cycle routes to meet the needs of demand in the area.</p> <p>Statutory Guidance for the TMA 2004 (network management to support active travel) encourages measures to reallocate road space to people walking and cycling.</p> <p>Measures highlighted in this guidance include:</p> <ul style="list-style-type: none"> <li>installing cycle facilities</li> <li>enabling walking and cycling to school, for example, through the introduction of more 'school streets'.</li> <li>reducing speed limits:</li> <li>introducing pedestrian and cycle zones: restricting access for motor vehicles at certain times</li> </ul>	<p><b>Pros</b></p> <ul style="list-style-type: none"> <li>This option would retain the segregated cycle route and a significant amount of footway space and planting delivered through the Liveable Streets scheme. Much of this space currently serves local schools and is in high demand particularly at school start and end times.</li> <li>Arnold Circus is a dense residential area and would remain traffic free. There has also been a reduction in night time economy related ASB which has been attributed to the closures by the police, TfL and some residents.</li> <li>This option would retain the pocket park installed on the junction of Columbia Road and Gosset Street</li> </ul> <p><b>Cons</b></p> <ul style="list-style-type: none"> <li>Traffic would continue to be diverted through Swanfield Street and Virginia Road where footways are narrower. This traffic also diverted to the western section of Columbia Road where cycle counts show is well used by cyclists. These cycle flows are much higher than on Arnold Circus and Calvert Avenue</li> </ul>	<p style="text-align: center;">4</p>

	<p>Local authorities have a statutory duty under section. 39 of the 1988 Road Traffic Act to “take steps both to reduce and prevent accidents.</p> <p>This is supported by Vision Zero which is an integral part of the Mayor’s Transport Strategy and informs key objectives in the Tower Hamlets Local Implementation Plan.</p> <p>The Mayor’s Transport Strategy sets out key principles for taking a healthy streets approach to public spaces. These key principles include:</p> <ul style="list-style-type: none"> <li>• Ensuring pavements are smooth and level, and wide enough for people using wheelchairs or buggies, or walking with children or in groups</li> <li>• Providing protected cycle lanes where required – to make streets safe and appealing for cyclists</li> <li>• Making streets easier to cross, installing pedestrian crossings where people want to cross</li> <li>• Providing benches and regular opportunities for people to stop and rest</li> <li>• Planting street trees and other high-quality planting and greening</li> <li>• Using filtering to retain cycle access to local streets while removing access for cars</li> </ul>						
<p>Local Access.</p>	<p>This includes access for emergency service vehicles, deliveries and servicing for businesses.</p> <p>This also include the vehicles required for the council to fulfil various statutory functions including highways maintenance and waste collection.</p> <p>Under the highways act the council to maintain the highway which includes the maintenance and repair of assets including streets, footways and street lighting. We have worked closely with our highways maintenance team to assess the impact of the scheme since implementation and evaluate the potential impact of each of the options on highways maintenance operations.</p> <p>The council also has a statutory duty to collect waste and the council seeks to do this in the most effective and efficient way, We have worked closely with our waste collection team to assess the impact of the scheme since implementation and evaluate the potential impact of each of the options on waste collection operations.</p>	<table border="1"> <tr> <td data-bbox="887 890 2056 922">Pros</td> </tr> <tr> <td data-bbox="887 922 2056 986">None</td> </tr> <tr> <td data-bbox="887 986 2056 1050">Cons</td> </tr> <tr> <td data-bbox="887 1050 2056 1391"> <ul style="list-style-type: none"> <li>• Issues relating to local access for emergency vehicles would remain. There is hindered access to all buildings in the area from any direction of approach around Arnold Circus.</li> <li>• Waste collections would remain unable to efficient routing to cover the area. This option would also reduce the number of instances where waste collection vehicles having to reverse along streets with dead ends.</li> <li>• A key concern from residents around Columbia Road and Jesus Green has been how the closures have split the area in half and created a reliance on Hackney Road for access. Access to Columbia Road and the Jesus Green Estate is reliant on Hackney Road which often experiences high traffic congestion. Those who live south of Wellington Row must travel south and access Hackney Road through Warner Place for northbound vehicle journeys. There have been particular concerns from residents who rely on car access such as those who need to attend regular medical appointments and carer access. These issues would remain if the scheme with retained in its current form.</li> <li>• Large parts of the Old Bethnal Green Road area suffer from poor vehicle access due to a single access (Mansford Street) and single way out (Temple Street). This Option would significantly improve access, particularly for residents who rely on vehicle access and local businesses.</li> </ul> </td> </tr> </table>	Pros	None	Cons	<ul style="list-style-type: none"> <li>• Issues relating to local access for emergency vehicles would remain. There is hindered access to all buildings in the area from any direction of approach around Arnold Circus.</li> <li>• Waste collections would remain unable to efficient routing to cover the area. This option would also reduce the number of instances where waste collection vehicles having to reverse along streets with dead ends.</li> <li>• A key concern from residents around Columbia Road and Jesus Green has been how the closures have split the area in half and created a reliance on Hackney Road for access. Access to Columbia Road and the Jesus Green Estate is reliant on Hackney Road which often experiences high traffic congestion. Those who live south of Wellington Row must travel south and access Hackney Road through Warner Place for northbound vehicle journeys. There have been particular concerns from residents who rely on car access such as those who need to attend regular medical appointments and carer access. These issues would remain if the scheme with retained in its current form.</li> <li>• Large parts of the Old Bethnal Green Road area suffer from poor vehicle access due to a single access (Mansford Street) and single way out (Temple Street). This Option would significantly improve access, particularly for residents who rely on vehicle access and local businesses.</li> </ul>	<p>-5</p>
Pros							
None							
Cons							
<ul style="list-style-type: none"> <li>• Issues relating to local access for emergency vehicles would remain. There is hindered access to all buildings in the area from any direction of approach around Arnold Circus.</li> <li>• Waste collections would remain unable to efficient routing to cover the area. This option would also reduce the number of instances where waste collection vehicles having to reverse along streets with dead ends.</li> <li>• A key concern from residents around Columbia Road and Jesus Green has been how the closures have split the area in half and created a reliance on Hackney Road for access. Access to Columbia Road and the Jesus Green Estate is reliant on Hackney Road which often experiences high traffic congestion. Those who live south of Wellington Row must travel south and access Hackney Road through Warner Place for northbound vehicle journeys. There have been particular concerns from residents who rely on car access such as those who need to attend regular medical appointments and carer access. These issues would remain if the scheme with retained in its current form.</li> <li>• Large parts of the Old Bethnal Green Road area suffer from poor vehicle access due to a single access (Mansford Street) and single way out (Temple Street). This Option would significantly improve access, particularly for residents who rely on vehicle access and local businesses.</li> </ul>							

<b>Air Quality</b>	The council has presented data on the likely air quality impacts across of the Liveable Streets across the area. This evaluation will consider the likely impact of the different options on air quality by considering the estimated traffic levels and population densities across the area.	<p><b>Pros</b></p> <ul style="list-style-type: none"> <li>Since the Liveable Streets scheme was implemented, air quality has improved for much of the scheme area particularly where population density is highest. Analysis of the latest census data shows these are also the area where schools are located.</li> </ul> <p><b>Cons</b></p> <ul style="list-style-type: none"> <li>The air quality implications of increased traffic and congestion on Swanfield Street and Virginia Road would remain.</li> </ul>	<b>3</b>
<b>Financial cost</b>	<p>This includes the cost of works to develop and implement the option. These costs include detailed design, traffic management and physical works.</p> <p>Costs also included the cost on maintenance and refuse collection. For maintenance this includes traffic management costs and for waste collection this includes the additional resources required for routing through the area.</p>	<ul style="list-style-type: none"> <li>This option would have the lowest financial cost. The new public realm that was installed as part of the scheme would be retained</li> <li>This option would result in the highest cost to the council for undertaking maintenance, passenger services and refuse collection operations.</li> </ul> <p><b>Estimated cost:</b> £0m</p>	

<b>Page 115</b>	<b>Scheme Evaluation</b>	<b>Criteria</b>	<p><b>Option 3:</b> This is an amended version of option which seeks to resolve concerns raised by key internal and external stakeholders and the public consultation.</p> <p><b>Old Bethnal Green Road</b>  Removal of closure on Punderson's Gardens.  Removal of closure on Teesdale Street.  Removal of closure on Old Bethnal Green Road.  Retention of closure on Clarkson Street.  Removal of closure on Canrobert Street.  Removal of closures on Pollard Street and Pollard Row.  Making Old Bethnal Green Road two way between Pollard Row and Clarkson Street.  New camera filters on Old Bethnal Green Road junction with Temple Street to operate during peak times (with resident exemption).  Widen footway on Old Bethnal Green Road between Mansford Street and Pollard Row.  New school street on Pollard Street.</p> <p><b>Columbia Road Area</b>  The removal of the closure on the junction of Columbia Road and Gosset Street and Gosset Street and allowing southbound traffic only.  The removal of closures on Quilter Street and the junction of Wellington Row and Barnet Grove.  Wellington Row would be one way westbound from the junction of Delta Street to the junction with Gosset Street.  Wellington Row would be one way eastbound from the junction of Delta Street to the junction with Durant Street.  Barnet Grove kept two with prohibitions to northbound traffic to allow for emergency service vehicles.  Keep one-way section on Ravenscroft Street (between Ezra Street and Columbia Road)  Making one-way section on Columbia Road (between Chambord Street and Ravenscroft Steet) two-way.  New camera filter on Hackney Road junction with Ropley Street to operating Monday to Saturday. Only restricts turning from Hackney Road into Ropley Street (with resident exemption)</p> <p><b>Arnold Circus Area</b>  Removal of closures at each arm of Arnold Circus.  Removal of Closure on the junction between Old Nichol Street.  Four new camera filters on Old Nichol Street and Arnold Circus junction with Calvert Avenue, Navarre Street and Hocker Street restricting nighttime through travel and associated ASB (with resident exemption)</p>	<b>Score (-5 to 5)</b>
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<p><b>Facilitating the passage of vehicle traffic.</b></p>	<p>The Traffic Management Act 2004 also places a duty on Local authorities to facilitate the passage of traffic. The council has a duty to coordinate street works while ensuring network resilience is maintained and that there is efficient and expeditious movement of traffic, as far as possible.</p>	<p><b>Pros</b></p> <ul style="list-style-type: none"> <li>This option would remove all closures and reintroduces one-way traffic along Old Bethnal Green Road. This would improve network resilience and the network's ability to accommodate planned and unplanned events which require closures and diversions. But to a lesser extent than Option 1.</li> <li>Furthermore, this option would contribute to reducing afternoon peak congestion for buses on Hackney Road by allow some traffic an alternative eastbound route. The section between Warner Place and Cambridge Heath Road has experience increased congestion and bus journey times since the implementation of the Liveable Streets Scheme</li> <li>Would reintroduce a more direct through route and improve resilience by allowing for multiple routes through the area.</li> <li>Would Improve access through the area and remove the dependency on Hackney Road for access into or out of the area.</li> <li>Would seek to address ASB related to the night-time economy near Arnold Circus. Night-time camera filters would address ASB concerns raised by the police, TfL and some local residents.</li> </ul> <p><b>Cons</b></p> <ul style="list-style-type: none"> <li>But retaining the one-way operation of Old Bethnal Green Road, this option would not restore the full vehicle access and network resilience from before the Liveable Streets Scheme</li> </ul>	4
<p><b>Facilitating the passage of vulnerable road users including pedestrians and cyclists</b></p>	<p>The Traffic Management Act 2004 also places a duty on Local authorities to facilitate the passage of vulnerable road users. This includes the level of service from footways, crossings and cycle routes to meet the needs of demand in the area.</p> <p>Statutory Guidance for the TMA 2004 (network management to support active travel) encourages measures to reallocate road space to people walking and cycling.</p> <p>Measures highlighted in this guidance include:</p> <ul style="list-style-type: none"> <li>installing cycle facilities</li> <li>enabling walking and cycling to school, for example, through the introduction of more 'school streets'.</li> <li>reducing speed limits:</li> <li>introducing pedestrian and cycle zones: restricting access for motor vehicles at certain times</li> </ul> <p>Local authorities have a statutory duty under section. 39 of the 1988 Road Traffic Act to "take steps both to reduce and prevent accidents.</p> <p>This is supported by Vision Zero which is an integral part of the Mayor's Transport Strategy and informs key objectives in the Tower Hamlets Local Implementation Plan.</p> <p>The Mayor's Transport Strategy sets out key principles for taking a healthy streets approach to public spaces. These key principles include:</p> <ul style="list-style-type: none"> <li>Ensuring pavements are smooth and level, and wide enough for people using wheelchairs or buggies, or walking with children or in groups</li> </ul>	<p><b>Pros</b></p> <ul style="list-style-type: none"> <li>As well as retaining the cycle route and much of the new public realm on Old Bethnal green Road, This option would also include wider public realm improvements to the area including new crossings and raised junctions to improve accessibility. The retention of one way operation of Old Bethnal green Road operation would enable an increase in width of the southern footway between Mansford Street and Pollard Row (adjacent to Elizabeth Selby School). This option also includes a new School Street on Pollard Street which would improve safety around the existing school entrance.</li> <li>Three new zebra crossings in the Columbia Road area would improve crossing options. While the retention of one-way operation on Ravenscroft Street and a new ANPR filter on Ropley Street would address new through routes.</li> <li>Traffic is diverted away from Swanfield Street and Virginia Road where footways are narrower. Traffic is also diverted away from the western section of Columbia Road where cycle counts show is a well used by cyclists. These cycle flows are much higher than on Calvert Avenue</li> </ul> <p><b>Cons</b></p> <ul style="list-style-type: none"> <li>Would re-introduce traffic through Arnold Circus which is currently traffic free.</li> <li>Would create two new routes for traffic through Jesus Green and Gosset Street.</li> <li>Would introduce some traffic through Old Bethnal green Road</li> </ul>	-2

	<ul style="list-style-type: none"> <li>• Providing protected cycle lanes where required – to make streets safe and appealing for cyclists</li> <li>• Making streets easier to cross, installing pedestrian crossings where people want to cross</li> <li>• Providing benches and regular opportunities for people to stop and rest</li> <li>• Planting street trees and other high-quality planting and greening</li> <li>• Using filtering to retain cycle access to local streets while removing access for cars</li> </ul>		
<p>Local Access.</p>	<p>This includes access for emergency service vehicles, deliveries and servicing for businesses.</p> <p>This also include the vehicles required for the council to fulfil various statutory functions including highways maintenance and waste collection.</p> <p>Under the highways act the council to maintain the highway which includes the maintenance and repair of assets including streets, footways and street lighting. We have worked closely with our highways maintenance team to assess the impact of the scheme since implementation and evaluate the potential impact of each of the options on highways maintenance operations.</p> <p>The council also has a statutory duty to collect waste and the council seeks to do this in the most effective and efficient way, We have worked closely with our waste collection team to assess the impact of the scheme since implementation and evaluate the potential impact of each of the options on waste collection operations.</p>	<p><b>Pros</b></p> <ul style="list-style-type: none"> <li>• Would significantly improve local access for emergency vehicles where they would have access to all buildings in the area from any direction of approach. Waste collections and highways maintenance would also be made much easier as it enables more efficient routing to cover the area. This option would also reduce the number of instances where waste collection vehicles having to reverse along streets with dead ends.</li> <li>• A key concern from residents has been how the closures have split the area in half and created a reliance on Hackney Road for access. Access to Columbia Road and the Jesus Green Estate is reliant on Hackney Road which often experiences high traffic congestion. Those who live south of Wellington Row must travel south and access Hackney Road through Warner Place for northbound vehicle journeys. There have been particular concerns from residents who rely on car access such as those who need to attend regular medical appointments and carer access.</li> <li>• Large parts of the Old Bethnal Green Road area suffer from poor vehicle access due to a single access (Mansford Street) and single way out (Temple Street). This Option would significantly improve access, particularly for residents who rely on vehicle access and local businesses. Would significantly improve local access for emergency vehicles where they would have access to all buildings in the area from any direction of approach. Waste collections and highways maintenance would also be made much easier as it enables more efficient routing to cover the area. This option would also reduce the number of instances where waste collection vehicles having to reverse along streets with dead ends.</li> </ul> <p><b>Cons</b></p> <ul style="list-style-type: none"> <li>• Retention of one-way operation would not restore pre scheme Emergency vehicle access to Old Bethnal Green Road.</li> <li>• Retention of one-way operation would not restore pre scheme access for highways maintenance, council passenger services and waste collection operations.</li> </ul>	<p>3</p>
<p>Air Quality</p>	<p>The council has presented data on the likely air quality impacts across of the Liveable Streets across the area. This evaluation will consider the likely impact of the different options on air quality by considering the estimated traffic levels and population densities across the area.</p>	<p><b>Pros</b></p> <ul style="list-style-type: none"> <li>• Air quality would potentially improve in areas that have seen increases in traffic and congestion since the Liveable Streets scheme was implemented. These include Swanfield Street and Virginia Road.</li> <li>• The majority of the air quality benefits of the Liveable Streets scheme are retained due to traffic restrictions to through traffic such as the retention of One way operation of Old Bethnal green Road and new camera filters.</li> </ul> <p><b>Cons</b></p> <ul style="list-style-type: none"> <li>• The limited increase in traffic would increase emissions in the central parts of the scheme area where population density is highest. Analysis of the latest census data shows these are also the area where schools are located.</li> </ul>	<p>-1</p>

<b>Financial cost</b>	<p>This includes the cost of works to develop and implement the option. These costs include detailed design, traffic management and physical works.</p>	<ul style="list-style-type: none"> <li>This option would have a significantly lower financial cost than option 1. Much of the new public realm that was installed as part of the scheme would require removals. This would include a pocket park, cycle lane and most of the newly widened footway on Old Bethnal Green Road. It would also require the removal of the pocket park on the junction of Columbia Road and Gosset Street.</li> <li>This option also includes the cost of wider public realm improvements as set out in the public consultation.</li> </ul> <p><b>Estimated cost: £1.2m</b></p>	-2
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**Total score Evaluation**

Scheme Evaluation	Option 1	Option 2	Option 3
Facilitating the passage of vehicle traffic.	5	-5	2
Facilitating the passage of vulnerable road users including pedestrians and cyclists	-3	4	-2
Local Access.	5	-5	4
Air Quality	-3	3	-1
Financial cost	-3	3	-2
<b>Total Score</b>	<b>1</b>	<b>0</b>	<b>1</b>



# A Better Bethnal Green

Public consultation  
on transport  
changes in the  
Old Bethnal Green  
Road Area

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### Mayor's Foreword

The transport network is a vital part of everyday life. It enables people to make their regular journeys to and from home for work, study, leisure, socialising or shopping and provides essential means of access to healthcare and welfare services. Businesses rely on transport to bring employees and customers to their premises and convey their goods and services. It enables family to travel to vulnerable relatives and provide a network of community and support. An efficient and sustainable transport system is vital for addressing issues relating to public health, air quality, accessibility and growth.

When the Liveable Streets scheme was first implemented, concerns were raised which included among other things, access for people reliant on vehicle use and emergency service vehicles. There were also concerns regarding the impact on local bus services, access to families and support networks, and of displaced traffic on areas surrounding the scheme's locations.

The scheme has been in place for nearly 18 months, and this has allowed for an analysis against its key objectives and consideration of the impacts on all residents and stakeholders. For parts of the scheme, it has reduced some traffic levels and improved the public realm in a way that makes it safer for walking and cycling. The public realm schemes on Old Bethnal Green Road and Columbia Road have resulted in reductions in traffic levels in the areas around them.

However, we have received strong feedback from residents and stakeholders reporting adverse impacts from the

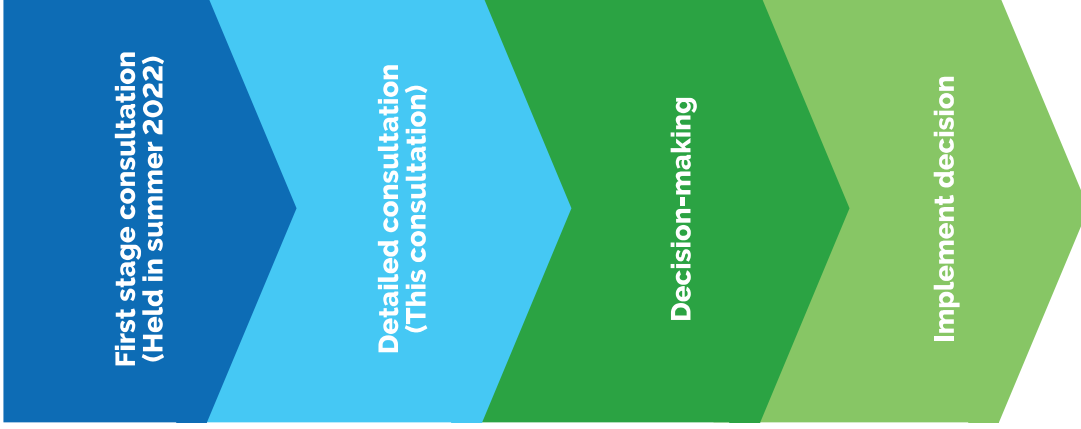
scheme. Data shows that there has been an adverse impact on local bus services and displaced traffic on local and boundary roads. Concerns regarding access to vital familial and social networks, as well as an economic impact on small businesses – ranging from shops to taxi drivers, market stallholders to delivery men and women – have also repeatedly been raised with the council. Working with stakeholders such as the emergency services has shown there have also been adverse impacts on access. In the summer of 2022, the council undertook a first stage consultation to gain a better understanding of public opinion on the Liveable Streets scheme. We have received strong feedback from residents and stakeholders which has allowed us to develop our proposals further.

I am pleased to present this document which is the next stage in our consultation on proposals to address matters that have been raised regarding the Liveable Streets scheme and make transport changes across the Bethnal Green area. This second stage consultation provides more detail on our proposals and the data which supports them.

Our key objective is to create healthier streets, with improvements to accessibility and road safety while restoring access for key services and residents reliant on their cars. All residents and other stakeholders are encouraged to have their say and respond to this consultation and help us shape our proposals.



Mayor Lutfur Rahman



### This consultation

We are consulting on whether to implement a series of changes that have been developed following engagement with key stakeholders and data analysis (see part two of this document).

The proposed changes are focused on the following:

- Improving access for all
- Improving conditions for active travel across the whole area
- Improving the conditions for public transport use through improved performance and access
- Reduced traffic on unsuitable roads
- Ensuring local businesses and keyworkers are not adversely impacted
- Improving access for emergency Vehicles
- Contributing to improved air quality through encouraging active travel and public transport use

### Structure of this document

**Part 1** of this consultation sets out the course of action the council is considering.

**Part 2** sets out the data that has been considered in developing the options in the consultation. It presents a combination of data and feedback from the first stage of consultation held in the summer.

**Part 3** provides guidance on responding to this consultation.



# Introduction

In 2019, The London Borough of Tower Hamlets launched the Liveable Streets Programme. The key objective of the scheme was to improve the look and feel of the area by upgrading the public realm and enhancing conditions for walking and cycling.

The Liveable Streets scheme in Bethnal Green involved a series of road closures and directional changes to traffic. It also included a series of public realm enhancements to Columbia Road and Arnold Circus and a new pocket park on Old Bethnal Green Road.

The map opposite shows the full set of interventions which were approved under the scheme which was not completed. The following elements were yet to be implemented.

- Warner Place and Squirries Street to made one way northbound
- Road closure on the junction of Gosset Street and Warner Place
- Road closure on the junction of Virginia Road

The Liveable Streets scheme was implemented in phases and these final elements were delayed due to a review of the scheme which was announced in September 2021. Further engagement was undertaken with residents and other stakeholders and as well as additional traffic counts. The council considered completing the scheme but has decided not to proceed with this due to the likely impact of displaced traffic. This is covered in more detail in the next page of this document.



Original Bethnal Green Liveable Streets scheme map

# The Options

The council has undertaken an evaluation of the Liveable Streets scheme by gathering and analysing data from various sources and engaging with key stakeholders.

Below we set out options which have been developed for respondents to consider. Option 1 sets out a series of changes which seek to address issues that have been identified. Option 2 is for retaining the current scheme and its benefits. We also set out below other options that were considered and the reasons they were not taken forward.

## Option 1: Remove the Liveable Streets closures and implement a series of areawide improvements to encourage active travel

This option would seek to strike a balance between traffic restrictions and essential access for disabled residents, the emergency services and various council services such as maintenance and street works coordination. It would also seek to address traffic congestion and bus service delays on Hackney Road (see page 13).

## Option 2: Retain the current scheme

This option is for no changes to be made to the area. For some parts of the area, the Liveable Streets scheme has largely been successful in reducing traffic levels and improving the public realm in a way that makes it safer for walking and cycling. Traffic levels shown on page 15 of this document show the streets in the area which have benefitted from reduced traffic. These include streets that are close to

some of the schools in the area. The data also shows that traffic levels have fallen for the area as a whole.

The pocket park on Old Bethnal Green Road and new public realm on Columbia Road have resulted in significant

improvements to the look and feel in those areas with new planting, trees and seating.

### Other options considered

The council has considered other options which will not be taken forward. These are completing the originally approved scheme with more closures or replacing physical closures with cameras. These are discussed below.

### Completing the Liveable Streets scheme by installing the two remaining closures

Some of the issues with displaced traffic on local roads are due to an incomplete approved scheme. The original approved scheme included further closures on Virginia Road and Gosset Street.

In April 2022, daily traffic flows were 5,142 on Swanfield Street and 6,495 on Warner Place. Some of these are local resident trips, but the majority would be through traffic. Closing these two roads with physical closures would effectively divert most of these 11,500 vehicle trips onto Hackney Road and Bethnal Green Road, which would exacerbate the issues we have seen on Hackney Road, particularly the impact on bus services.

This approach would also worsen the access issues that have been shown to be experienced by the emergency services and disabled residents.

### Replacing physical closures with cameras

This would address the access issues that come with the above option but the issues of displaced traffic would remain.

### The benefits of each option

Option 1: Remove the Liveable Streets closures and implement a series of areawide improvements to the public realm to encourage active travel	Option 2: Retain the current scheme
<b>Benefits</b>	<b>Benefits</b>
Improved access for those reliant on car travel including key workers and those who use car travel as their main source of income	Lower traffic levels on Old Bethnal Green Road and Gosset Street
Improved access for emergency vehicles, deliveries and council services	Better for cycling: There is existing segregated westbound cycling provision on Old Bethnal Green Road between Clarkson Street and Mansford Street. This would be removed if option 1 was to be implemented
Improved road network resilience	There are four schools along Old Bethnal Green Road and Gosset Street which currently benefit from reduced traffic levels from the closures
Improved access for businesses	Air quality has improved within the scheme area at a higher rate than in other comparable areas in the borough
Improved bus service performance through less congestion on Hackney Road and Bethnal Green Road	
Lower traffic levels on Swanfield Street, Virginia Road and Ropley Street	
Increased planting, trees and seating in the area as result of the new pocket park and other public realm improvements across the area	

# Option 1: Changes in the Old Bethnal Green area

## Option 1

Option 1 has been developed following consideration of the available data and engagement with stakeholders.

The key principles behind option 1 are:

- Improved access
- Addressing the impacts of displaced traffic
- Improving conditions for active travel for the whole area

## Removal of closures

For Teesdale Street, the closure would be replaced with a continuous crossing which prioritises pedestrians over motor vehicles. The junction would also be near a new zebra crossing which would improve crossing options for pedestrians.

The Old Bethnal Green Road closure would be replaced with a new zebra crossing and the nearby junction with Temple Street would also benefit from a new continuous crossing.

The Punderson's Gardens, Canrobert Street and Clarkson Street closures would also be removed.

## New loading bay and pedestrian space outside shops

Changes to the space outside the shops on Old Bethnal Green Road include a new loading bay and wider pavements for pedestrians.

## Two way operation of Old Bethnal Green Road

The proposals include changing Old Bethnal Green Road to two-way traffic between Pollard Row and Clarkson Street.

## Pollard Row and Pollard Street

The proposals include the removal of the Pollard Street and Pollard Row closures and public realm enhancements to improve pedestrian space and increase planting and trees.

Two way operation of Old Bethnal Green Road from Pollard Row to Clarkson Street

New zebra crossing

Removal of closure on Teesdale Street

New parking bay and footway space outside shops

Removal of pocket park on Old Bethnal Green Road and replacement with new zebra crossing and planting



Footway improvements and new planting on Pollard Street and Pollard Road

Removal of closure on Canrobert Street

Removal of closure on Clarkson Street

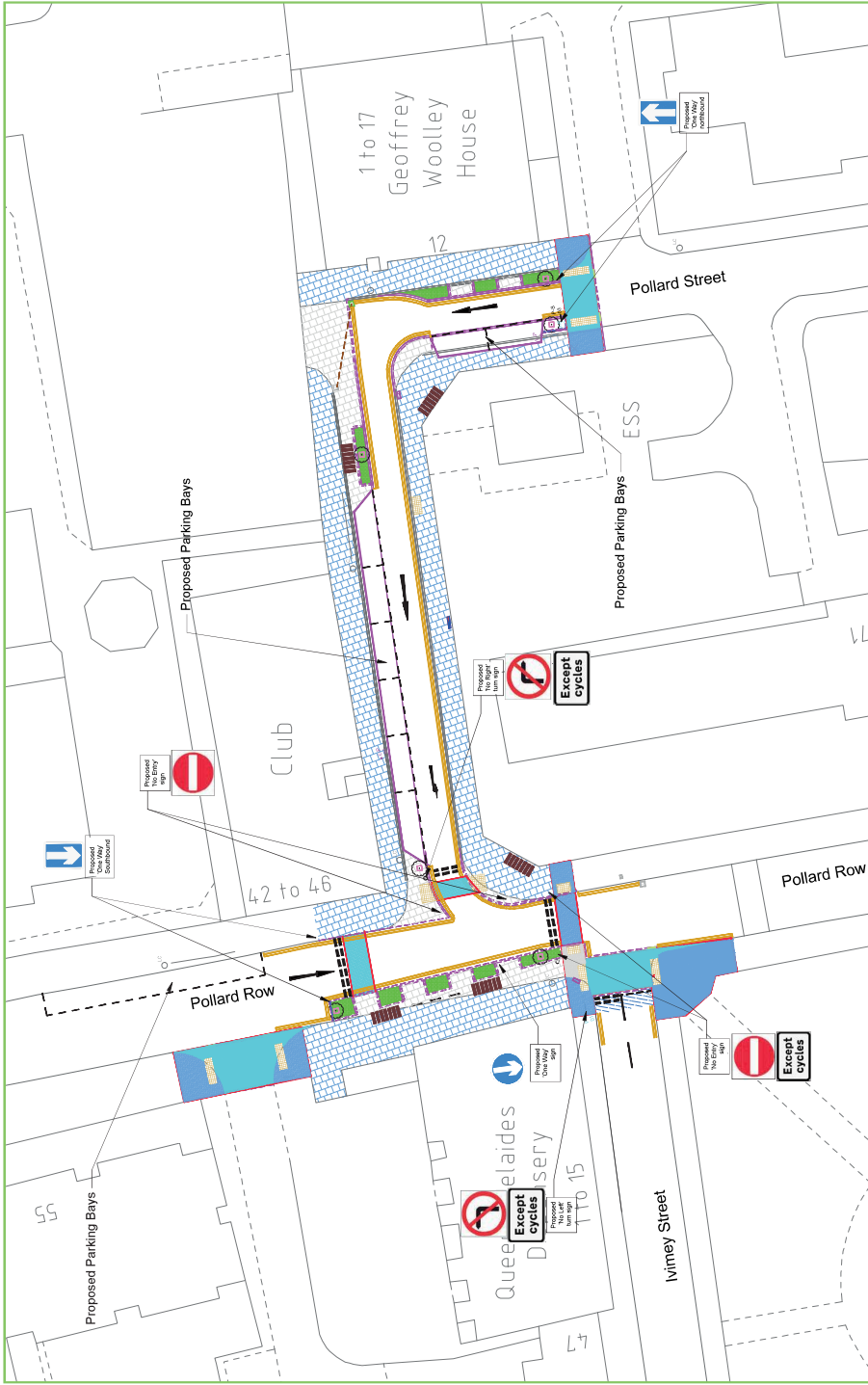
Removal of closure on Punderson's Gardens

# Option 1: New public realm improvements

## Pollard Row and Pollard Street

Option 1 includes the removal of the Pollard Street and Pollard Row closures and public realm enhancements to improve pedestrian space. The designs include:

- New planting and seating on Pollard Street
- More footway space on Pollard Street outside the school entrance
- New one-way southbound operation on Pollard Row





# Option 1: Improving conditions for public transport use and active travel for the whole area

## Improving conditions for public transport

In 2018/19, the two bus routes serving Hackney Road provided over twelve million passenger journeys. Through option 1, we are seeking to contribute to meeting one of the council's key strategic transport objectives to encourage public transport use. We will do this by improving bus service performance and improving access to public transport services.

## Improving bus performance

One of the most important factors influencing bus use is service reliability. Traffic congestion can significantly impact on reliability and therefore adversely impact on efforts to encourage increased bus use. By reversing the diversion of traffic onto Hackney Road from the Liveable Streets road closures we will seek to improve bus journey times particularly on the section between Warner Place and Cambridge Heath Road.

## Improving access to stations and stops

Half of all walking in London takes place as part of a longer public transport journey<sup>1</sup>. Buses are the most accessible form of public transport, and they provide the widest and most comprehensive network of travel options for distances that are too long to walk. High quality and accessible walking routes to stations and stops are therefore integral to encouraging public transport use.

In this document, we set out a series of walking improvements which improve access to public transport across the area.

## Improving conditions for active travel

In terms of encouraging active travel, Option 1 seeks to improve conditions across the whole Bethnal Green area.

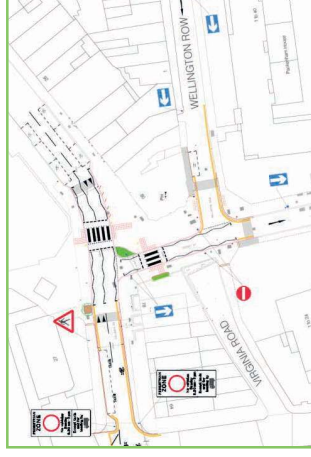
As well as addressing the issue of diverted traffic onto some smaller residential streets, these proposals also seek to make public realm improvements across the area rather than concentrating them in certain areas. All new designs would be in-line with the Healthy Streets approach principles developed by Transport for London (TfL). These are set out in the Healthy Streets diagram shown below.



## Improved crossing options

Option 1 includes plans for five new crossings in the scheme area (on Old Bethnal Green Road, Columbia Road and Ravenscroft Street).

Our streets need to be easy to cross for everyone. This is important because people prefer to be able to get where they want to go directly and quickly, so if this is made more difficult, they will get frustrated and give up or choose another way to travel.

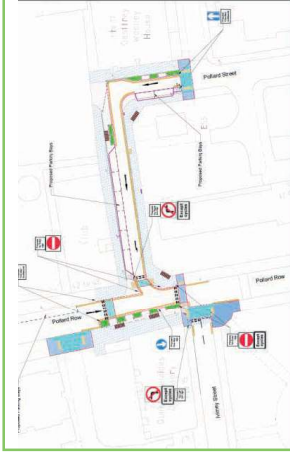


**New crossings on Columbia Road and Gosset Street**

## More planting and trees

Trees and planting can provide multiple benefits to local communities. This includes reducing the impact of climate change and improving the look and feel of the area.

Designs for all changes in the area would seek to result in more trees and planting across the area. Planting and new trees are included in designs for the new public realm scheme on Pollard Row and Pollard Street.



**New seating and planting on Pollard Street**

## Places to stop and rest - more public seating

Seating is essential for creating environments that are inclusive for everyone as well as being important for making streets welcoming places to dwell. Option 1 includes public realm improvements on Old Bethnal Green Road, which would seek to retain seating in the area and the new scheme on Pollard Street would increase in public seating in the area.

Option 1 is therefore focused in improving access to and around shops in the area. This includes public transport and car access, but also pedestrian access through improved walking links to the shops from the wider area.

1: Mayors Walking Action Plan - <https://content.tfl.gov.uk/mts-walking-action-plan.pdf>

# Option 1: Creating an accessible network of streets

**Accessible routes across the area**  
 A walking network that is accessible can be very effective in encouraging physical activity back into our everyday lives. The lack of physical activity is one of the biggest threats to our health, increasing the risk of developing a range of chronic diseases including diabetes, dementia, depression and the two biggest killers in London – heart disease and cancer.

For informal crossing, there are many examples across the area where it is difficult to cross, particularly for wheelchair users. Level or flush access between the pavement and road is essential for most wheelchair users. We would improve crossing points either through dropped kerbs or raised crossings to avoid the need for wheelchair users to make lengthy detours to cross the road.



Lack of dropped kerb on Columbia Road

Furthermore, walking is an integral component of using public transport services. Improving walking routes and making them accessible is key to encouraging the increased use of public transport services for all residents.

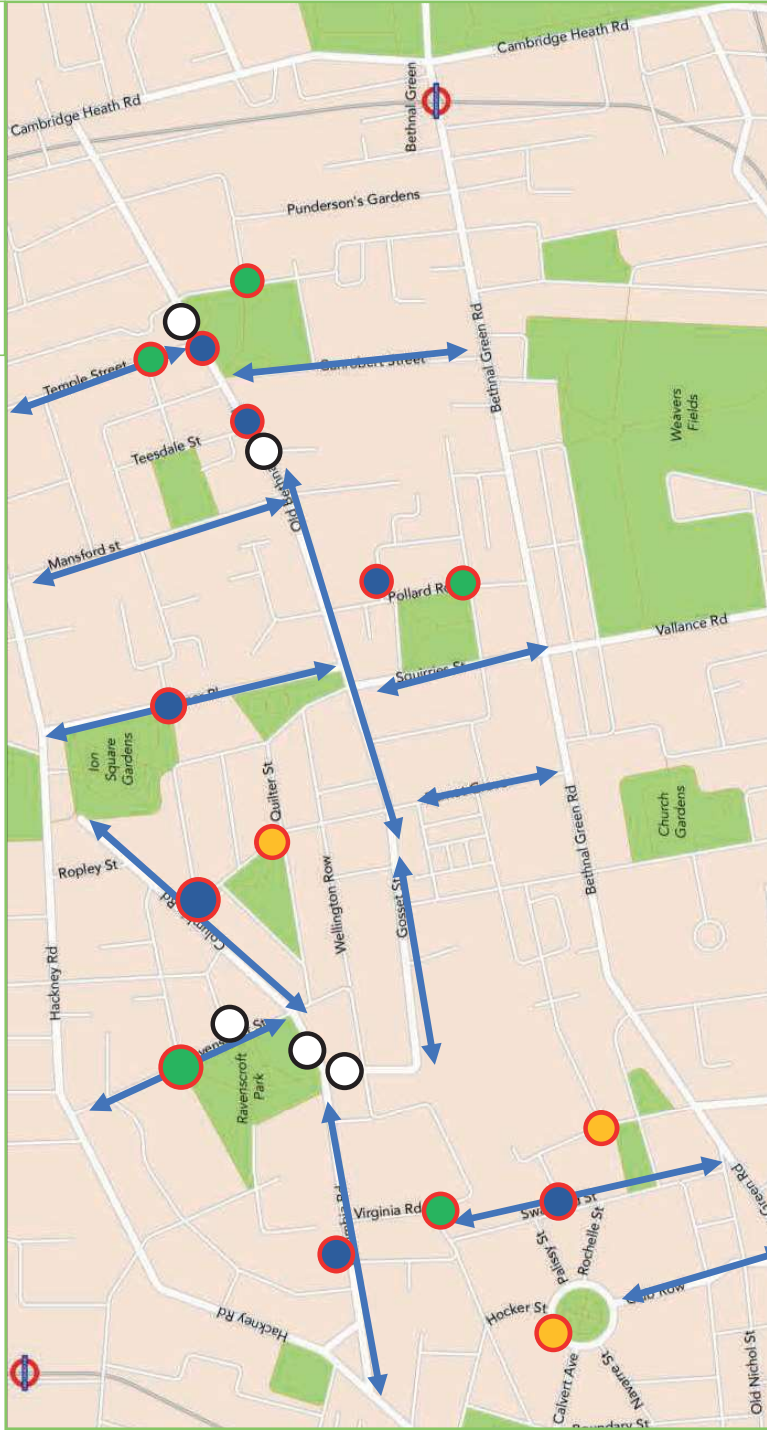
## Page 126

**Accessible footways**  
 Option 1 includes plans to create a network of accessible walking routes across Bethnal Green. Creating this network would make it easier for residents to access important services including doctors' surgeries, shops and public transport.

The map on this page identifies a first phase of pedestrian improvements we are considering. These improvements include formal crossings such as zebra crossings, which will be located on Columbia Road, Gosset Street and Old Bethnal Green Road;

**Route identified for pedestrian improvements**

- Route identified for pedestrian improvements (Blue double-headed arrow)
- Raised table (Red circle)
- New continuous crossing (Blue circle)
- New dropped kerbs (Yellow circle)
- New zebra crossing (White circle)



# Option 2: Retaining the scheme

For some parts of the area, the Liveable Streets scheme has largely been successful in reducing traffic levels and improving the public realm in a way that makes it safer for walking and cycling.

### Reduced traffic levels

Traffic data shown on page 15 of this document shows the streets in the area which have benefitted from reduced traffic. These include streets that are close to some of the schools in the area.

The data also shows that traffic levels have fallen for Bethnal Green as a whole with a reduction of over 9700 vehicle trips.

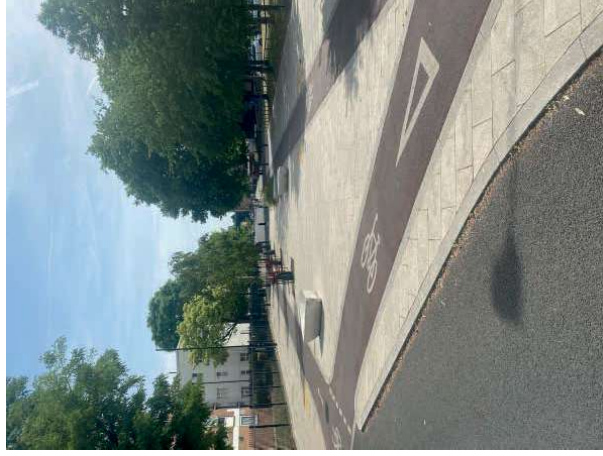
	Change in traffic from 2019-2022
Ravenscroft Road	-455
Florida Street	346
Ropley Street	284
Temple Street	-1227
B118 Old Bethnal Green Road	-6437
B108 Warner Place	187
B108 Squirries Street	-1862
Columbia Road	-522
B118 Columbia Road	-4807
Virginia Road	1544
Swanfield Street (North)	3253
	-9715

### Traffic changes from 2019-2022

**Public Realm**  
The Liveable Street Scheme has resulted in significant improvements to the public realm in various locations in the area. This has often complimented the reductions in traffic and introduced increase planting, trees and seating and facilities for walking and cycling.

### Old Bethnal green Pocket Park

The pocket park on Old Bethnal Green Road has resulted in significant change to the area with reduced traffic, more planting and more seating. The makes it easier to cross and cycle in and through the area.



Old Bethnal Green Road Pocket Park

### Old Bethnal Green Road cycling route

The scheme includes the provision of segregated cycling from Clarkson Street to Mansford Street. This provides segregated cycling for approximately 200 metres providing safe cycling.



Cycle lane on Old Bethnal Green Road



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## Part 2: Data considered in developing the options

This part of the consultation sets out the data which will allow residents and stakeholders to consider the options. It includes:

- Data gathered directly by the council
- Data provided by stakeholders

The sections are as follows:

### **Part 2a: Impact on disabled residents**

This covers the impact on disabled residents.

### **Part 2b: Access for emergency service vehicles, streetworks and council services**

This covers access for various groups including the emergency services and council services.

### **Part 2c: Congestion on boundary roads**

This covers data on congestion on boundary roads and bus services.

**Part 2d: Displaced traffic on local roads**  
This covers data on displaced traffic in the local area and on local residential streets.

### **Part 2e: Air quality**

This provides an overview of the air quality data in the area before and after the Liveable Streets closures.



## Part 2a: Impact on disabled residents

The implementation of the Liveable Streets programme in Bethnal Green resulted in fundamental changes to the road networks ability to serve the local community. This was primarily due to the closure of a series of B roads which served to enable access between the main boundary roads and smaller residential streets.

Under section 122 (part a) of the Road Traffic Regulation Act 1984 (RTA), it is the duty of every highways authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). For part a) of section 122, this includes the desirability of securing and maintaining reasonable access to premises.

Waverley and Bethnal Green West are two densely populated wards in Tower Hamlets, which is London's most densely populated borough. These densities place

a high level of demand for access and the road network is therefore required to meet the access needs generated at these densities.

These needs include access for the emergency services, residents reliant on car use, deliveries and council operations such as a refuse collection and highways maintenance. As B roads, Old Bethnal Green Road and Gosset Street were integral to meeting these needs before their closure.

The Bethnal Green Liveable Streets scheme was ambitious in this regard as most examples of low traffic neighbourhoods tend to restrict access from larger roads to address through traffic on smaller residential streets.

Under its public sector equality duty, the council is required in the exercise of

its functions, to have due regard to the need to advance equality of opportunity between people who share a protected characteristic and those who do not.

The Act explains that having due regard for advancing equality involves removing or minimising disadvantages suffered by people due to their protected characteristics. It also involves taking steps to meet the needs of people from protected groups where these are different from the needs of other people.

### Access for disabled residents

By its design, the Bethnal Green Liveable Streets scheme sought to encourage active travel by prioritising spaces for walking and cycling, while increasing journey distances for motor vehicles. This disproportionately impacts on residents who rely on the use of motor vehicles and this is recognised in the equalities

impact assessment drafted alongside this consultation process.

### Impact of traffic on disabled residents

The removal of the traffic measures and reintroduction of through-traffic may impact disabled people in several ways. It is recognised that disabled people are more at risk from road danger, noise, and air pollution. For people with mobility impairments, the reintroduction of vehicle traffic may reduce their confidence in walking, cycling, using a mobility scooter or accessing public transport. Furthermore, evidence suggests regular exercise to be highly beneficial to those with impairments.

## Part 2b: Access for emergency and council services

### Access for emergency service vehicles

Since the implementation of the Liveable Streets scheme, there have been multiple incidents across the area where closures have hindered ambulance service and fire brigade access<sup>1</sup>. Certain adaptations have been made where removable bollards have been installed replacing permanent closures. However, these are only accessible by the London Fire Brigade using a special key. Access issues remain for ambulances.



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*reaching the scene of an incident due to the hard physical closure present on Old Bethnal Green Road between Clarkson Street and Temple Street, E2.*

*The incident occurred on Sunday 13th February 2022 at approximately 19:50.*

*We had raised the incident on our incident reporting system Datix.*

*Could I request that the incident is logged by the council against the scheme as part of the ongoing review of LTNs in the area."*

Emergency Planning and Resilience Officer  
–London Ambulance Service

*"We attended a 'smoke issuing' call today at Sandford House, Arnold Circus. The appliances attending entered via Club Row and had difficulty siting the appliances correctly due to the LTN zone and plant pots in place. Luckily, this turned out to be a false alarm but if the incident escalated and an aerial appliance was required it would have proved very difficult, if not impossible, to site it and use it effectively, essentially some residents would not be able to be rescued via the aerial if they are unfortunate enough to be cut off by the LTN."*

Station Commander–London Fire Brigade

In their response the police safer neighbourhood team raised concerns on proposals to remove the Liveable Streets closures.

This was on the grounds of anti-social behaviours benefits of the scheme particularly in the west of scheme area.

*"I consider the road management measures that were brought in to have had a positive effect. Of particular concern are the proposed amendments to the roads*

*further west. Prior to the changes there was an enormous level of car-enabled ASB. This was due to the spill-out from the Shoreditch night time economy"*  
– Safer Neighbourhood Team

### Access for operational council service vehicles

The network management, highways maintenance and refuse collection services were consulted for the first stage consultation in the summer of 2022. They each raised concerns regarding the Bethnal Green Liveable streets closures.

**Network Management:** The council has a duty to coordinate street works while ensuring network resilience is maintained and that there is efficient and expeditious movement of traffic, as far as possible.

The implementation of the Liveable Streets scheme has presented challenges to effective street works coordination due to the reduction in possible alternative routes. This is particularly critical at the eastern area of the scheme around Old Bethnal Green Road. Residents and businesses in this section can only be accessed through Mansford Street and Temple Street. This presents challenges for re-routing options for planned works and is more concerning when emergency works are involved.

**Highways maintenance:** There are constant demands placed on the council to temporarily close roads whether it be for its own maintenance operations or for other parties, such as utilities. These closures always require traffic management arrangements to be made in a way that minimises disruption.

This has proven to be more challenging following the implementation of the Liveable Streets scheme. Consultation with the council's highways team has shown that more routine maintenance tasks require temporary road closures due to the reduction in road space and increase in one-way roads. This not only increases disruption but means greater maintenance costs for the council.

**Refuse collection services:** The council's refuse collection service was also consulted on the scheme. In their response, they supported the removal of the closures as it would improve their ability to undertake their operations. Key concerns are the increased route distances and the requirement to often reverse vehicles at long distances which creates safety issues.

*"Where physical barriers are in place, we ask that these be removed as it has affected how we access properties to make collections. The service's general view is that if Liveable Streets are to be achieved successfully, physical barriers are to be avoided."*

Senior refuse collection services officer

<sup>1</sup> Full incident log available in the documents section of the Bethnal Green Liveable Streets web page

## Part 2c: Congestion on boundary roads

This section will analyse three datasets to understand if congestion has increased on the two main boundary roads of the Bethnal Green Liveable Streets scheme.

The data shows congestion on Hackney Road, particularly east of Warner Place, has increased significantly since the introduction of the Liveable Streets scheme. The data also shows that between 2019 and 2022 there has been no significant increase in congestion on Bethnal Green Road.

This increase in congestion on Hackney Road is attributed to diverted traffic from both sides of Hackney Road where low traffic neighbourhoods have been implemented.

The three sets of data used are:

- DfT travel time delay data
- iBus delay data
- TRL Astrid database data

### Travel time delay data

Department of Transport data<sup>1</sup> has been gathered on the delay times on the main boundary roads of the scheme. The data shows a 60% increase in delays on Hackney Road from 2019 to 2021 and 13% increase in delays on Bethnal Green Road. These are significantly higher than delay increases on Whitechapel Road and Commercial Road, which are the two other east west A roads in the borough (see table below).

**Impact on bus services**  
In 2018/19, the two bus routes serving Hackney Road provided over twelve million passenger journeys. One of the council's key strategic transport objectives is to encourage public transport use and one of the most important factors influencing bus use is service reliability. Congestion can significantly impact bus reliability and can therefore adversely impact bus use.

Data provided by the TfL network team shows an increase in bus journey times on Hackney Road and Bethnal Green Road between 2019 and 2022. The latest data for 2022 shows Bethnal Green Road bus journey times did increase in 2021 but they are now down to pre-closure levels. For Hackney Road east of Warner Place,

the increase in congestion and bus journey times remains in 2022 and this is throughout the day.

More detailed iBus data is available in the documents section of the Bethnal Green Liveable Streets web page.

Road Name(s)	Average delay (second per vehicle per mile)			Change on 2019
	2019	2020	2021	
Hackney Road	136.0	207.1	218.7	60.81%
Bethnal Green Road	164.0	156.5	186.1	13.48%
Whitechapel Road/ Bow Road	155.0	137.8	169.7	9.48%
Commercial Road	158.0	179.0	167.6	6.08%
Cambridge Heath Road	172.9	165.4	171.1	-1.04%
Commercial Street	275.7	219.9	215.6	-21.80%
Highway/ Limehouse Link	120.7	74.8	75.3	-37.61%



2022 compared with 2019/20  
- AM Peak (0700-1000)



2022 compared with 2019/20  
- Inter Peak (1000-1600)



2022 compared with 2019/20  
- PM Peak (1600-1900)

### Journey Time per KM change



1. <https://www.gov.uk/government/statistical-data-sets/average-speed-delay-and-reliability-of-travel-times-cgn>



## Part 2c: Congestion on boundary roads

### TRL Astrid data for boundary roads

This data is not derived from traffic counts but from detectors on traffic signals which calculate an approximate number of vehicles based on how long the detector is occupied. They can be at risk of inaccuracies during busy times when static vehicles but provide a useful comparison of data from before and after the implementation of the liveable streets scheme.

The three locations the council has obtained data for are:

- Hackney Road/Queensbridge Road
- Hackney Road/Cambridge Heath Road
- Bethnal Green Road and Vallance Road

The data shown on this page is for the PM peak (4pm-7pm) at all three locations.

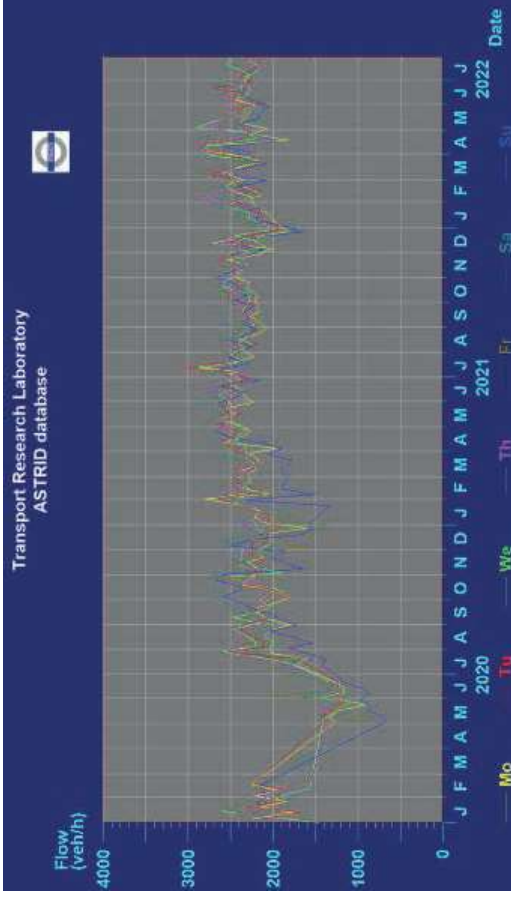
It shows the following trends:

**Hackney Road/Cambridge Heath Road:** Data shows a significant increase in traffic flows with all flows below 5000 in early 2020 compared to nearly all flows close to or exceeding 6000.

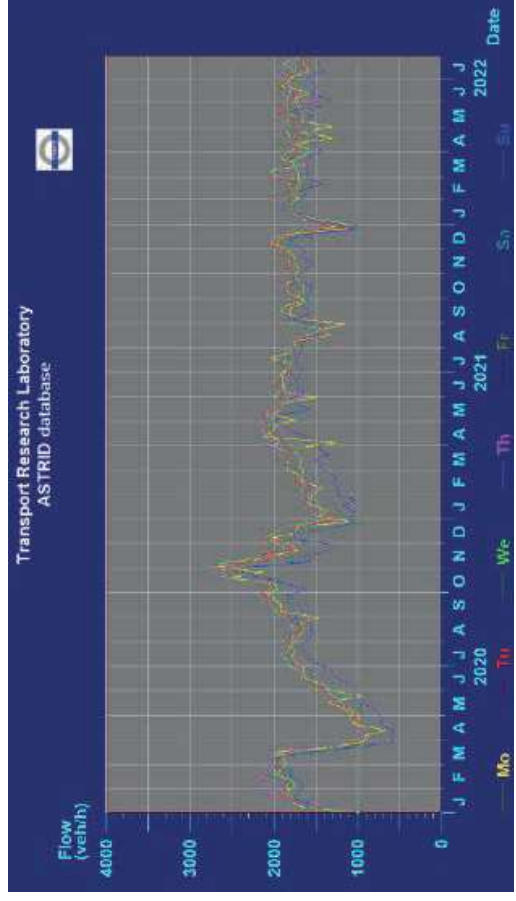
**Hackney Road/Queensbridge Road:** February 2020 flows were concentrated around 2000 in February. These flows were more concentrated around the 2500 level in February 2022.

**Bethnal Green Road/Vallance Road:** Traffic levels have largely remained the same with some negligible reduction.

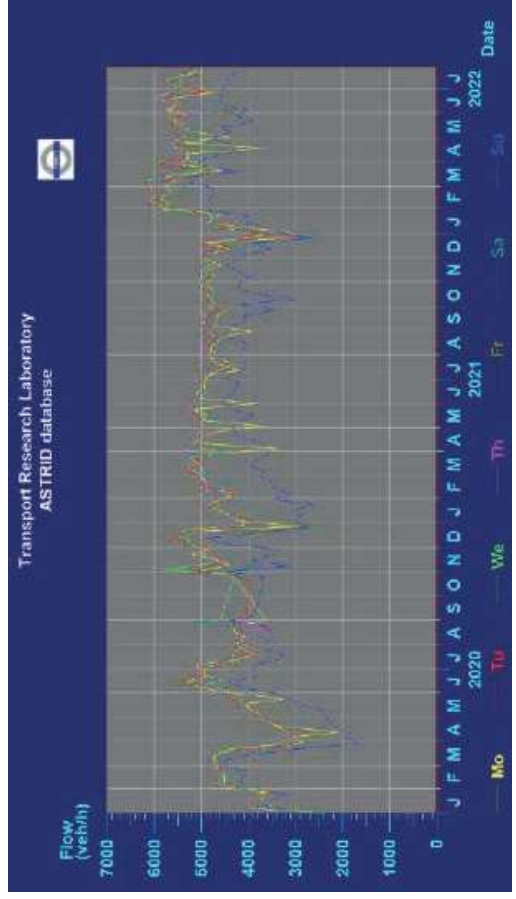
The full set of data for all three junctions is available in the documents section of the Bethnal Green Liveable Streets web page.



Hackney Road/Queensbridge Road: Total vehicle flows 4pm-7pm



Bethnal Green Road/Vallance Road : Total vehicle flows 4pm-7pm



Hackney Road/Cambridge Heath Road: Total vehicle flows 4pm-7pm

## Part 2d: Displaced traffic on local streets

### Traffic flows on local streets

Traffic count data<sup>1</sup> from 2019 and 2022 shows reductions and increases in traffic flows at various locations across Bethnal Green.

Traffic has reduced significantly on Old Bethnal Green Road which saw an 86% reduction in eastbound flows and 70% reduction in westbound flows. The western end of Columbia Road also saw a significant reduction in traffic of 53% in the eastbound and 59% in the westbound. There were also reductions on other streets including Squirries Street, Temple Street and Ravenscroft Street.

There were however streets which saw increases in traffic. The most significant roads from this list are Swanfield Street and Virginia Road which saw northbound traffic flows increase 209% and 55% respectively. Smaller densely populated residential roads such as Horatio Street and Ropley Street have seen increases in traffic of 70% and 89% in the northbound direction. These are directly attributable to the closures of the junction of Gosset Street and Columbia Road.

		Traffic flow changes between 2019 and 2022		
	Direction	Change in traffic	Direction	Change in traffic
Ravenscroft Road	NB	-9%	SB	-48%
Horatio Street	NB	70%	SB	278%
Ropley Street	NB	89%	SB	-11%
Temple Street	NB	-28%	SB	-76%
B118 Old Bethnal Green Road	EB	-86%	WB	-70%
B108 Warner Place	NB	12%	SB	-9%
B108 Squirries Street	NB	-16%	SB	-24%
Columbia Road	EB	18%	SB	-43%
B118 Columbia Road	EB	-53%	WB	-59%
Virginia Road	EB	55%	WB	20%
Swanfield Street (North)	NB	209%	SB	80%

<sup>1</sup>: Traffic count data is available in the documents section of the Bethnal Green Liveable Streets web page

# Part 2e: Air quality

Air pollution is associated with several adverse health impacts: it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. The UK Clean Air Strategy released in 2019, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the government to protect human health. The strategy objectives take into account EU directives that set limit values which member states are legally required to achieve by their target dates. UK legal limits for nitrogen dioxide (NO<sub>2</sub>) are 40 µg/m<sup>3</sup> (micrograms per cubic metre) annual mean.

NO<sub>2</sub> data from within the scheme and boundary roads was collected and compared with similar roads and streets in other parts of the borough. The data showed significant reductions between 2019 and 2022 across the borough, including the roads on the boundary and within Bethnal Green.

**Improved air quality on boundary roads**  
Average NO<sub>2</sub> levels reduced by 20.13% on Bethnal Green Road and 23.29% on Hackney Road compared to 20.93% for the comparable A roads in the Borough.

For Hackney Road average NO<sub>2</sub> levels have reduced at a higher rate than the other A roads in the borough. For Bethnal Green Road they reduced at a lower rate than the other A roads in the borough. These differences are negligible and it

shows the increase in the congestion on Hackney Road and reduction in traffic on Bethnal Green Road not having a significant bearing on NO<sub>2</sub> levels.

**Improved air quality on local roads**  
Average NO<sub>2</sub> levels reduced by 28.01% from the three NO<sub>2</sub> monitoring sites in the scheme area. This is higher than comparable locations in other parts of the borough which have not had road closures.

Comparing the two sets of data, there is an indication that most of the reductions in NO<sub>2</sub> emissions are due to ULEZ and cleaner vehicles as significant reductions have also occurred elsewhere in the borough. But the difference between the two can be attributed to the traffic reduction observed around each of the monitoring sites. It is however important to note that the monitoring stations in the scheme area are located where there have been significant reductions in traffic. There are no NO<sub>2</sub> monitoring stations on Swanfield Road, Virginia Road or Horatio Street where there have been significant increases in traffic.

## Conclusions

The data is therefore inconclusive as to whether the introduction of the closures in the Bethnal Green area have had a significant impact on air quality levels. The data suggests ULEZ and cleaner vehicles have been far more effective in reducing emissions than the closures and in some areas, air quality has improved despite increases in congestion and traffic. Council action on air quality will need to focus on addressing congestion particularly on

high trafficked roads, encouraging less car use through encouraging the take up of alternative modes and the adoption of cleaner vehicle technology.

These reductions in NO<sub>2</sub> across the borough should address concerns around the impact on air quality resulting from the removal of closures. The increase in traffic levels in areas such as Bethnal Green Road and Gosset Street are unlikely to have a significant impact on air quality. To address these concerns, the council is committed to establishing a framework for monitoring any air quality impacts from option 1.

## A new air quality monitoring framework

NO<sub>2</sub> is not the only pollutant from traffic that is of concern, Particulate matter (PM) is everything in the air that is not a gas and therefore consists of a huge variety of chemical compounds and materials, some of which can be toxic. It will be important to measure the fractions of PM where particles are less than 10 micrometres in diameter (PM<sub>10</sub>) and less than 2.5 micrometres in diameter (PM<sub>2.5</sub>) based on the latest evidence on the effects of PM to health. PM is not currently monitored by the council in the area but if option 1 is implemented, we will develop a robust monitoring framework to assess the impact of option 1 on NO<sub>2</sub>, PM<sub>2.5</sub> or PM<sub>10</sub> levels. This will include new and more accurate monitoring equipment where required.

All values are in NO<sub>2</sub> micrograms per cubic metre (µg/m<sup>3</sup>)

Bethnal Green Road				
Location	2019	2022	Percentage Change	Absolute Change
Buckfast St/Bethnal Green Rd	32.48	23.9	-26.72%	-8.68
Paradise Row/Bethnal Green Rd	36.01	25.4	-18.36%	-6.61
Bethnal Green Rd/Brick Lane	36.55	30.98	-15.31%	-5.6
Average			<b>-20.13%</b>	<b>-6.95</b>

Hackney Road				
Location	2019	2022	Percentage Change	Absolute Change
Warner Place/Hackney Rd	35.44	26.7	-24.66%	-8.74
Queensbridge Rd/Hackney Rd	35.26	27.53	-21.92%	-7.73
Average			<b>-20.13%</b>	<b>-6.95</b>

Comparable east-west A roads elsewhere in Tower Hamlets				
Location	2019	2022	Percentage Change	Absolute Change
Whitechapel High St (KFC)	47.84	41.31	-13.65%	-6.53
Whitechapel Rd/Adler St	40.33	30.75	-23.75%	-9.58
Whitechapel Market	53.51	41.1	-23.19%	-12.41
Harford St/Mile End Rd	36.11	29.49	-18.33%	-6.62
Globe Rd/Mile End Rd	42.28	36.38	-16.32%	-5.9
Phaea St/Commercial Rd	34.76	24.45	-29.66%	-10.31
Chrisp Street/E India Dock Road	38.73	32.22	-16.81%	-6.51
Average			<b>-20.63%</b>	<b>-7.91</b>

Bethnal Green scheme area local roads				
Location	2019	2022	Percentage Change	Absolute Change
Columbia Rd/Gosset Street	32.74	23.4	-28.53%	-9.34
Calvert Ave/Boundary Street	34.66	25.9	-25.27%	-8.76
Squirrels St/Gosset St	37.55	26.2	-30.23%	-11.35
Average			<b>-28.01%</b>	<b>-9.82</b>

Comparable east-west A roads elsewhere in Tower Hamlets				
Location	2019	2022	Percentage Change	Absolute Change
St Stephen's Rd/Treedegar Rd	38.66	30.73	-20.51%	-7.93
Brick Lane/Princes St	32.17	25.5	-20.73%	-6.67
Roman Rd/Globe Road	34.13	25.52	-16.44%	-5.61
Average			<b>-18.23%</b>	<b>-6.74</b>

## Part 3: Guide to responding to this consultation

A paper survey has been sent with this document as part of this consultation. Your views are important to us and we want everyone to have their say.

### Using your response reference number

All paper surveys sent out to residents within the consultation boundary will have a response reference code. These are to be used for online responses if that is your chosen method of response. This code is for the household and can be used for responses from each member of the household.

### Have your say by contributing by:

**1**

Paper survey (sent with this leaflet) sent via post in the freepost envelope provided.

**2**

Online via **talk.towerhamlets.gov.uk/LSBethnalGreen**.

The online survey is open for all to respond to. Residents and businesses who have received a paper copy of the survey should use the response reference code on the survey.

Page

Please provide your feedback by

**11.59pm on Sunday 12th February 2023.**

Visit our website **talk.towerhamlets.gov.uk/LSBethnalGreen** for more information on the plans



# Appendix : How you responded to the Old Bethnal Green first stage consultation

## First round public consultation results

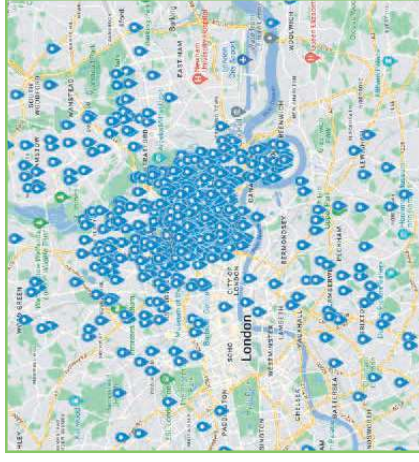
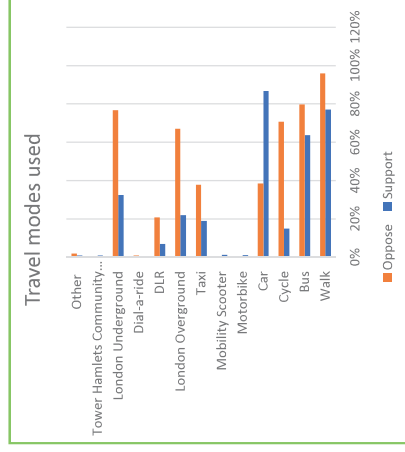
The public consultation was conducted between Wednesday 6th July and Sunday 7th August 2022. Consultation packs were delivered to 4,615 residential and business addresses within the consultation area shown below.

A total of 4,145 responses were received and 34% (1,408) of these were from within the scheme area. Responses which used the resident code sent out across the scheme area totaled 974 or 24% of all responses.

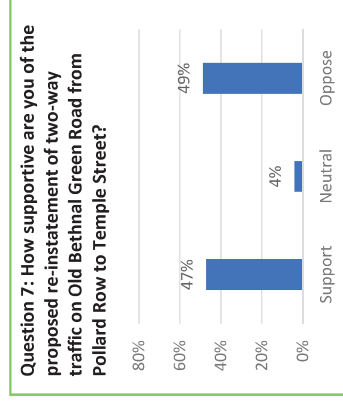
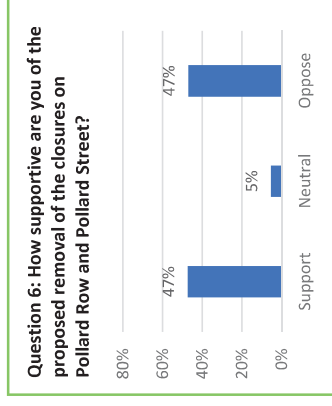
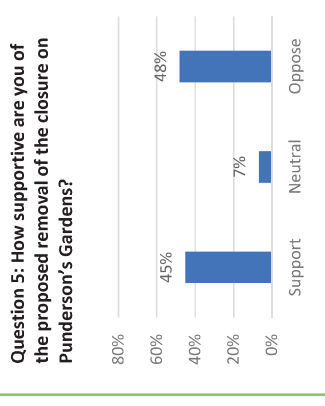
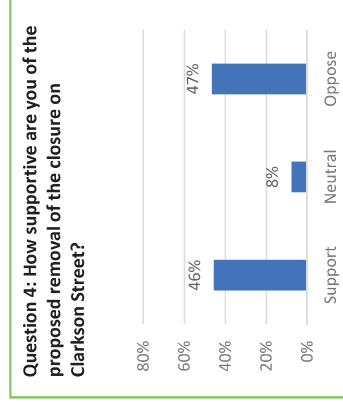
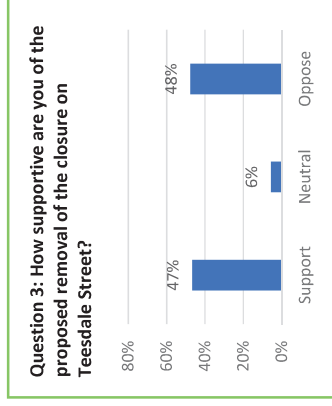
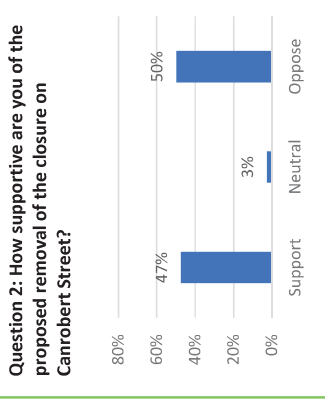
A total of 2,727 responses were received from outside the scheme area. These include other parts of Tower Hamlets with high concentrations in Bow and the Isle of Dogs. Responses were also received from other London borough with high levels of responses from Hackney, Waltham Forest, Islington and Lambeth.

## Responses from within the scheme area

This page sets out responses to the travel mode question and the key questions around each of the traffic management changes set out in the first-round consultation document. These responses are from residents that used the resident reference code.



Distribution of responses





# Appendix : How you responded to the Old Bethnal Green first stage consultation

## Demographic information

The responses to the questions were almost always consistent with each other. Those who were in support of the proposals in one location were almost always also in support of the proposals in other locations. Analysis of the demographic information from the responses received for Question 1 as an indicator of broad support or opposition for the wider set of proposals to remove the closures.

## Age

The age profiles differed in terms of responses from those from younger and older respondents. For those opposed to the removal of closures 27% were over 45 and 5% over 65. This compares to those in support of closure removal where 48% were over 44 and 13% over 65.

## Ethnicity

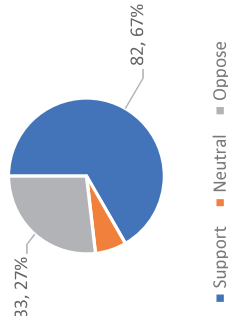
The ethnicity profiles differed in terms of responses from a white background and responses from a Bangladeshi background. Those from a white background represented 64% of responses opposed to the removal of the closures compared to 21% in support. Those from a Bangladeshi background represented 5% of responses opposed to the removal of the closures compared to 67% in support.

## Disability

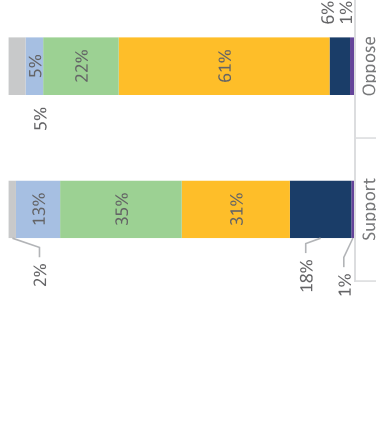
From the 1408 respondents, 123 stated they have long-standing illness or health condition. The chart below shows the distribution of support and opposition to the proposal set out in Q1. (How supportive are you of the proposed removal of the closure on Old Bethnal Green Road?).

Analysis of these responses indicates a majority of respondents with disabilities showed support for the proposals (67%).

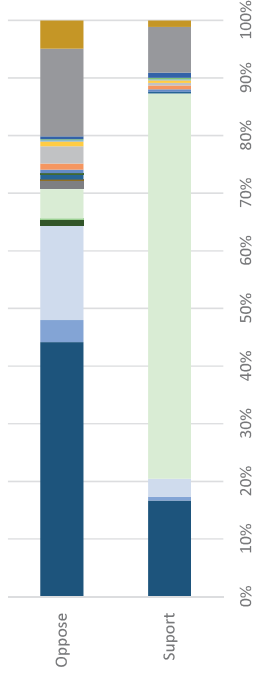
Responses from people with disabilities



Age distribution of responses



Ethnicity distribution of support and opposition to proposals



# Appendix : How you responded to the Old Bethnal Green first stage consultation

## Consultation feedback

For the first stage of the consultation, we received over 2,800 responses both in support and opposed to the proposals to remove the Liveable Streets closures.

We also engaged with key stakeholders including the emergency services, local businesses, TfL, market traders and local schools. Below are a series of key themes from the responses received from stage one of the consultation.

## Key themes from those opposed to the removal of closures set out in stage 1 of the consultation:

**Traffic impact:** The main theme around the opposition to the proposals relates to concerns around increasing traffic levels. Many feel that by reducing traffic levels, the area has become safer, cleaner and more pleasant to live in due to the reduction in the adverse impacts of high traffic levels. These are repeated frequently through the responses but are predominantly air pollution, noise and road safety.

- Antisocial Behaviour (ASB): Respondents opposing the proposals also state that ASB has reduced since the road closures were installed and this is particularly the case around Arnold Circus where there are concerns the ASB issues relating to nighttime activity will return if Arnold Circus is reopened to traffic.

- Cost of proposals : There is another key theme around concerns on the costs of the project. It is felt that a significant amount of money has been spent on the closures and the money to reverse them could be better spent elsewhere.

## Key themes from those in support of the removal of closures set out in stage 1 of the consultation:

- Increased congestion and pollution: The most predominant key theme from respondents supporting the removal of closures related to the increased congestion in the wider area.

**Increased journey times** for those dependent on the use of a car: Respondents who felt they were reliant on the use of a car support removal of the closure on the grounds of reducing their journey times and reliance on the use of congested boundary roads, particularly Hackney Road. These included parents, those providing care and residents whose occupations required the use of a car such as private hire and delivery drivers.

- Feel unsafe at night: There are a few responses which refer to the in impact of safety perception in the area due to the reduced natural surveillance available when there is general traffic flow.
- Access to services/mobility: Another key theme is concerns around loss of access

to essential services for those who access them by car. This can be either through their own car or through a care giver or taxi. This is predominantly access to health services including GP and hospital appointments.

- Impact on emergency vehicle access and response times: Respondents supporting the proposals raised the issue of emergency service vehicle access
- Antisocial behaviour (ASB): Respondents supporting the proposals raised concerns about the increase in anti-social behaviour since the road closures were installed. This refers to the increase in drug dealing and other criminal behaviour.

# A Better Bethnal Green

Public consultation  
on transport  
changes in Weavers

Page 139



TOWER HAMLETS



### Mayor's Foreword

The transport network is a vital part of everyday life. It enables people to make their regular journeys to and from home for work, study, leisure, socialising or shopping and provides essential means of access to healthcare and welfare services. Businesses rely on transport to bring employees and customers to their premises and convey their goods and services. It enables family to travel to vulnerable relatives and provide a network of community and support. An efficient and sustainable transport system is vital for addressing issues relating to public health, air quality, accessibility and growth.

When the Liveable Streets scheme was first implemented, concerns were raised for people reliant on other things, access to emergency service vehicles. There were also concerns regarding the impact on local bus services, access to families and support networks, and of displaced traffic on areas surrounding the scheme's locations.

The scheme has been in place for nearly 18 months, and this has allowed for an analysis against its key objectives and consideration on the impacts on all residents and stakeholders. For parts of the scheme, it has reduced some traffic levels and improved the public realm in a way that makes it safer for walking and cycling. The public realm schemes on Old Bethnal Green Road and Columbia Road have resulted in reductions in traffic levels in the areas around them.

However, we have received strong feedback from residents and stakeholders reporting adverse impacts from the

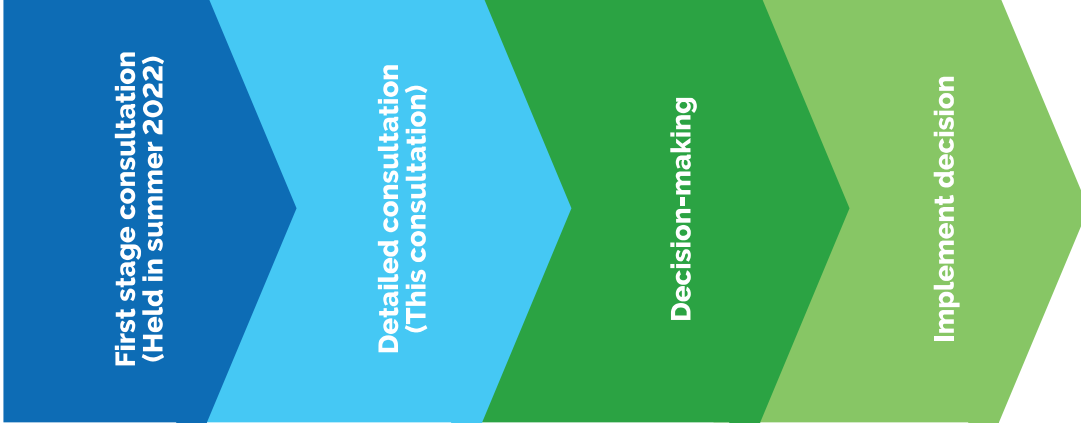
scheme. Data shows that there has been an adverse impact on local bus services and displaced traffic on local and boundary roads. Concerns regarding access to vital familial and social networks, as well as an economic impact on small businesses – ranging from shops to taxi drivers, market stallholders to delivery men and women – have also repeatedly been raised with the council. Working with stakeholders such as the emergency services has shown there have also been adverse impacts on access. In the summer of 2022, the council undertook a first stage consultation to gain a better understanding of public opinion on the Liveable Streets scheme. We have received strong feedback from residents and stakeholders which has allowed us to develop our proposals further.

I am pleased to present this document which is the next stage in our consultation on proposals to address matters that have been raised regarding the Liveable Streets scheme and make transport changes across the Bethnal Green area. This second stage consultation provides more detail on our proposals and the data which supports them.

Our key objective is to create healthier streets, with improvements to accessibility and road safety while restoring access for key services and residents reliant on their cars. All residents and other stakeholders are encouraged to have their say and respond to this consultation and help us shape our proposals.



Mayor Lutfur Rahman



### This consultation

We are consulting on whether to implement a series of changes that have been developed following engagement with key stakeholders and data analysis (see part two of this document).

The proposed changes are focused on the following:

- Improving access for all
- Improving conditions for active travel across the whole area
- Improving the conditions for public transport use through improved performance and access
- Reduced traffic on unsuitable roads
- Ensuring local businesses and keyworkers are not adversely impacted
- Improving access for emergency Vehicles
- Contributing to improved air quality through encouraging active travel and public transport use

### Structure of this document

**Part 1** of this consultation sets out the course of action the council is considering.

**Part 2** sets out the data that has been considered in developing the options in the consultation. It presents a combination of data and feedback from the first stage of consultation held in the summer.

**Part 3** provides guidance on responding to this consultation.



# Introduction

In 2019, The London Borough of Tower Hamlets launched the Liveable Streets Programme. The key objective of the scheme was to improve the look and feel of the area by upgrading the public realm and enhancing conditions for walking and cycling.

The Liveable Streets scheme in Bethnal Green involved a series of road closures and directional changes to traffic. It also included a series of public realm enhancements to Columbia Road and Arnold Circus and a new pocket park on Old Bethnal Green Road.

The map opposite shows the full set of interventions which were approved under the scheme which was not completed. The following elements were yet to be implemented:

- Warner Place and Squirries Street to made one way northbound
- Road closure on the junction of Gosset Street and Warner Place
- Road closure on the junction of Virginia Road

The Liveable Streets scheme was implemented in phases and these final elements were delayed due to a review of the scheme which was announced in September 2021. Further engagement was undertaken with residents and other stakeholders and as well as additional traffic counts. The council considered completing the scheme but has decided not to proceed with this due to the likely impact of displaced traffic. This is covered in more detail in the next page of this document.



**Original Bethnal Green Liveable Streets scheme map**

# The Options

The council has undertaken an evaluation of the Liveable Streets scheme by gathering and analysing data from various sources and engaging with key stakeholders.

Below we set out options which have been developed for respondents to consider. Option 1 sets out a series of changes which seek to address issues that have been identified. Option 2 is for retaining the current scheme and its benefits. We also set out below other options that were considered and the reasons they were not taken forward.

## Option 1: Remove the Liveable Streets closures and implement a series of areawide improvements to the public realm to encourage active travel

This option would seek to strike a balance between traffic restrictions and essential access for disabled residents, the emergency services and various council services such as maintenance and street works coordination. It would also seek to address traffic congestion and bus service delays on Hackney Road (see page 14).

## Option 2: Retain the current scheme

This option is for no changes to be made to the area. For some parts of the area, the Liveable Streets scheme has largely been successful in reducing traffic levels and improving the public realm in a way that makes it safer for walking and cycling. Traffic levels shown on page 13 of this document show the streets in the area which have benefitted from reduced traffic. These include streets that are close to

some of the schools in the area. The data also shows that traffic levels have fallen for the area as a whole.

The pocket park on Old Bethnal Green Road and new public realm on Columbia Road have resulted in significant

improvements to the look and feel in those areas with new planting, trees and seating.

### Other options considered

The council has considered other options which will not be taken forward. These are completing the originally approved scheme with more closures or replacing physical closures with cameras. These are discussed below.

### Completing the Liveable Streets scheme by installing the two remaining closures

Some of the issues with displaced traffic on local roads are due to an incomplete approved scheme. The original approved scheme included further closures on Virginia Road and Gosset Street.

In April 2022, daily traffic flows were 5,142 on Swanfield Street and 6,495 on Warner Place. Some of these are local resident trips, but the majority would be through traffic. Closing these two roads with physical closures would effectively divert most of these 11,500 vehicle trips onto Hackney Road and Bethnal Green Road, which would exacerbate the issues we have seen on Hackney Road, particularly the impact on bus services.

This approach would also worsen the access issues that have been shown to be experienced by the emergency services and disabled residents.

### Replacing physical closures with cameras

This would address the access issues that come with the above option but the issues of displaced traffic would remain.

### The benefits of each option

Option 1: Remove the Liveable Streets closures and implement a series of areawide improvements to the public realm to encourage active travel	Option 2: Retain the current scheme
<b>Benefits</b>	<b>Benefits</b>
Improved access for those reliant on car travel including key workers and those who use car travel as their main source of income	Lower traffic levels on Old Bethnal Green Road and Gosset Street
Improved access for emergency vehicles, deliveries and council services	Better for cycling: There is existing segregated westbound cycling provision on Old Bethnal Green Road between Clarkson Street and Mansford Street. This would be removed if option 1 was to be implemented
Improved road network resilience	There are four schools along Old Bethnal Green Road and Gosset Street which currently benefit from reduced traffic levels from the closures
Improved access for businesses	Air quality has improved within the scheme area at a higher rate than in other comparable areas in the borough
Improved bus service performance through less congestion on Hackney Road and Bethnal Green Road	
Lower traffic levels on Swanfield Street, Virginia Road and Ropley Street	
Increased planting, trees and seating in the area as result of the new pocket park and other public realm improvements across the area	

# Option 1: Columbia Road and Jesus Green

## Option 1

Option 1 has been developed following consideration of the feedback from the first stage consultation, engagement with stakeholders and analysis of the available data. The evidence and rationale behind these proposals is explained in more detail in part two of this document.

They seek to address many of concerns raised while making improvements to access and active travel.

The key principles behind to option 1 are:

- Improved access
- Addressing the impacts of displaced traffic
- Improving conditions for walking and cycling for the whole area

Option 1 would work collectively to address issues of access and displaced traffic to other parts of the scheme area.

## Junction of Columbia Road and Gosset Street

Option 1 includes the removal of the closures on this junction and replacement with a one-way southbound link to Gosset Street. The one-way section of Gosset Street would continue to the Mulberry Academy car park entrance. A particular benefit of this is that it enables improved access for larger vehicles that serve the Mulberry Academy, such as coaches, and delivery vehicles and for businesses on Columbia Road, such as the Bird Cage. There have been incidents where larger vehicles have struggled to leave the area due to limited turning space on Wellington Row as the only way out.

## Removal of closures

Option 1 includes the removal of the existing closures on Quilter Street and the junction of Wellington Row and Barnet Grove.

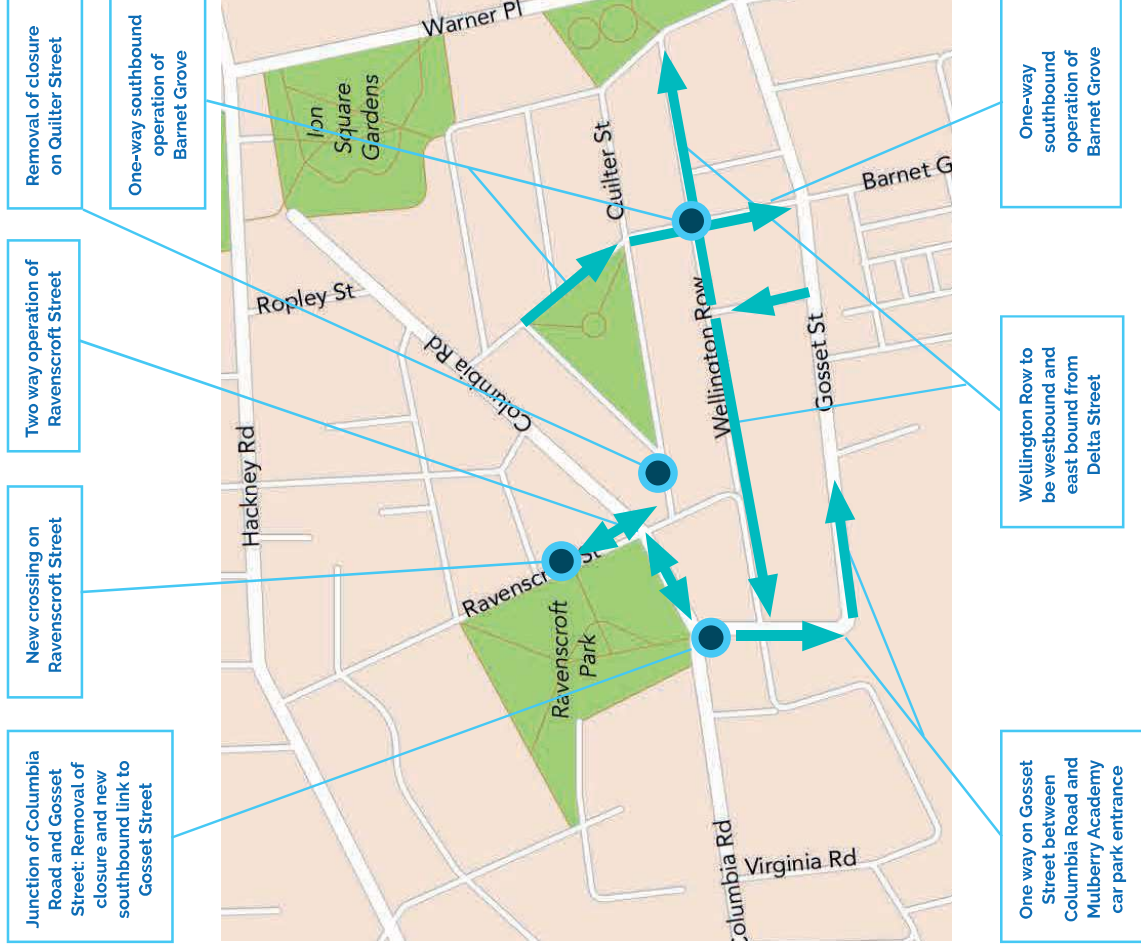
## New one-way system

Option 1 includes changes to direction of some streets in the area. These include:

- Wellington Row would be one way westbound from the junction of Delta Street to the junction with Gosset Street.
- Wellington Row would be one way eastbound from the junction of Delta Street to the junction with Durant Street.
- Barnet Grove one way southbound between the junction of Elwin Street to the junction with Barnet Grove.
- Columbia Road two-way between the junction with Chambord Street and Ravenscroft Street.

## New crossing on Ravenscroft Street

Option 1 includes a new crossing on Ravenscroft Street to improve crossing from the Columbia Road Primary School entrance to Ravenscroft Park.



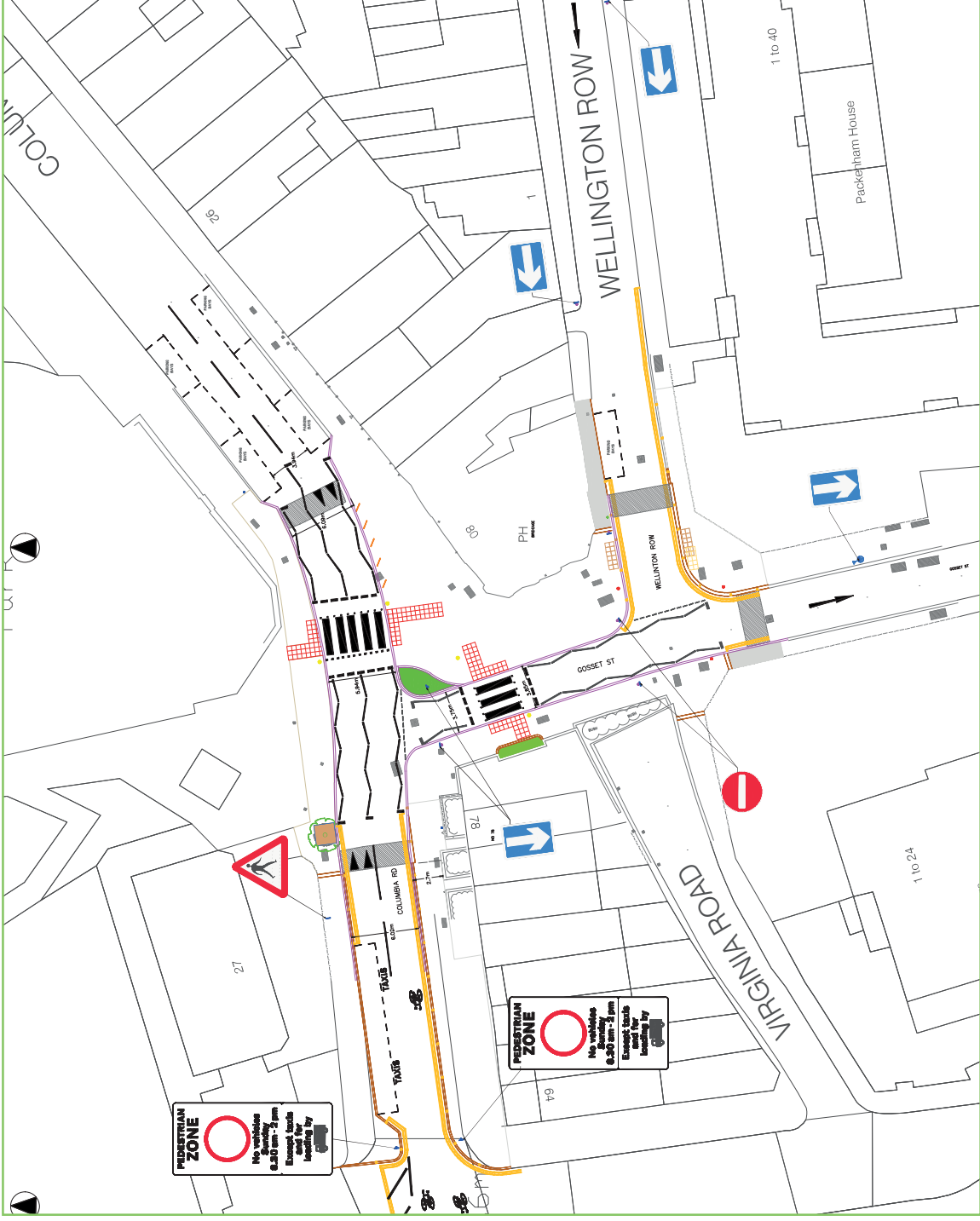
# Option 1: New public realm design on the Columbia Road / Gosset Street

## Option 1

Option 1 includes a new southbound route at the Columbia Road/Gosset Street junction. Wellington Row would be one way westbound from Delta Street so there would be a banned right turn at the junction with Gosset Street. Access to Columbia Road could be achieved through Durant Street and Baxendale. This design also includes two new zebra crossings on the Columbia Road/Gosset Street junction.

## Closure during Sunday market operating times

Columbia Road market traders were consulted for the first stage consultation in the summer of 2022. Traders felt strongly that the pedestrian space on the junction of Columbia Road and Gosset is integral to pedestrian safety and the overall shopping experience for customers. Option 1 would therefore include the closure of the junction to general traffic during market times.





# Option 1: Arnold Circus

## Option 1: Existing situation

In 2020 the council approved a pedestrian public realm scheme on most of the circus, and in November 2020 construction of this scheme was halted due to strong local opposition.

Planters were subsequently put in place on a temporary basis while design concerns around heritage could be resolved. The circus is now traffic free except for access from Calvert Avenue to Navarre Street, which are the two western arms of the roundabout.

The space is currently presenting the council with various challenges due to the temporary nature of the materials used. The planters are incurring increasing annual maintenance costs, and temporary fencing and signage is routinely illegally moved. This requires the frequent replacement by the council's street works contractor presents an ongoing road safety issue.

## Proposed removal of closures

Option 1 includes the following changes:

- Removal of closures at each arm of Arnold Circus
- Restoration of Arnold Circus as a roundabout
- Removal of the closure on the junction between Old Nichol Street and Boundary Street
- Two-way operation of Navarre Street
- Restoration of two-way operation of Calvert Avenue

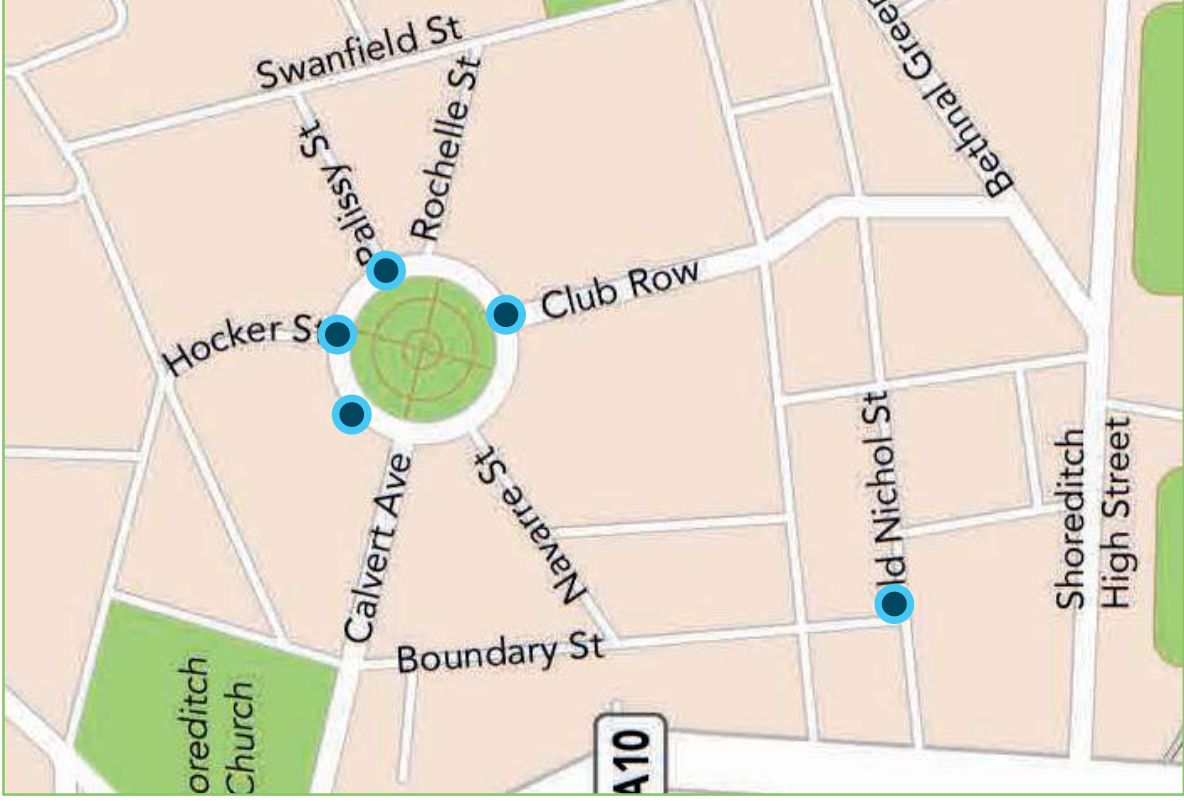
The key benefit of these proposals is they would address the significant increase in traffic levels on Swanfield Street and Virginia Road. More detail on this issue is given in part 2b of this document.

## Improvements for bus services

The closures on Arnold Circus meant that the bus stand in Calvert Avenue (on the Hackney side) could no longer be used to terminate buses. This caused pressure on other bus stands in the area and prevented additional buses being put into service at times of disruption. The restoration of Arnold Circus as a roundabout would address this issue.

## Addressing Antisocial Behaviour

There have been concerns raised by residents and the police regarding antisocial behaviour related to nearby nightlife. These proposals therefore include the installation of CCTV cameras to address this concern.



Closure to be removed

# Option 1: Improving conditions for public transport use and active travel for the whole area

## Improving conditions for public transport

In 2018/19, the two bus routes serving Hackney Road provided over twelve million passenger journeys. Through option 1, we are seeking to contribute to meeting one of the council's key strategic transport objectives to encourage public transport use. We will do this by improving bus service performance and improving access to public transport services.

## Improving bus performance

One of the most important factors influencing bus use is service reliability. Traffic congestion can significantly impact on reliability and therefore adversely impact on efforts to encourage increased bus use. By reversing the diversion of traffic onto Hackney Road from the Liveable Streets road closures we will seek to improve bus journey times particularly on the section between Warner Place and Cambridge Heath Road.

## Improving access to stations and stops

Half of all walking in London takes place as part of a longer public transport journey<sup>1</sup>. Buses are the most accessible form of public transport, and they provide the widest and most comprehensive network of travel options for distances that are too long to walk. High quality and accessible walking routes to stations and stops are therefore integral to encouraging public transport use.

In this document, we set out a series of walking improvements which improve access to public transport across the area.

## Improving conditions for active travel

In terms of encouraging active travel, Option 1 seeks to improve conditions across the whole Bethnal Green area.

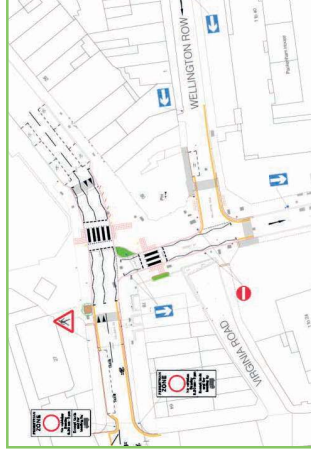
As well as addressing the issue of diverted traffic onto some smaller residential streets, these proposals also seek to make public realm improvements across the area rather than concentrating them in certain areas. All new designs would be in-line with the Healthy Streets approach principles developed by Transport for London (TfL). These are set out in the Healthy Streets diagram shown below.



## Improved crossing options

Option 1 includes plans for five new crossings in the scheme area (on Old Bethnal Green Road, Columbia Road and Ravenscroft Street).

Our streets need to be easy to cross for everyone. This is important because people prefer to be able to get where they want to go directly and quickly, so if this is made more difficult, they will get frustrated and give up or choose another way to travel.

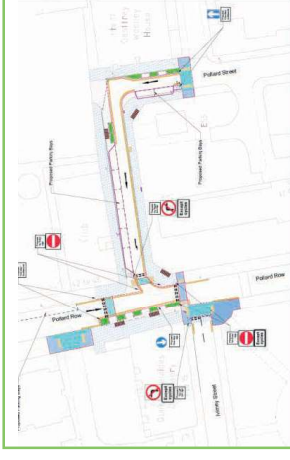


## New crossings on Columbia Road and Gosset Street

### More planting and trees

Trees and planting can provide multiple benefits to local communities. This includes reducing the impact of climate change and improving the look and feel of the area.

Designs for all changes in the area would seek to result in more trees and planting across the area. Planting and new trees are included in designs for the new public realm scheme on Pollard Row and Pollard Street.



## New seating and planting on Pollard Street

### Places to stop and rest - more public seating

Seating is essential for creating environments that are inclusive for everyone as well as being important for making streets welcoming places to dwell. Option 1 includes public realm improvements on Old Bethnal Green Road, which would seek to retain seating in the area and the new scheme on Pollard Street would increase in public seating in the area.

Option 1 is also focused in improving access to and around shops in the area. This includes public transport and car access, but also pedestrian access through improved walking links to shops from the wider area.

1. Mayors Walking Action Plan - <https://content.tfl.gov.uk/mts-walking-action-plan.pdf>

# Option 1: Creating an accessible network of streets

**Accessible routes across the area**  
 A walking network that is accessible can be very effective in encouraging physical activity back into our everyday lives. The lack of physical activity is one of the biggest threats to our health, increasing the risk of developing a range of chronic diseases including diabetes, dementia, depression and the two biggest killers in London – heart disease and cancer.

For informal crossing, there are many examples across the area where it is difficult to cross, particularly for wheelchair users. Level or flush access between the pavement and road is essential for most wheelchair users. We would improve crossing points either through dropped kerbs or raised crossings to avoid the need for wheelchair users to make lengthy detours to cross the road.



Lack of dropped kerb on Columbia Road

Furthermore, walking is an integral component of using public transport services. Improving walking routes and making them accessible is key to encouraging the increased use of public transport services for all residents.

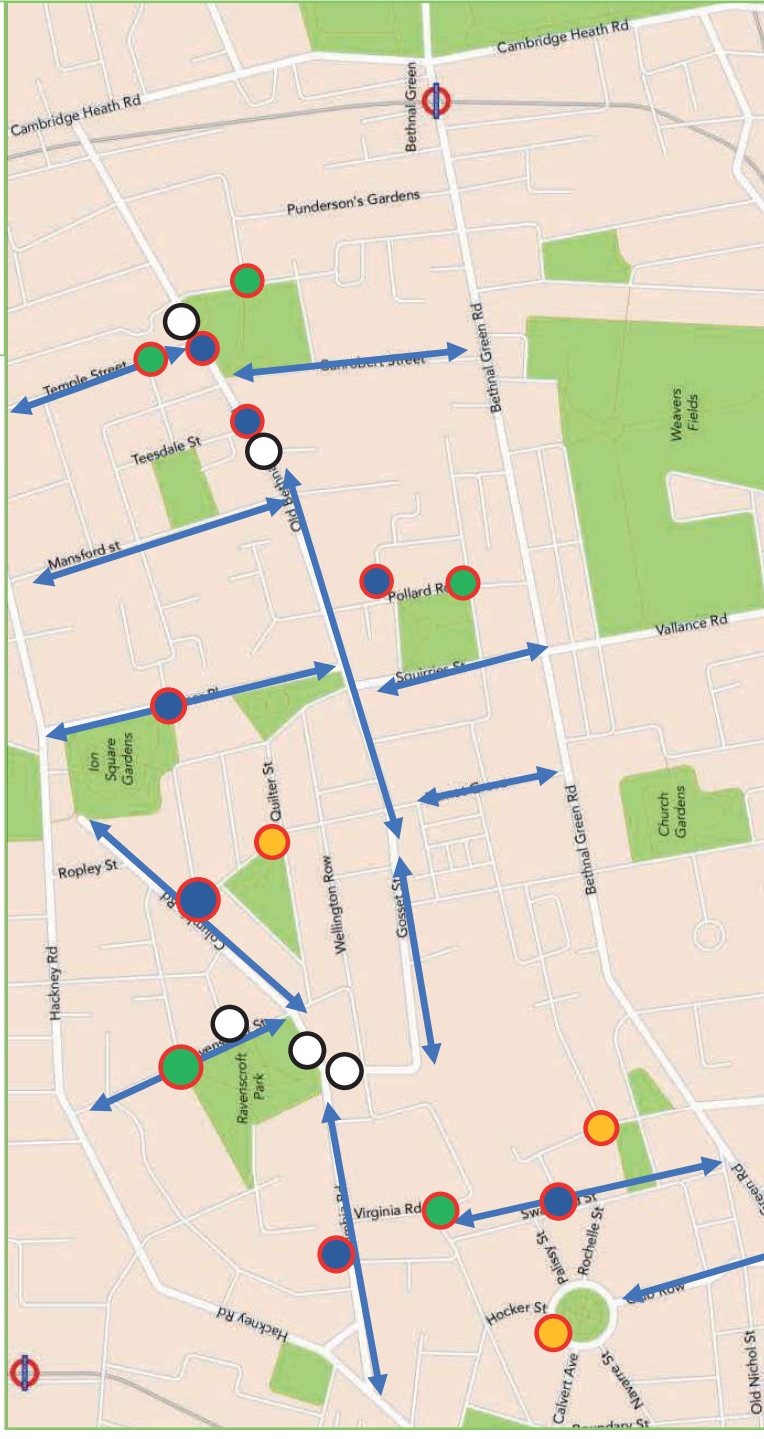
## Accessible footways

Option 1 includes plans to create a network of accessible walking routes across Bethnal Green. Creating this network would make it easier for residents to access important services including doctors' surgeries, shops and public transport.

The map on this page identifies a first phase of pedestrian improvements we are considering. These improvements include formal crossings such as zebra crossings, which will be located on Columbia Road, Gosset Street and Old Bethnal Green Road;

**Route identified for pedestrian improvements**

- Route identified for pedestrian improvements (Blue double-headed arrow)
- Raised table (Red circle)
- New continuous crossing (Blue circle)
- New dropped kerbs (Yellow circle)
- New zebra crossing (White circle)





# Option 2: Retaining the scheme

For some parts of the area, the Liveable Streets scheme has largely been successful in reducing traffic levels and improving the public realm in a way that makes it safer for walking and cycling.

### Reduced traffic levels

Traffic data shown on page 13 of this document shows the streets in the area which have benefitted from reduced traffic. These include streets that are close to some of the schools in the area.

The data also shows that traffic levels have fallen for Bethnal Green as a whole with a reduction of over 9700 vehicle trips.

	Change in traffic from 2019-2022
Scroff Road	-455
Horatio Street	346
Ropley Street	284
Temple Street	-1227
B118 Old Bethnal Green Road	-6437
B108 Warner Place	187
B108 Squirries Street	-1862
Columbia Road	-522
B118 Columbia Road	-4807
Virginia Road	1544
Swanfield Street (North)	3253
	-9715

### Traffic changes from 2019-2022

**Public Realm**  
The Liveable Street Scheme has resulted in significant improvements to the public realm in various locations in the area. This has often complimented the reductions in traffic and introduced increase planting, trees and seating and facilities for walking and cycling.

**Columbia Road/Gosset Street Public Realm**  
Changes to this junction included closure to traffic and a new public realm with planting and new trees. It is particularly enjoyed on Sundays when the space partly accommodates Columbia Road Market. The space is closed to traffic but retains access for emergency vehicles using a camera restriction over the space.



Public realm on Gosset Street/Columbia Road junction

**Arnold Circus**  
The current arrangement of planters has helped reduce traffic levels significantly. The agreed scheme for Arnold Circus was for a pedestrianised public realm scheme with new surface treatment of the road and new planting and seating. The council was close to commencing construction but received significant opposition from residents and local groups regarding the design of the scheme and in particular its impact on the listed and conservation area status of the circus. However, the use of planters is not considered sustainable in the medium to long term given issue of their frequent illegal movement and the costs of maintaining them. Retaining the scheme would therefore entail keeping the traffic restrictions in place but working to develop a permanent solution for the area which addresses heritage concerns.



Planters on Arnold Circus

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## Part 2: Data considered in developing the options

This part of the consultation sets out the data which will allow residents and stakeholders to consider the options. It includes:

- Data gathered directly by the council
- Data provided by stakeholders

The sections are as follows:

### **Part 2a: Impact on disabled residents**

This covers the impact on disabled residents.

### **Part 2b: Access for emergency service vehicles, streetworks and council services**

This covers access for various groups including the emergency services and council services.

### **Part 2c: Congestion on boundary roads**

This covers data on congestion on boundary roads and bus services.

### **Part 2d: Displaced traffic on local roads**

This covers data on displaced traffic in the local area and on local residential streets.

### **Part 2e: Air quality**

This provides an overview of the air quality data in the area before and after the Liveable Streets closures.

## Part 2a: Impact on disabled residents

The implementation of the Liveable Streets programme in Bethnal Green resulted in fundamental changes to the road networks ability to serve the local community. This was primarily due to the closure of a series of B roads which served to enable access between the main boundary roads and smaller residential streets.

Under section 122 (part a) of the Road Traffic Regulation Act 1984 (RTA), it is the duty of every highways authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). For part a) of section 122, this includes the desirability of securing and maintaining reasonable access to premises.

Waltham Forest and Bethnal Green West are two densely populated wards in Tower Hamlets, which is London's most densely populated borough. These densities place

a high level of demand for access and the road network is therefore required to meet the access needs generated at these densities.

These needs include access for the emergency services, residents reliant on car use, deliveries and council operations such as a refuse collection and highways maintenance. As B roads, Old Bethnal Green Road and Gosset Street were integral to meeting these needs before their closure.

The Bethnal Green Liveable Streets scheme was ambitious in this regard as most examples of low traffic neighbourhoods tend to restrict access from larger roads to address through traffic to smaller residential streets.

Under its public sector equality duty, the council is required in the exercise of

its functions, to have due regard to the need to advance equality of opportunity between people who share a protected characteristic and those who do not.

The Act explains that having due regard for advancing equality involves removing or minimising disadvantages suffered by people due to their protected characteristics. It also involves taking steps to meet the needs of people from protected groups where these are different from the needs of other people.

### Access for disabled residents

By its design, the Bethnal Green Liveable Streets scheme sought to encourage active travel by prioritising spaces for walking and cycling, while increasing journey distances for motor vehicles. This disproportionately impacts on residents who rely on the use of motor vehicles and this is recognised in the equalities

impact assessment drafted alongside this consultation process.

### Impact of traffic on disabled residents

The removal of the traffic measures and reintroduction of through-traffic may impact disabled people in several ways. It is recognised that disabled people are more at risk from road danger, noise, and air pollution. For people with mobility impairments, the reintroduction of vehicle traffic may reduce their confidence in walking, cycling, using a mobility scooter or accessing public transport. Furthermore, evidence suggests regular exercise to be highly beneficial to those with impairments.

## Part 2b: Access for emergency and council services

### Access for emergency service vehicles

Since the implementation of the Liveable Streets scheme, there have been multiple incidents across the area where closures have hindered ambulance service and fire brigade access<sup>1</sup>. Certain adaptations have been made where removable bollards have been installed replacing permanent closures. However, these are only accessible by the London Fire Brigade using a special key. Access issues remain for ambulances.



Page 151

*reaching the scene of an incident due to the hard physical closure present on Old Bethnal Green Road between Clarkson Street and Temple Street, E2.*

*The incident occurred on Sunday 13th February 2022 at approximately 19:50.*

*We had raised the incident on our incident reporting system Datix.*

*Could I request that the incident is logged by the council against the scheme as part of the ongoing review of LTNs in the area."*

Emergency Planning and Resilience Officer  
–London Ambulance Service

*"We attended a 'smoke issuing' call today at Sandford House, Arnold Circus. The appliances attending entered via Club Row and had difficulty siting the appliances correctly due to the LTN zone and plant pots in place. Luckily, this turned out to be a false alarm but if the incident escalated and an aerial appliance was required it would have proved very difficult, if not impossible, to site it and use it effectively, essentially some residents would not be able to be rescued via the aerial if they are unfortunate enough to be cut off by the LTN."*

Station Commander–London Fire Brigade

In their response the police safer neighbourhood team raised concerns on proposals to remove the Liveable Streets closures. This was on the grounds of anti-social behaviours benefits of the scheme particularly in the west of scheme area.

*"I consider the road management measures that were brought in to have had a positive effect. Of particular concern are the proposed amendments to the roads*

*further west. Prior to the changes there was an enormous level of car-enabled ASB, This was due to the spill-out from the Shoreditch night time economy"*  
– Safer Neighbourhood Team

### Access for operational council service vehicles

The network management, highways maintenance and refuse collection services were consulted for the first stage consultation in the summer of 2022. They each raised concerns regarding the Bethnal Green Liveable streets closures.

**Network Management:** The council has a duty to coordinate street works while ensuring network resilience is maintained and that there is efficient and expeditious movement of traffic, as far as possible.

The implementation of the Liveable Streets scheme has presented challenges to effective street works coordination due to the reduction in possible alternative routes. This is particularly critical at the eastern area of the scheme around Old Bethnal Green Road. Residents and businesses in this section can only be accessed through Mansford Street and Temple Street. This presents challenges for re-routing options for planned works and is more concerning when emergency works are involved.

**Highways maintenance:** There are constant demands placed on the council to temporarily close roads whether it be for its own maintenance operations or for other parties, such as utilities. These closures always require traffic management arrangements to be made in a way that minimises disruption.

This has proven to be more challenging following the implementation of the Liveable Streets scheme. Consultation with the council's highways team has shown that more routine maintenance tasks require temporary road closures due to the reduction in road space and increase in one-way roads. This not only increases disruption but means greater maintenance costs for the council.

**Refuse collection services:** The council's refuse collection service was also consulted on the scheme. In their response, they supported the removal of the closures as it would improve their ability to undertake their operations. Key concerns are the increased route distances and the requirement to often reverse vehicles at long distances which creates safety issues.

*"Where physical barriers are in place, we ask that these be removed as it has affected how we access properties to make collections. The service's general view is that if Liveable Streets are to be achieved successfully, physical barriers are to be avoided."*

Senior refuse collection services officer

1. Full incident log available in the documents section of the Bethnal Green Liveable Streets web page



## Part 2c: Congestion on boundary roads

This section will analyse three datasets to understand if congestion has increased on the two main boundary roads of the Bethnal Green Liveable Streets scheme.

The data shows congestion on Hackney Road, particularly east of Warner Place, has increased significantly since the introduction of the Liveable Streets scheme. The data also shows that between 2019 and 2022 there has been no significant increase in congestion on Bethnal Green Road.

This increase in congestion on Hackney Road is attributed to diverted traffic from both sides of Hackney Road where liveable traffic neighbourhoods have been implemented.

The three sets of data used are:

- DfT travel time delay data
- iBus delay data
- TRL Astrid database data

### Travel time delay data

Department of Transport data<sup>1</sup> has been gathered on the delay times on the main boundary roads of the scheme. The data shows a 60% increase in delays on Hackney Road from 2019 to 2021 and 13% increase in delays on Bethnal Green Road. These are significantly higher than delay increases on Whitechapel Road and Commercial Road, which are the two other east west A roads in the borough (see table below).

Road Name(s)	Average delay (second per vehicle per mile)			Change on 2019
	2019	2020	2021	
Hackney Road	136.0	207.1	218.7	60.81%
Bethnal Green Road	164.0	156.5	186.1	13.48%
Whitechapel Road/ Bow Road	155.0	137.8	169.7	9.48%
Commercial Road	158.0	179.0	167.6	6.08%
Cambridge Heath Road	172.9	165.4	171.1	-1.04%
Commercial Street	275.7	219.9	215.6	-21.80%
Highway/ Limehouse Link	120.7	74.8	75.3	-37.61%

### Impact on bus services

In 2018/19, the two bus routes serving Hackney Road provided over twelve million passenger journeys. One of the council's key strategic transport objectives is to encourage public transport use and one of the most important factors influencing bus use is service reliability. Congestion can significantly impact bus reliability and can therefore adversely impact bus use.

Data provided by the TfL network team shows an increase in bus journey times on Hackney Road and Bethnal Green Road between 2019 and 2022. The latest data for 2022 shows Bethnal Green Road bus journey times did increase in 2021 but they are now down to pre-closure levels. For Hackney Road east of Warner Place,

the increase in congestion and bus journey times remains in 2022 and this is throughout the day.

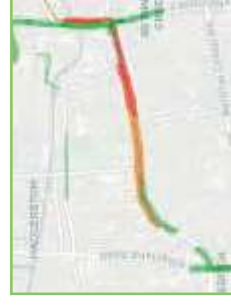
More detailed iBus data is available in the documents section of the Bethnal Green Liveable Streets web page.



2022 compared with 2019/20  
- AM Peak (0700-1000)



2022 compared with 2019/20  
- Inter Peak (1000-1600)



2022 compared with 2019/20  
- PM Peak (1600-1900)



1: <https://www.gov.uk/government/statistical-data-sets/average-speed-delay-and-reliability-of-travel-times-cgn>



## Part 2c: Congestion on boundary roads

### TRL Astrid data for boundary roads

This data is not derived from traffic counts but from detectors on traffic signals which calculate an approximate number of vehicles based on how long the detector is occupied. They can be at risk of inaccuracies during busy times when static vehicles but provide a useful comparison of data from before and after the implementation of the Liveable Streets scheme.

The three locations the council has obtained data for are:

- Hackney Road/Queensbridge Road
- Hackney Road/Cambridge Heath Road
- Bethnal Green Road and Vallance Road

The data shown on this page is for the PM peak (4pm-7pm) at all three locations.

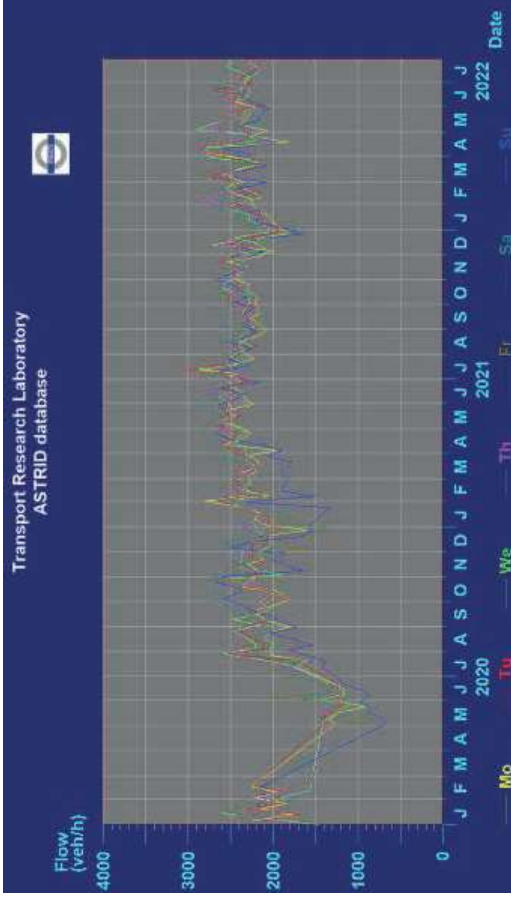
It shows the following trends:

**Hackney Road/Cambridge Heath Road:** Data shows a significant increase in traffic flows with all flows below 5000 in early 2020 compared to nearly all flows close to or exceeding 6000.

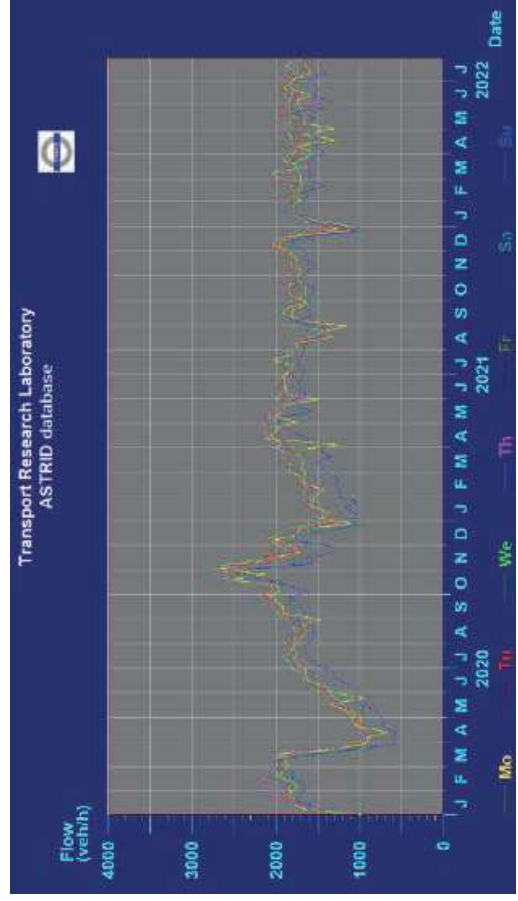
**Hackney Road/Queensbridge Road:** February 2020 flows were concentrated around 2000 in February. These flows were more concentrated around the 2500 level in February 2022.

**Bethnal Green Road/Vallance Road:** Traffic levels have largely remained the same with some negligible reduction.

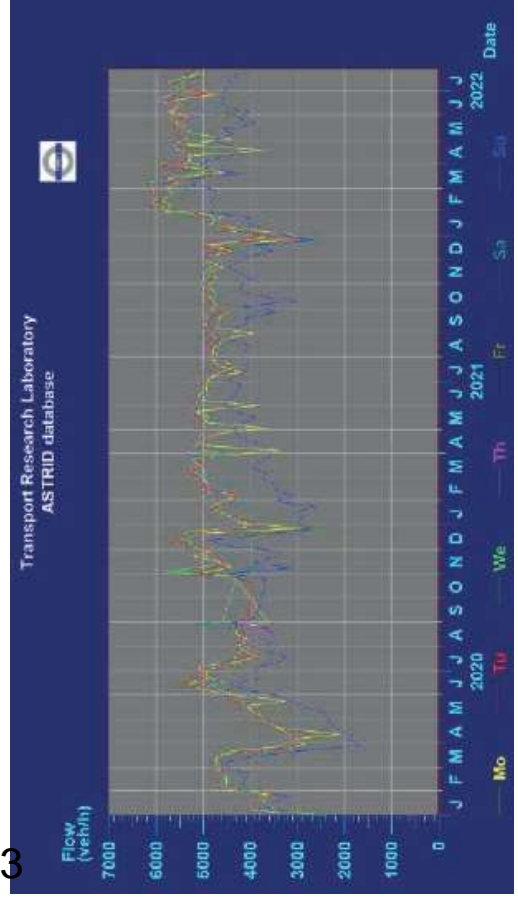
The full set of data for all three junctions is available in the documents section of the Bethnal Green Liveable Streets web page.



Hackney Road/Queensbridge Road: Total vehicle flows 4pm-7pm



Bethnal Green Road/Vallance Road : Total vehicle flows 4pm-7pm



Hackney Road/Cambridge Heath Road: Total vehicle flows 4pm-7pm

## Part 2d: Displaced traffic on local streets

### Traffic flows on local streets

Traffic count data<sup>1</sup> from 2019 and 2022 shows reductions and increases in traffic flows at various locations across Bethnal Green.

Traffic has reduced significantly on Old Bethnal Green Road which saw an 86% reduction in eastbound flows and 70% reduction in westbound flows. The western end of Columbia Road also saw a significant reduction in traffic of 53% in the eastbound and 59% in the westbound. There were also reductions on other streets including Squirries Street, Temple Street and Ravenscroft Street.

There were however streets which saw increases in traffic. The most significant roads from this list are Swanfield Street and Virginia Road which saw northbound traffic flows increase 209% and 55% respectively. Smaller densely populated residential roads such as Horatio Street and Ropley Street have seen increases in traffic of 70% and 89% in the northbound direction. These are directly attributable to the closures of the junction of Gosset Street and Columbia Road.

		Traffic flow changes between 2019 and 2022		
	Direction	Change in traffic	Direction	Change in traffic
Ravenscroft Road	NB	-9%	SB	-48%
Horatio Street	NB	70%	SB	278%
Ropley Street	NB	89%	SB	-11%
Temple Street	NB	-28%	SB	-76%
B118 Old Bethnal Green Road	EB	-86%	WB	-70%
B108 Warner Place	NB	12%	SB	-9%
B108 Squirries Street	NB	-16%	SB	-24%
Columbia Road	EB	18%	SB	-43%
B118 Columbia Road	EB	-53%	WB	-59%
Virginia Road	EB	55%	WB	20%
Swanfield Street (North)	NB	209%	SB	80%

<sup>1</sup>: Traffic count data is available in the documents section of the Bethnal Green Liveable Streets web page

# Part 2e: Air quality

Air pollution is associated with several adverse health impacts; it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. The UK Clean Air Strategy released in 2019, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the government to protect human health. The strategy objectives take into account EU directives that set limit values which member states are legally required to achieve by their target dates. UK legal limits for nitrogen dioxide (NO<sub>2</sub>) are 40 µg/m<sup>3</sup> (micrograms per cubic metre) annual mean.

NO<sub>2</sub> data from within the scheme and boundary roads was collected and compared with similar roads and streets in other parts of the borough. The data showed significant reductions between 2019 and 2022 across the borough, including the roads on the boundary and within Bethnal Green.

### Improved air quality on boundary roads

Average NO<sub>2</sub> levels reduced by 20.13% on Bethnal Green Road and 23.29% on Hackney Road compared to 20.93% for the comparable A roads in the Borough.

For Hackney Road average NO<sub>2</sub> levels have reduced at a higher rate than the other A roads in the borough. For Bethnal Green Road they reduced at a lower rate than the other A roads in the borough. These differences are negligible and it

shows the increase in the congestion on Hackney Road and reduction in traffic on Bethnal Green Road not having a significant bearing on NO<sub>2</sub> levels.

### Improved air quality on local roads

Average NO<sub>2</sub> levels reduced by 28.01% from the three NO<sub>2</sub> monitoring sites in the scheme area. This is higher than comparable locations in other parts of the borough which have not had road closures.

Comparing the two sets of data, there is an indication that most of the reductions in NO<sub>2</sub> emissions are due to ULEZ and cleaner vehicles as significant reductions have also occurred elsewhere in the borough. But the difference between the two can be attributed to the traffic reduction observed around each of the monitoring sites. It is however important to note that the monitoring stations in the scheme area are located where there have been significant reductions in traffic. There are no NO<sub>2</sub> monitoring stations on Swanfield Road, Virginia Road or Horatio Street where there have been significant increases in traffic.

### Conclusions

The data is therefore inconclusive as to whether the introduction of the closures in the Bethnal Green area have had a significant impact on air quality levels. The data suggests ULEZ and cleaner vehicles have been far more effective in reducing emissions than the closures and in some areas, air quality has improved despite increases in congestion and traffic. Council action on air quality will need to focus on addressing congestion particularly on

high trafficked roads, encouraging less car use through encouraging the take up of alternative modes and the adoption of cleaner vehicle technology.

These reductions in NO<sub>2</sub> across the borough should address concerns around the impact on air quality resulting from the removal of closures. The increase in traffic levels in areas such as Bethnal Green Road and Gosset Street are unlikely to have a significant impact on air quality. To address these concerns, the council is committed to establishing a framework for monitoring any air quality impacts from option 1.

### A new air quality monitoring framework

NO<sub>2</sub> is not the only pollutant from traffic that is of concern, Particulate matter (PM) is everything in the air that is not a gas and therefore consists of a huge variety of chemical compounds and materials, some of which can be toxic. It will be important to measure the fractions of PM where particles are less than 10 micrometres in diameter (PM<sub>10</sub>) and less than 2.5 micrometres in diameter (PM<sub>2.5</sub>) based on the latest evidence on the effects of PM to health. PM is not currently monitored by the council in the area but if option 1 is implemented, we will develop a robust monitoring framework to assess the impact of option 1 on NO<sub>2</sub>, PM<sub>2.5</sub> or PM<sub>10</sub> levels. This will include new and more accurate monitoring equipment where required.

All values are in NO<sub>2</sub> micrograms per cubic metre (µg/m<sup>3</sup>)

Bethnal Green Road				
Location	2019	2022	Percentage Change	Absolute Change
Buckfast St/Bethnal Green Rd	32.48	23.9	-26.72%	-8.68
Paradise Row/Bethnal Green Rd	36.01	28.4	-18.36%	-6.61
Bethnal Green Rd/Brick Lane	36.68	30.98	-15.31%	-5.6
Average			<b>-20.13%</b>	<b>-6.96</b>

Hackney Road				
Location	2019	2022	Percentage Change	Absolute Change
Warner Place/Hackney Rd	35.44	26.7	-24.66%	-8.74
Queensbridge Rd/Hackney Rd	35.26	27.53	-21.92%	-7.73
Average			<b>-20.13%</b>	<b>-6.96</b>

Comparable east-west A roads elsewhere in Tower Hamlets				
Location	2019	2022	Percentage Change	Absolute Change
Whitechapel High St (KFC)	47.84	41.31	-13.65%	-6.53
Whitechapel Rd/Adler St	40.33	30.75	-23.75%	-9.58
Whitechapel Market	53.51	41.1	-23.19%	-12.41
Harford St/Mile End Rd	36.11	29.49	-18.33%	-6.62
Globe Rd/Mile End Rd	42.28	36.38	-16.32%	-5.9
Philea St/Commercial Rd	34.76	24.45	-29.66%	-10.31
Christop Street/E India Dock Road	38.73	32.22	-16.81%	-6.51
Average			<b>-20.63%</b>	<b>-7.91</b>

Bethnal Green scheme area local roads				
Location	2019	2022	Percentage Change	Absolute Change
Columbia Rd/Gosset Street	32.74	23.4	-28.63%	-9.34
Calvert Ave/Boundary Street	34.66	25.9	-25.27%	-8.76
Squirrels St/Gosset St	37.55	26.2	-30.23%	-11.35
Average			<b>-28.01%</b>	<b>-9.82</b>

Comparable east-west A roads elsewhere in Tower Hamlets				
Location	2019	2022	Percentage Change	Absolute Change
St Stephen's Rd/Treedegar Rd	38.66	30.73	-20.51%	-7.93
Brick Lane/Princes St	32.17	25.5	-20.73%	-6.67
Roman Rd/Globe Road	34.13	28.52	-16.44%	-5.61
Average			<b>-18.23%</b>	<b>-6.74</b>

## Part 3: Guide to responding to this consultation

A paper survey has been sent with this document as part of this consultation. Your views are important to us and we want everyone to have their say.

### Using your response reference number

All paper surveys sent out to residents within the consultation boundary will have a response reference code, for each address to be used for online responses if that is your chosen method of response. This code is for the household and can be used for responses from each member of the household.

Page 10

Please provide your feedback by

**11.59pm on Sunday 12th February 2023.**

Visit our website [talk.towerhamlets.gov.uk/LSBethnalGreen](http://talk.towerhamlets.gov.uk/LSBethnalGreen) for more information on the plans

Have your say by contributing by:

**1**

Paper survey (sent with this leaflet) sent via post in the freepost envelope provided.

**2**

Online via [talk.towerhamlets.gov.uk/LSBethnalGreen](http://talk.towerhamlets.gov.uk/LSBethnalGreen).

The online survey is open for all to respond to. Residents and businesses who have received a paper copy of the survey should use the response reference code on the survey.

# Appendix : How you responded to the Weavers first stage consultation

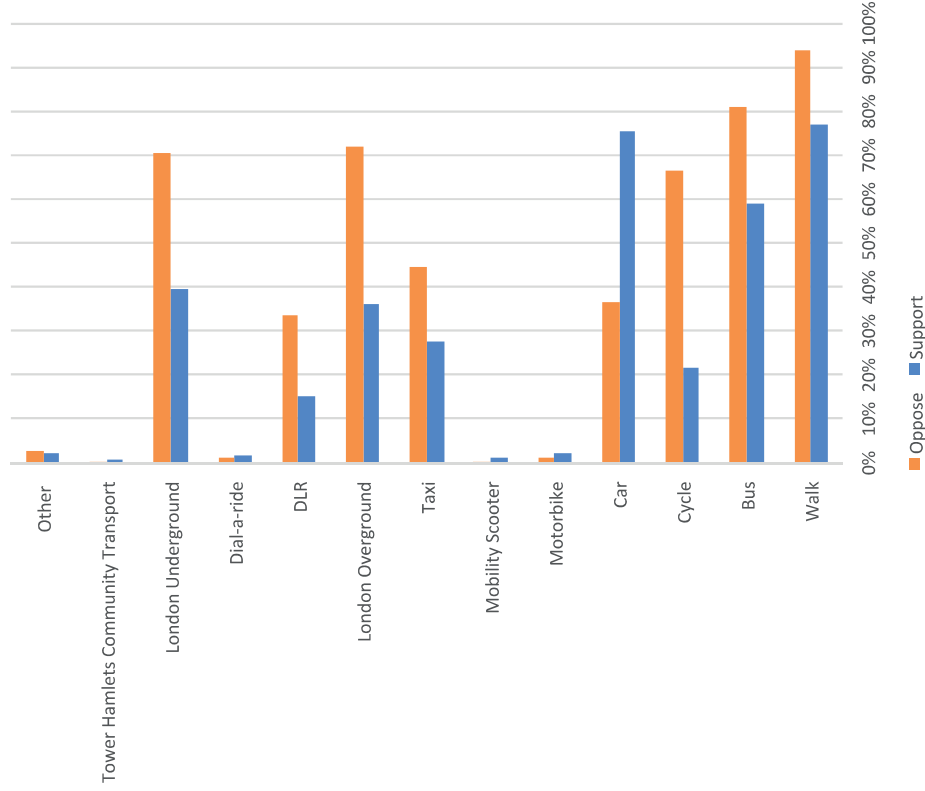
## First round public consultation results

The public consultation was conducted between Wednesday 6th July and Sunday 7th August 2022. Consultation packs were delivered to 4,615 residential and business addresses within the consultation area shown below.

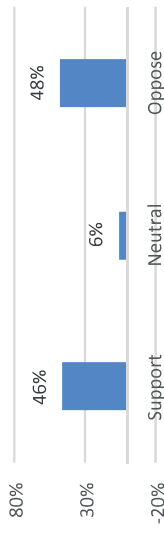
A total of 2,809 responses were received and 44% (1,238) of these were from within the scheme area. Responses which used the resident code sent out across the scheme area totaled 994 or 35% of all responses.

A total of 1,571 responses were received from outside the scheme area. These include other parts of Tower Hamlets with high concentrations in Bow and the Isle of Dogs. Responses were also received from other London borough with high levels of responses from Hackney, Waltham Forest, Islington and Lambeth.

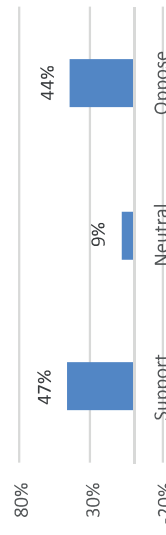
Travel mode uses from all responses and responses from within scheme area



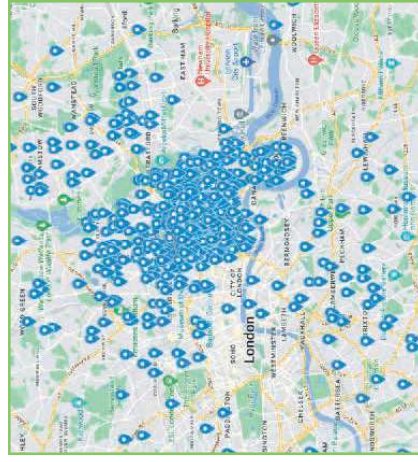
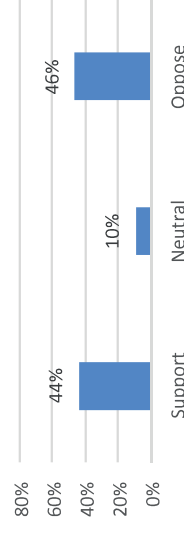
Question 1: How supportive are you of the proposed removal of the closure on the junction of Columbia Road and Gosset Street to facilitate one-way southbound access?



Question 2: How supportive are you of the proposed removal of the closures around Jesus Green which are located on Quilter Street, Barnet Grove and Wellington Row?



Question 3: How supportive are you of the proposed removal of the Liveable Streets closures around Arnold Circus?



Distribution of responses

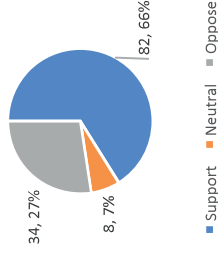


# Appendix : How you responded to the Weavers first stage consultation

## Demographic information

The responses to the questions were almost always consistent with each other. Those who were in support of the proposals in one location were almost always also in support of the proposals in other locations. Analysis of the demographic information from the responses received for Question 1 as an indicator of broad support or opposition for the wider set of proposals to remove the closures.

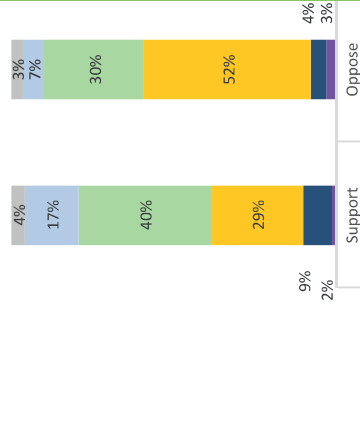
Responses from people with disabilities



## Age

The age profiles differed in terms of responses from those from younger and older respondents. For those opposed to the removal of closures 37% were over 45 and 7% over 65. This compares to those in support of closure removal where 57% were over 45 and 17% over 65.

Age distribution of responses



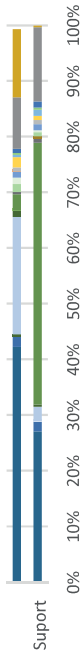
## Ethnicity

The ethnicity profiles differed in terms of responses from a white background and responses from a Bangladeshi background. Those from a white background represented 65% of responses opposed to the removal of the closures compared to 31% in support. Those from a Bangladeshi background represented 3% of responses opposed to the removal of the closures compared to 47% in support.

## Disability

From the 984 respondents, 168 responses stated that their day-to-day activities were limited due to a health problem or disability. Analysis of these responses shows most respondents with disabilities showed support to the proposals to remove the Liveable Streets closures (66%).

Ethnicity distribution of responses



Ethnicity	Support	Oppose
White: British (English, Scottish, Northern Irish, Welsh)	27%	42%
White: Irish	2%	2%
White: Traveller of Irish heritage	0%	0%
White: Gypsy/Roma	0%	0%
White: Any other White background	2%	21%
Asian or Asian British: Indian	0%	1%
Asian or Asian British: Pakistani	0%	0%
Asian or Asian British: Bangladeshi	47%	3%
Asian or Asian British: Chinese	1%	0%
Asian or Asian British: Vietnamese	0%	0%
Asian or Asian British: Any other Asian background	1%	1%
Other Ethnic Groups: Any other background	1%	1%
Mixed/Dual Heritage: White & Black Caribbean	1%	1%
Mixed/Dual Heritage: White & Black African	0%	0%
Mixed/Dual Heritage: White & Asian	1%	1%
Mixed/Dual Heritage: Any other Mixed background	1%	2%
Black or Black British: Caribbean	1%	0%
Black or Black British: Somali	0%	0%
Black or Black British: Other African	1%	1%
Black or Black British: Any other Black background	0%	0%
Prefer not to say	14%	9%
Other (please specify)	0%	12%

# Appendix: Consultation feedback from Weavers first stage consultation

## Consultation feedback

For the first stage of the consultation, we received over 4,000 responses both in support of and opposed to the proposals to remove the Liveable Streets closures.

We also engaged with key stakeholders including the emergency services, local businesses, TfL and local schools. Below are a series of key themes from the responses received from stage one of the consultation.

### Key themes from those opposed to the removal of closures set out in stage 1 of the consultation:

- Traffic impact : The main theme around the opposition to the proposals relates to concerns around increasing traffic levels. Many feel that by reducing traffic levels, the area became safer, cleaner and more pleasant to live in due to the reduction in the adverse impacts of high traffic levels. These are repeated frequently through the responses but are predominantly:

- Air pollution
- Noise
- Safety

- Antisocial Behaviour (ASB) : Respondents opposing the proposals also state that ASB has reduced since the road closures were installed and this is particularly the case around Arnold Circus where there are concerns the ASB issues relating to nighttime activity will return if Arnold Circus is reopened to traffic.
- Cost of proposals : There is another key

theme around concerns on the costs of the project. It is felt that a significant amount of money has been spent on the closures and the money to reverse them could be better spent elsewhere.

- Behaviour change : Responses opposing the proposals also frequently refer to the behaviour change benefits of the Liveable Streets closures.

### Key themes from those in support of the removal of closures set out in stage 1 of the consultation:

- Increased congestion and pollution: The predominant key theme from respondents supporting the removal of closures related to the increased congestion in the wider area.
- Feel unsafe at night: There are a few responses which refer to the in impact of safety perception in the area due to the reduced natural surveillance available when there is general traffic flow.

- Increased journey times for those dependent on the use of a car: Respondents who felt they were reliant on the use of a car support removal of the closure on the grounds of reducing their journey times and reliance on the use of congested boundary roads, particularly Hackney Road. These included parents, those providing care and residents whose occupations required the use of a car such as private hire and delivery drivers.
- Access to services/mobility: Another key theme is concerns around loss of access to essential services for those who access

them by car. This can be either through their own car or through a care giver or taxi. This is predominantly access to health services include GP and hospital appointments.

- Impact on emergency vehicle access and response times: Respondents supporting the proposals raised the issue of emergency service vehicle access
- Antisocial behaviour (ASB): Respondents supporting the proposals raised concerns about the increase in ASB since the road closures were installed. This refers to the increase in drug dealing and other criminal behaviour.

**Notes**




**Notes**

**Notes**

## Appendix G Bethnal Green Equality Impact Analysis

### Section 1: Introduction

Name of proposal
For the purpose of this document, 'proposal' refers to a policy, function, strategy or project
Liveable Streets Changes
Service area and Directorate responsible
Highways and Transport, Place Directorate
Name of completing officer
Mohammed Chibou, Highways and Transport
Approved by (Corporate Director / Divisional Director/ Head of Service)
Date of approval
Click or tap to enter a date.

Conclusion	Current decision rating (see Appendix A)
<p>As a result of performing the EIA, it is evident that for each option there is a risk that disproportionately negatively impacts (as described below) exist 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>Impact analysis and action plan</i> section of this document.</p>	<p>Amber</p> <div style="text-align: center; margin-top: 10px;">  </div>

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

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

This Equality Impact Analysis 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

Describe the proposal including the relevance of proposal to the general equality duties and protected characteristics under the Equality Act 2010
Motor vehicle access restrictions and placemaking measures were implemented in the Bethnal Green and Weavers areas as part of the Liveable Streets programme. This programme had the key objectives of improving the look and feel of public spaces;

improving the environment to encourage more walking and cycling; and attempting to reduce through traffic on residential streets. In January 2023, the council ran a public consultation on two options. Option 1 developed by the council to remove most of the Liveable Streets scheme to address a significant number of objections and concerns, raised by residents, businesses, and the emergency services – such as longer journey times, increased emissions/costs, and hindrances to emergency vehicle responses. *Option 2 was to retain the traffic restrictions across the area. Following the public consultation an Option 3 has been developed which seeks to address concerns raised by key internal and external stakeholders and the public consultation.*

Summary of each option:

**Option 1:** This is the scheme that was referred to as Option 1 in the public consultation.

#### Old Bethnal Green Road

- Removal of closure on Punderson's Gardens.
- Removal of closure on Teesdale Street.
- Removal of closure on Old Bethnal Green Road.
- Removal of closure on Clarkson Street.
- Removal of closure on Canrobert Street.
- Removal of closures on Pollard Street and Pollard Row.
- Making Old Bethnal Green Rd two way between Pollard Row & Clarkson Street.

#### Columbia Road Area

- The removal of the closure on the junction of Columbia Road and Gosset Street and allowing southbound traffic only (amended to allow northbound emergency vehicle access).
- The removal of closures on Quilter Street and the junction of Wellington Row and Barnet Grove.
- Wellington Row would be one way westbound from the junction of Delta Street to the junction with Gosset Street.
- Wellington Row would be one way eastbound from the junction of Delta Street to the junction with Durant Street.
- Barnet Grove one way southbound between the junction of Elwin Street to the junction with Barnet Grove.
- Making one-way sections on Ravenscroft Street (between Ezra Street and Columbia Road) two way
- Making one-way section on Columbia Road (between Chambord Street and Ravenscroft Street) two-way.

#### Arnold Circus Area

- Removal of closures at each arm of Arnold Circus.
- Removal of Closure on the junction between Old Nichol Street.

#### A series of areawide improvements to the public realm to encourage active travel

- Option 1 includes plans to create a network of accessible walking routes across Bethnal Green. Creating this network would make it easier for residents to access important services including doctors' surgeries, shops and public transport.
- The council has identified a first phase of pedestrian improvements under consideration. Pedestrian improvements across the area will include:
  - a) New zebra crossings on Columbia Road, Gosset Street, Ravenscroft Street and Old Bethnal Green Road.

- b) New continuous crossings across the area including where existing physical closures are removed.
- c) Speed calming raised junctions at various locations across the area.

**Option 2:** Full retention of current scheme with all existing closures introduced by the scheme kept in place.

**Option 3:** This is an amended version of Option 1 which seeks to address concerns raised by key internal and external stakeholders and the public consultation. The differences are as follows:

#### Old Bethnal Green Area

- Keep closure on Canrobert Street
- Keep Old Bethnal Green Road one way between Pollard Row and Clarkson Street
- New camera filters on Old Bethnal Green Road junction with Temple Street to operate during peak times (with resident exemption)
- Widen footway on Old Bethnal Green Road between Mansford Street and Pollard Row
- New school street on Pollard Street

#### Columbia Road Area

- Keep one-way section on Ravenscroft Street (between Ezra Street and Columbia Road)
- New camera filter on Hackney Road junction with Ropley Street to operating Monday to Saturday. Only restricts non-exempt vehicles from turning in from Hackney Road into Ropley Street.

#### Arnold Circus Area

Four new camera filters on Old Nichol Street and Arnold Circus junction with Calvert Avenue, Navarre Street and Hocker Street restricting night-time non-resident through traffic and associated ASB.

### 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 residents, service users and wider community?

Data was obtained from the following sources:

- 2021 census
- Transport for London's London Travel Data Survey (LTDS)
- Department for Transport's STATS19
- Tower Hamlets Nitrogen Dioxide Diffusion Tube Results.
- Air Quality Action Plan 2022-27
- London Borough of Tower Hamlets LIP3 2018
- 2019.2021 and 2022 traffic counts undertaken by the council
- DfT travel time delay data
- iBus delay data
- TRL Astrid database data (2018-2022)
- Air Quality News - Low-level pushchairs expose babies to 50% more air pollution
- Low-level pushchairs expose babies to 50% more air pollution, study suggests - AirQualityNews
- [https://www.london.gov.uk/sites/default/files/who\\_cares\\_-\\_helping\\_londons\\_unpaid\\_carers\\_by\\_dr\\_onkar\\_sahota\\_am.pdf](https://www.london.gov.uk/sites/default/files/who_cares_-_helping_londons_unpaid_carers_by_dr_onkar_sahota_am.pdf)

- <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>
- Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)
- <https://democracy.islington.gov.uk/documents/s26001/Appendix%20%20-%20Steer%20Journey%20time%20analysis%20for%20PFS.pdf>
- <https://roadtraffic.dft.gov.uk/local-authorities/93>

#### General Evidence

2021 Census data was obtained by using the area codes in the scheme area. For the majority, data has been extracted at Output Area level. For some datasets, data is only available at Super Output Area level. For data on gender identity this is only available at Local Authority level. Data has been extracted to the lowest level to achieve greater granularity.

#### **General Evidence**

2021 Census data was obtained by using the area codes in the scheme area. For the majority, data has been extracted at Output Area level. For some datasets, data is only available at Super Output Area level. For data on gender identity this is only available at Local Authority level. Data has been extracted to the lowest level to achieve greater granularity.

#### **Traffic Data**

The latest junction data collated within the TRL ASTRID database shows the following changes in traffic volumes between December 2019 (before scheme implementation) and 2022 (post scheme implementation):

- Hackney Road / Cambridge Heath Road: Data shows a significant increase in traffic flows with all flows below 5000 in early 2020 compared to nearly all flows close to or exceeding 6000
- Hackney Road / Queensbridge Road: February 2020 flows were concentrated around 2000 in February. These flows were more concentrated around the 2500 level in February 2022
- Bethnal Green Road/Vallance Road: Traffic levels have largely remained the same with some negligible reduction.

Internal roads indicated a combination of increases and decreases in total traffic volumes and mean speeds, with insights below:

- Old Bethnal Green Road: 6% reduction in mean speeds, 67% decrease in total traffic volumes
- Columbia Road: 16% reduction in mean speeds, 48% decrease in total traffic volumes
- Temple Street: 9% reduction in mean speeds, 50% decrease in total traffic volumes
- Virginia Road: 5% reduction in mean speeds, 45% decrease in total traffic volumes
- Swanfield Street (North): 7% reduction in mean speeds, 118% increase in total traffic volumes
- Warner Place: 1% increase in mean speeds, 7% increase in total traffic volumes

Information has additionally been provided from Transport for London regarding the impact no bus journey times on Hackney Road and Bethnal Green Road. Between May 2019 – May 2021 the following impacts were determined:

- Bethnal Green Road: 1-2 minutes slower eastbound
- Hackney Road:
  - From 2-3 up to >3 minutes slower eastbound
  - From 1-2 minutes slower to 2-3 minutes quicker westbound

#### **Air Quality Data (NO2)**

NO2 data from within the scheme and boundary roads was collected and compared with similar roads and streets in other parts of the borough. The data showed significant reductions between 2019 and 2022 across the borough, including the roads on the boundary and within Bethnal Green.

#### **Car Ownership data**

Car ownership data from the 2021 census for the scheme area shows just under 70% of households have no access to a car. There is a slightly higher proportion of vehicle ownership across the whole borough. Households in Tower Hamlets have the third lowest proportion of car ownership in London behind the boroughs of Camden and Islington.

<b>TS045 - Car or van availability</b>	<b>Scheme Area</b>		<b>Tower Hamlets</b>	<b>London</b>
No cars or vans in household	4463	67.8%	66.4%	42.1%
1 car or van in household	1801	27.4%	28.7%	40.3%
2 cars or vans in household	262	4.0%	4.2%	13.6%
3 or more cars or vans in household	53	0.8%	0.7%	4.0%

1Source: 2021 Census

### **Age (all age groups)**

Census 2021 data indicates that there are fewer younger people living in the scheme area than in the borough as a whole. 16.3% of people in the scheme area are aged 0-14 compared to 17.5% across the borough. 10% of residents in the scheme area are aged 60 and over; this is a higher proportion than the borough average of 8.4%. In 2021, the numbers of children, working age adults and older people in Tower Hamlets have all increased since 2011. The largest proportionate rise is in the working age population (25% increase).

<b>TS007A - Age by five-year age bands</b>	<b>Scheme Area</b>		<b>Tower Hamlets</b>	<b>London</b>
Aged 4 years and under	918	5.5%	6.2%	6.0%
Aged 5 to 9 years	854	5.1%	5.7%	6.0%
Aged 10 to 14 years	968	5.8%	5.6%	6.1%
Aged 15 to 19 years	908	5.4%	5.9%	5.6%
Aged 20 to 24 years	1667	9.9%	10.3%	6.7%
Aged 25 to 29 years	2353	14.0%	14.3%	8.9%
Aged 30 to 34 years	2158	12.9%	13.1%	9.2%
Aged 35 to 39 years	1569	9.4%	9.6%	8.4%
Aged 40 to 44 years	1188	7.1%	7.3%	7.6%
Aged 45 to 49 years	1006	6.0%	5.6%	6.7%
Aged 50 to 54 years	828	4.9%	4.5%	6.5%
Aged 55 to 59 years	683	4.1%	3.5%	5.8%
Aged 60 to 64 years	534	3.2%	2.7%	4.6%
Aged 65 to 69 years	331	2.0%	2.0%	3.5%
Aged 70 to 74 years	277	1.7%	1.4%	3.1%
Aged 75 to 79 years	216	1.3%	0.9%	2.2%
Aged 80 to 84 years	171	1.0%	0.7%	1.6%
Aged 85 years and over	149	0.9%	0.7%	1.6%

2Source: 2021 Census

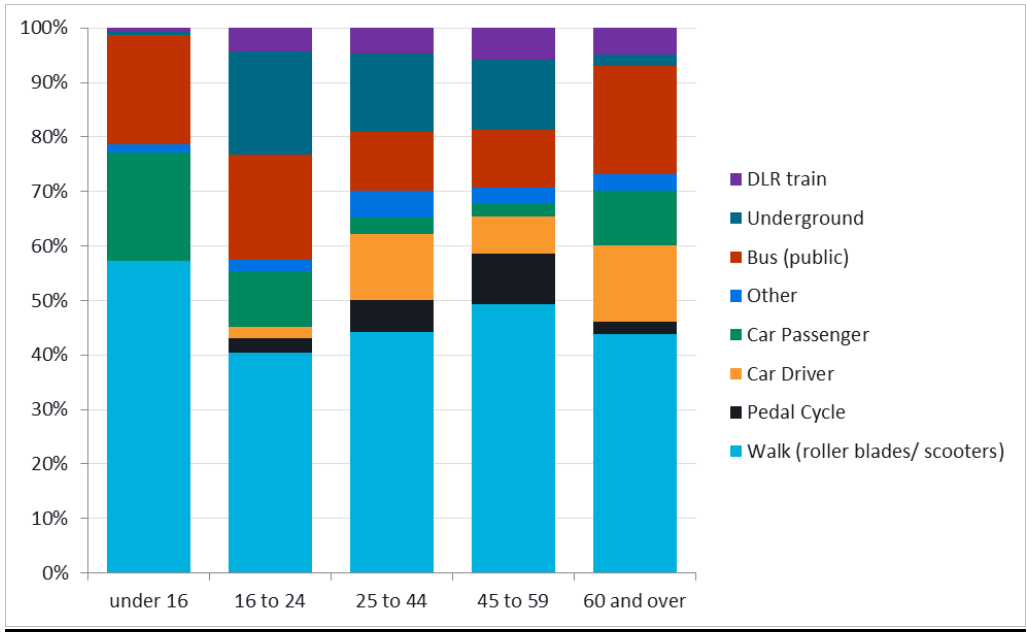
### **Travel Mode Share**

Figure 10 shows the mode share of trips made for all purposes by residents in Tower Hamlets by age group, drawn from the LTDS dataset. Those aged 60+ have higher car use than younger age groups with those aged 16 to 24 having the highest rates of Underground use. Mode share for walking is high across all age groups (over 40%) but is particularly high for those aged under 16 (57%). Cycling is most prevalent among those aged 25-44 (6%) and 45-59 (9%).

The travel mode of children has changed considerably over the last twenty years, with fewer children travelling as pedestrians or cyclists. To a large extent, parents determine the mode choice of children. Traffic infrastructure has a significant impact on parental decision-making concerning children's travel mode choice, by affecting both the real and the perceived traffic safety. Real traffic safety can be quantified in terms of numbers of collisions on the street, whilst perceived traffic safety is dependent upon the characteristics of their children and how safe they feel they will be travelling on the highway unsupervised.

**Figure 10: Tower Hamlets LTDS Results**





Source: LTDS, 2018/19 and 2019/20

**Road Safety Data**

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 (London Borough of Tower Hamlets LIP3).

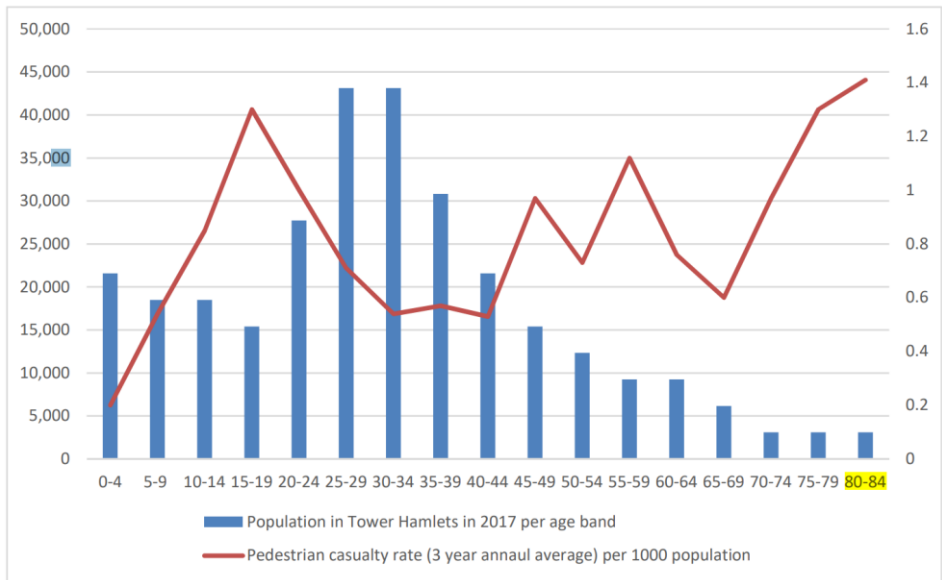


Figure 11: Pedestrian casualty rate (3-year average for 2015, 2016 and 2017) per 1000 population against the number of Tower Hamlets population in five-year age bands (as of 2017).

**Childhood Obesity**

Data available at ward level only. In Bethnal Green West and Bethnal Green West wards, childhood obesity levels for 4-5-year-olds and 10-11 year olds are notably higher than national levels:

- 13% and 10.6% respectively in 4–5-year-olds compared to the England average of 9.7%
- 25.9% and 22.2% respectively in 10–11-year-olds compared to the England average of 20.4%<sup>1</sup>

It is important to encourage physical activity and exercise from a young age because inactive children are likely to become inactive adults, with evidence to show regular physical activity is linked to positive health outcomes<sup>2</sup>. Walking or cycling to school can be a way of incorporating physical activity into daily routines.

### **(Physical, learning difficulties, mental health and medical conditions)**

There are over 7,000 blue badge holders within the borough. The ratio of retired blue badge holders to all blue badge holders in Tower Hamlets is 2.7:1, and 4.7% of the retired population holds a blue badge. There are 1,634 taxicard members within the borough.

### **General Health (Census 2021)**

<b>TS037 - General health</b>	<b>Very good health</b>	<b>Good health</b>	<b>Fair health</b>	<b>Bad health</b>	<b>Very bad health</b>
<b>Scheme Area</b>	8,663	5,351	1,800	721	253
	51.6%	31.9%	10.7%	4.3%	1.5%
<b>London</b>	53.6%	31.8%	10.3%	3.2%	1.0%
<b>Tower Hamlets</b>	53.0%	32.1%	10.0%	3.6%	1.3%

Source: 2021 Census

The proportion of residents living in the scheme area with bad/very bad health is slightly higher than the borough and London average.

### **Limitation of day-to-day activities**

<b>TS038 - Disability</b>	<b>Disabled under the Equality Act: Day-to-day activities limited a lot</b>	<b>Disabled under the Equality Act: Day-to-day activities limited a little</b>	<b>Not disabled under the Equality Act: Has long term physical or mental health condition but day-to-day activities are not limited</b>	<b>Not disabled under the Equality Act: No long term physical or mental health conditions</b>
<b>Scheme Area</b>	1102	1339	866	13466
	6.6%	8.0%	5.2%	80.3%

<sup>1</sup> Public Health England – National Child Measurement Programme, 2017/18 to 2019/20

<sup>2</sup> <https://www.gosh.nhs.uk/conditions-and-treatments/general-health-advice/leading-active-lifestyle/exercise-children-and-young-people/> accessed August 2022

<b>Tower Hamlets</b>	5.7%	7.3%	4.5%	82.5%
<b>London</b>	5.7%	7.5%	5.2%	81.5%

Source: 2021 Census

There is a slightly higher proportion of people in the scheme area whose day-to-day activities are limited than in the wider borough.

### **Sex**

<b>TS008 - Sex</b>	<b>Female</b>	<b>Male</b>
<b>Scheme Area</b>	8,520	8,258
	50.8%	49.2%
<b>Tower Hamlets</b>	49.8%	50.2%
<b>London</b>	51.5%	48.5%

Source: 2021 Census

There are slightly more females than males in the scheme area which is in contrast to the split in Tower Hamlets. In London, data published by TfL shows women are less likely to drive (35% compared to 45% of men drive once a week) and are less likely to cycle or travel by train, Tube or motorbike. They are also more likely to travel with buggies, which can impact their travel choices.

TfL data also shows cyclists are more likely to be male. The study also found that 87% of women never use cycling as a mode of transport around London (*'Understanding the travel needs of London's diverse communities: Women, April 2012'*). According to the Tower Hamlets Annual Residents Survey (2019), women are less likely to cycle in London due to road safety concerns. Research carried out by TfL in 2014 identified that women make a greater number of journeys per weekday than men. Trips made by women tend to be shorter and completed using different types of transport than journeys made by men.

On average in 2018 across England, women made more journeys by taxi or PHVs compared to men (11 trips per person per year to 10 trips per person per year respectively). However, men travel further distances than women. Most taxi and PHV drivers are male (98%)<sup>3</sup>.

### **Gender reassignment**

Census 2021 included a question about gender identity. Data for this question is provided at local authority. 0.6% of residents in Tower Hamlets said their gender identity was different from their sex registered at birth. This is broadly comparable to the London average of 0.5%. UK crime data for 2019/20 shows 'transgender identity' accounts for 1% of the hate crimes recorded by British Transport Police and 1.25% of the hate crimes recorded by the Metropolitan Police (it is recognised that that statistics may not include all incidents because not all crimes are reported).

### **Marriage and civil partnerships**

<sup>3</sup> Taxi and Private Hire Vehicles Statistics: England 2019

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/833569/taxi-and-phv-england-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833569/taxi-and-phv-england-2019.pdf)

The proportion of residents in the scheme area that are married is 28.5% and is lower than the borough (32.6%) and London average (39.7%).

TS002 - Legal partnership status	Scheme Area		Tower Hamlets	London
	Married or in a registered civil partnership: Married	3954	28.5%	31.6%
Married or in a registered civil partnership: In a registered civil partnership	70	0.5%	0.4%	0.3%
Separated, but still legally married or still legally in a civil partnership: Separated, but still married	275	2.0%	1.9%	2.3%
Separated, but still legally married or still legally in a civil partnership: Separated, but still in a registered civil partnership	4	0.0%	0.0%	0.0%
Divorced or civil partnership dissolved: Divorced	757	5.5%	5.0%	7.2%
Divorced or civil partnership dissolved: Formerly in a civil partnership now legally dissolved	19	0.1%	0.1%	0.0%
Widowed or surviving civil partnership partner: Widowed	454	3.3%	2.7%	4.2%
Widowed or surviving civil partnership partner: Surviving partner from civil partnership	3	0.0%	0.0%	0.0%
Never married and never registered a civil partnership	8353	60.1%	58.3%	46.2%

Source: 2021 Census

Research from 2019, demonstrates that poverty is twice as high for lone parents and children in lone-parent families, compared to couple families, although lone parents and families with children are both more at risk of transport poverty compared to average<sup>4</sup>.

#### **Religion or philosophical belief**

The proportion of people indicating they have no religion, and those declining to state their religion, is higher in the scheme area (31.2%) than the Tower Hamlets and London averages. The proportion of residents who are Muslim in the scheme area is 40% which is slightly higher than the borough average and the proportion of residents in the scheme area who are Christian is 19.4%, lower than the borough average.

TS030 - Religion	Scheme Area		Tower Hamlets	London
	No religion	5233	31.2%	26.6%

4

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/953951/Transport\\_and\\_inequality\\_report\\_document.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/953951/Transport_and_inequality_report_document.pdf)

Christian	3256	19.4%	22.3%	40.7%
Buddhist	130	0.8%	1.0%	0.9%
Hindu	80	0.5%	2.0%	5.1%
Jewish	122	0.7%	0.4%	1.7%
Muslim	6704	40.0%	39.9%	15.0%
Sikh	50	0.3%	0.3%	1.6%
Other religion	96	0.6%	0.5%	1.0%
Not answered	1109	6.6%	6.9%	7.0%

Source: 2021 Census

### **Race**

There is a slightly higher proportion of Asian, Asian British or Asian Welsh: Bangladeshi in the scheme area than the borough average (35.6% compared to 34.6%). There is also a higher proportion of White: British in the scheme area than in the borough as a whole (27.7% compared to 22.9%).

TS021 - Ethnic group	London	Tower Hamlets	Scheme Area	
Asian, Asian British or Asian Welsh: Bangladeshi	3.7%	34.6%	5,906	35.2%
Asian, Asian British or Asian Welsh: Chinese	1.7%	3.3%	209	1.2%
Asian, Asian British or Asian Welsh: Indian	7.5%	3.3%	206	1.2%
Asian, Asian British or Asian Welsh: Pakistani	3.3%	1.1%	93	0.6%
Asian, Asian British or Asian Welsh: Other Asian	4.6%	2.2%	281	1.7%
Black, Black British, Black Welsh, Caribbean or African: African	7.9%	5.0%	785	4.7%
Black, Black British, Black Welsh, Caribbean or African: Caribbean	3.9%	1.6%	262	1.6%
Black, Black British, Black Welsh, Caribbean or African: Other Black	1.7%	0.8%	84	0.5%
Mixed or Multiple ethnic groups: White and Asian	1.4%	1.4%	250	1.5%
Mixed or Multiple ethnic groups: White and Black African	0.9%	0.7%	117	0.7%
Mixed or Multiple ethnic groups: White and Black Caribbean	1.5%	1.2%	202	1.2%
Mixed or Multiple ethnic groups: Other Mixed or Multiple ethnic groups	1.9%	1.7%	316	1.9%
White: English, Welsh, Scottish, Northern Irish or British	36.8%	22.9%	4,651	27.7%
White: Irish	1.8%	1.1%	257	1.5%
White: Gypsy or Irish Traveller	0.1%	0.0%	2	0.0%
White: Roma	0.4%	0.7%	109	0.6%
White: Other White	14.7%	14.6%	2,443	14.6%
Other ethnic group: Arab	1.6%	1.2%	146	0.9%
Other ethnic group: Any other ethnic group	4.7%	2.7%	454	2.7%

Source: Census 2021

TS021 - Ethnic group	London	Tower Hamlets	Scheme Area	
All other	23.3%	13.8%	1,389	8.3%
Black	13.5%	7.4%	1,131	6.7%
Bangladeshi	3.7%	34.6%	1,906	35.2%
Mixed	5.7%	5.0%	885	5.3%
White Other	17.0%	16.4%	2,811	16.8%
White English, Welsh, Scottish, NI or British	36.8%	22.9%	4,651	27.7%

Source: Census 2021

Ethnic minority residents are more likely to undertake journeys by walking or by public transport than white Londoners, however, they are more likely to be concerned about their personal security and safety than white Londoners, especially at night.

- Ethnic minority Londoners, both adults and children are almost twice as likely as white Londoners to be injured on the roads as a car occupant and reducing this statistic is a priority. Ethnic minority road users also have the highest risk of being a pedestrian casualty. White Londoners are at higher risk with being involved in a cycle collision than other groups of cyclists.
- Ethnic minority Londoners are also less likely than white Londoners to say that they feel safe from road accidents when walking around London, either during the day or at night.

Walking is the most commonly used type of transport by ethnic minority Londoners<sup>5</sup>. Use of cars among ethnic minority Londoners is lower than for white Londoners, with 32% and 43% respectively driving a car at least once a week. Car use is higher among Asian Londoners compared to other minority ethnic groups (38% of Asian Londoners drive a car at least once a week, compared to 25% of black Londoners). In contrast, higher proportions of white Londoners travel by bike, car, black cab, National Rail and motorbike than ethnic minority Londoners.

In England, there are significantly higher rates of incidence of asthma within ethnic minority groups. When subdivided, there are even higher rates of asthma incidence in people in ethnic minority groups born inside the UK than those born outside the UK; second and third generation descendants of South Asian and Afro-Caribbean migrants suffer disproportionately from asthma. Inequalities exist between ethnic groups and asthma registrations in the older age groups. 12.9% of Tower Hamlets' South Asian population over 70 years old have been diagnosed with asthma compared with 8.3% of the white and 5.2% of the black population over 70<sup>6</sup>.

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<sup>5</sup> Understanding the travel needs of London's diverse communities BAME April 2012  
<http://content.tfl.gov.uk/BAME.pdf>

<sup>6</sup> Travel in Tower Hamlets Transport Strategy Evidence Base & Bibliography Annex A, 2019  
<https://democracy.towerhamlets.gov.uk/mgConvert2PDF.aspx?ID=160546>

### **Sexual orientation**

According to TfL's 'Travel in London: Understanding our diverse communities' 2019 study, lesbian, gay and bisexual (LGB) people have a similar profile to the general population in terms of barriers to using public transport more frequently. For example, 48% of Londoners identify overcrowding as a barrier compared to 52% of LGB Londoners, and 41% identify cost of travel as a barrier in both groups.

Census 2021 data indicates that the proportion of residents in the scheme area that are straight or heterosexual is 81.2%, lower than the borough and London average of 83.1% and 86.2% respectively.

<b>TS077 - Sexual orientation</b>	<b>Scheme Area</b>		<b>Tower Hamlets</b>	<b>London</b>
Straight or Heterosexual	62,336	81.2%	83.1%	86.2%
Gay or Lesbian	3,729	4.9%	4.0%	2.2%
Bisexual	2,417	3.1%	2.5%	2.0%
All other sexual orientations	566	0.7%	0.7%	0.4%
Not answered	7,711	10.0%	9.8%	9.5%

Source: 2021 Census

### **Pregnancy and Maternity**

There is no Census 2021 data relating to this protected characteristic. Data from the Office for National Statistics<sup>7</sup> shows that the conception rate across the borough as a whole was 62.8 per 1,000 women, which is below the London rate of 76.2 per 1,000 women. Data are not available at the ward level.

There is little evidence to draw upon about pregnancy and maternity in terms of transport and public realm. Looking beyond the UK, research published by the US Federal Transit Administration considered the challenges experienced by pregnant women using public transport<sup>8</sup>. Although this study is focused on public transport, its wider findings help to illustrate how streets and public realm pose challenges to pregnant women or people on maternity leave. Included in the findings are that unsafe footways and crossings pose a particular challenge to, that safety and security are critical concerns and that pregnant women may incur higher transport costs than other people because they make more trips due their role as a carer or make more expensive trips to address concerns about safety and security.

### **Parents/ Carers**

The data below shows the proportion of unpaid carers in the scheme area, in Tower Hamlets and in London. The proportion of carers in the scheme area is equivalent to the borough average, and slightly lower than the London average.

7

<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/conceptionandfertilityrates/datasets/conceptionstatisticsenglandandwalesreferencetables>

<sup>8</sup> <https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-02/FTA-Report-No-0211.pdf>



TS039 - Provision of unpaid care	Scheme Area		Tower Hamlets	London
Provides no unpaid care	14861	93.7%	93.6%	92.8%
Provides 19 hours or less unpaid care a week	430	2.7%	2.8%	3.6%
Provides 20 to 49 hours unpaid care a week	254	1.6%	1.8%	1.7%
Provides 50 or more hours unpaid care a week	320	2.0%	1.8%	2.0%

Source: 2021 Census

The National Travel Survey (2019) suggests that one barrier preventing children walking to school is their parents not allowing them. A further study suggests parents might be less likely to cycle with their children due to perceived road safety risks, and as a result may opt to drive short journeys that could otherwise be walked or cycled<sup>9</sup>.

### **Gender Identity**

In 2021 the Census included a question on gender identity. Lowest level data for this gender identity is at local authority level. There is a slightly lower proportion of Tower Hamlets residents whose gender is the same as registered at birth than the London average – 90.7% compared to 91.2%.

TS078 - Gender identity	Tower Hamlets	London
Gender identity the same as sex registered at birth	90.7%	91.2%
Gender identity different from sex registered at birth but no specific identity given	0.6%	0.5%
Trans woman	0.1%	0.2%
Trans man	0.1%	0.2%
All other gender identities	0.2%	0.1%
Not answered	8.3%	7.9%

Source: 2021 Census

Data is not available about mode choice preferences or other travel behaviours disaggregated by gender identity.

### **Socio-economic**

The table below shows a comparison of levels of household deprivation in the scheme area to deprivation in Tower Hamlets and more widely across London. The four dimensions of deprivation measured are **Employment, Education, Health & disability,** and **Housing**. The data shows that deprivation, specifically severe deprivation (i.e. in more than one dimension)

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<sup>9</sup> BMC Public Health 2018 Understanding child and parent perceptions of barriers influencing children's active school travel

<https://bmcpublihealth.biomedcentral.com/track/pdf/10.1186/s12889-018-5874-y.pdf>

Equality Impact Analysis



is slightly higher in the project area than in Tower Hamlets as a whole, and in turn much higher than in London. For example, 7.2% of households in the scheme area are deprived in three different dimensions compared to 5.9% Tower Hamlets average and 4.3% in London overall.

<b>TS011 - Households by deprivation dimensions</b>	<b>Household is not deprived in any dimension</b>	<b>Household is deprived in one dimension</b>	<b>Household is deprived in two dimensions</b>	<b>Household is deprived in three dimensions</b>	<b>Household is deprived in four dimensions</b>
Scheme Area	43.1%	32.1%	16.9%	7.2%	0.7%
Tower Hamlets	46.4%	31.8%	15.5%	5.9%	0.4%
London	48.1%	32.9%	14.4%	4.3%	0.4%

Source: 2021 Census

At the time of the 2021 Census, 57.9% of working age residents in the scheme area were employed. This is lower than the borough overall (58.7%), and less than London (59.4%). There is a higher percentage of residents who are economically inactive due to long term sickness or disability in the scheme area compared to Tower Hamlets and London averages. There is a higher percentage of retired residents in the scheme area compared to the borough average.

<b>TS066 - Economic activity status</b>	<b>Scheme Area</b>		<b>Tower Hamlets</b>	<b>London</b>
Economically active (excluding full-time students): In employment	8,037	57.9%	58.7%	59.4%
Economically active (excluding full-time students): Unemployed	689	5.0%	4.7%	4.1%
Economically active and a full-time student: In employment	354	2.6%	2.7%	2.0%
Economically active and a full-time student: Unemployed	165	1.2%	1.3%	0.7%
Economically inactive: Retired	949	6.8%	5.8%	12.9%
Economically inactive: Student	1,162	8.4%	9.6%	7.2%
Economically inactive: Looking after home or family	1,162	8.4%	8.4%	6.0%
Economically inactive: Long-term sick or disabled	683	4.9%	4.0%	3.6%
Economically inactive: Other	676	4.9%	4.7%	4.1%

Source: 2021 Census

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

communities than in the least deprived<sup>10</sup>. Nationally, people living in disadvantaged areas are more likely to live in hazardous environments due to high volumes of fast-moving traffic. Young people (11 to 15) from disadvantaged areas are more likely to be injured in traffic collisions than those living in higher income urban areas<sup>11</sup>.

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<sup>10</sup> Asthma UK, On the Edge: How inequality affects people with asthma 2018

<https://www.asthma.org.uk/support-us/campaigns/publications/inequality/>

<sup>11</sup> Inequalities in Mobility and Access in the UK Transport System (Government Office for Science) -

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/784685/future\\_of\\_mobility\\_access.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/784685/future_of_mobility_access.pdf)

Section 4: Assessing the impacts on different groups and service delivery

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
<b>Protected</b>		
<b>Age</b> (All age groups)	<p>Option 1: Neutral for Older people</p> <p>Negative for younger people</p> <p>Option 2: Neutral for Older people</p> <p>Positive for younger people</p> <p>Option 3: Neutral for Older people</p>	<p>Traffic data indicates a combination of increases and decreases in total traffic volumes in the scheme areas resulting from the Liveable Street scheme. It is estimated Option 1 would increase traffic flows lower to pre-scheme levels and Option 3 would re-introduce traffic levels which are a much smaller fraction of pre-scheme levels due to the retention the one-way system on Old Bethnal green Road and time restricted camera filters.</p> <p>Census 2021 data indicates that 10% of residents in the scheme area are aged 60 and over; this is a slightly higher proportion than the borough average of 8.4%.</p> <p><b><u>Option 1 – Remove closures</u></b></p> <p><b><u>Older people</u></b></p> <p><b>Potential positive impacts for older people</b></p> <ul style="list-style-type: none"> <li>Older people may be more likely to use private cars and taxi services. A larger percentage of over 60s drive than any other age group in Tower Hamlets. Older people are more likely to use private cars, taxi, have a Blue Badge for age-related disabilities or Dial-a-Ride services for door-to-door journeys. They are also more likely to rely on family members or friends for travel support e.g. to access daily care or ferrying to medical appointments.</li> <li>Reinstating through-traffic could benefit older people through better travel opportunities by car across the local area. Feedback from residents and other road users has suggested that traffic restrictions has resulted in longer routes for diverted traffic and more traffic on roads outside of the Liveable Streets area.</li> <li>A reduction in congestion and the displacement of motor traffic onto main roads could potentially improve conditions for older people in the following ways:             <ul style="list-style-type: none"> <li>Bus journey times (older people are more likely to use bus services than other age groups)</li> </ul> </li> </ul>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
	Negative for younger people	<ul style="list-style-type: none"> <li>Concerns have been raised about arrival speed of ambulances which older people are likely to need more than residents in other age groups. The removal of any hard physical closures and reinstatement of routes that allow unhindered emergency vehicle access could positively impact response times to the most critically ill people.</li> <li>Longer routes and time taken to navigate Liveable Streets areas may have a negative impact on the willingness of private hire vehicles from picking up residents in those areas. Removal of closures may result older residents whose day-to-day activities were limited due to a health problem or disability being more independent and mobile.</li> </ul> <p><b>Potential negative impacts for older people</b></p> <ul style="list-style-type: none"> <li>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. (Source Transport Strategy evidence base LBTH LIP3). Increasing the amount of motor traffic on some roads in the area may increase the risk of collision between motor vehicles and people. This could increase levels of risk for older people particularly at crossing points across the area both.</li> <li>Increased traffic levels through the Bethnal Green area could cause additional challenges for older people whose day-to-day activities were limited due to a health problem or disability in comparison to other age groups, for example because it becomes more difficult to cross the road (people have to walk further to find a signalised or safe crossing point and have to wait for signals to change). There may be a negative impact on older people using streets where vehicle traffic volumes would increase.</li> <li>Older people may be less confident walking or cycling as a result of increased traffic, reducing opportunities for regular exercise which is important for health and wellbeing.</li> <li>Reopening streets to through-traffic will lead to an increase in traffic volumes and air pollution on road that saw reduced traffic as a result of the traffic restrictions. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of 19.23% for comparable locations in other parts of the borough. Air pollution is to increase slightly where traffic will increase as a result of the removal of closures. Older people may be disproportionately affected by poor air quality, exacerbating certain health conditions.</li> </ul>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p><u><b>Young people &amp; children</b></u></p> <p>Census 2021 data indicates that there are a slightly lower proportion of younger people living in the scheme area than in the borough as a whole. 16.3% of people in the scheme area are aged 0-14 compared to 17.5% across the borough.</p> <p><b>Potential positive impacts for younger people</b></p> <ul style="list-style-type: none"> <li>• Some young people are driven as passengers, and as such the proposals could reduce their journey times. Those relying on bus services to access education and employment opportunities may also see improved journey times and reliability of their journeys on roads on the periphery of the scheme area where congestion may be reduced by reducing reliance on Hackney Road for access.</li> <li>• Removing the measures will have a disproportionately positive impact on younger people using streets where traffic will decrease such as Swanfield Street and Hackney Road through reduced road danger and air pollution.</li> </ul> <p><b>Potential negative impacts for younger people</b></p> <ul style="list-style-type: none"> <li>• Removing the measures may have a disproportionately negative impact on younger people using streets where traffic will increase through increased road danger and air pollution as a result of more motor traffic using the streets.</li> <li>• The reintroduction of through traffic may discourage young people from walking and cycling in the scheme area, reducing the amount of daily exercise that they take.</li> <li>• Reopening streets to through-traffic may lead to an increase in traffic volumes and therefore air pollution on certain roads. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of 19.23% for comparable locations in other parts of the borough.</li> </ul> <p><u><b>Option 2 – Retain the scheme</b></u></p> <p><u><b>Older people</b></u></p> <p><b>Potential positive impacts for older people</b></p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<ul style="list-style-type: none"> <li>• The scheme has reduced traffic levels and therefore reduced the risk of collisions between motor vehicles and people particularly at crossing points in the area.</li> <li>• Reduced traffic would give older people more confidence older people to walk or cycle increasing opportunities for regular exercise which is important for health and wellbeing.</li> <li>• Air quality has improved on roads where traffic volume had reduced as a result of the traffic restrictions. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of 19.23% for comparable locations in other parts of the borough. Air pollution is to increase slightly where traffic will increase.</li> </ul> <p><b>Potential negative impacts for older people</b></p> <ul style="list-style-type: none"> <li>• The scheme has disproportionately impacted older people who are dependent on car travel. A larger percentage of over 60s drive than any other age group in Tower Hamlets. Older people are more likely to use private cars, taxi, have a Blue Badge for age-related disabilities or Dial-a-Ride services for door-to-door journeys. They are also more likely to rely on family members or friends for travel support e.g. to access daily care or ferrying to medical appointments. Feedback from residents and other road users has suggested that traffic restrictions have resulted in longer routes for diverted traffic and more traffic on roads outside of the scheme area. Retaining the scheme would mean access for private cars and taxi services remain dependent on convoluted routes.</li> <li>• Increased congestion and displaced traffic would remain in parts of the area. These would present issues for older people in the following ways:             <ul style="list-style-type: none"> <li>• Bus journey times (older people are more likely to use bus services than other age groups).</li> <li>• Concerns have been raised about arrival speed of ambulances which older people are likely to need more than residents in other age groups. The removal of any hard physical closures and reinstatement of routes that allow unhindered emergency vehicle access could positively impact response times to the most critically ill people.</li> <li>• Longer routes and time taken to navigate Liveable Streets areas may have a negative impact on the willingness of private hire vehicles from picking up residents in those areas. Removal of closures may result older residents whose day-to-day activities were limited due to a health problem or disability being more independent and mobile.</li> </ul> </li> </ul>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p><b><u>Young people &amp; children</u></b></p> <p>Census 2021 data indicates that there are a slightly lower proportion of younger people living in the scheme area than in the borough as a whole. 16.3% of people in the scheme area are aged 0-14 compared to 17.5% across the borough.</p> <p><b>Potential positive impacts for younger people</b></p> <ul style="list-style-type: none"> <li>• The reduced traffic levels for a majority of the scheme area have reduce road danger.</li> <li>• The lower traffic levels young people from walking and cycling in the scheme area, reducing the amount of daily exercise that they take.</li> <li>• Reopening streets to through-traffic may lead to an increase in traffic volumes and therefore air pollution on roads where traffic volume had reduced as a result of the traffic restrictions. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of 19.23% for comparable locations in other parts of the borough which have not had road closures.</li> </ul> <p><b>Potential negative impacts for younger people</b></p> <ul style="list-style-type: none"> <li>• A proportion of young people are driven as passengers, and as such the proposals could reduce their journey times. Those relying on bus services to access education and employment opportunities may also see improved journey times and reliability of their journeys on roads on the periphery of the scheme area where congestion may be reduced by allowing through-traffic to return.</li> <li>• Removing the measures will have a positive impact on younger people using streets where traffic will decrease such as Swanfield Street and Hackney Road through reduced road danger and air pollution.</li> </ul> <p><b><u>Option 3 – alternative proposal</u></b></p> <p><b>Potential negative impacts for older people</b></p> <p>The positive impacts for older people of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p><b>Potential negative impacts for older people</b></p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>The negative impacts for older people of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><u><a href="#">Young people &amp; children</a></u></p> <p><b>Potential negative impacts for younger people</b></p> <p>The positive impacts for younger people of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p><b>Potential negative impacts for older people</b></p> <p>The negative impacts for younger people of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><b><i>Actions to mitigate against any disproportionate impacts on this cohort is detailed in Section 5 'Impact analysis and action plan'</i></b></p>
<p><b>Disability</b> (Physical, learning difficulties, mental health and medical conditions)</p>	<p>Option 1/2/3: Neutral</p>	<p>Traffic data indicates a combination of increases and decreases in total traffic volumes in the scheme areas resulting from the Liveable Street scheme. Option 1 would increase traffic flows close to pre-scheme levels and Option 3 would re-introduce traffic levels which are a small fraction of pre-scheme levels due to the retention the one-way system on Old Bethnal green Road and time restricted camera filters.</p> <p>In 2021 the census asked about residents' general health and limitation of day-to-day activities. Census 2021 data indicates that 5.8% of residents in the scheme area have bad or very bad health. There is a slightly higher proportion of people in the scheme area whose day-to-day activities are limited than in the wider borough.</p>



Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p><b><u>Option 1 – Remove closures</u></b></p> <p><b>Potential positive impacts</b></p> <ul style="list-style-type: none"> <li>• Disabled people are more likely than non-disabled people to rely upon family members or friends for daily care<sup>12</sup>. The 2011 Census indicates that over 687,000 Londoners spend at least an hour a week caring for someone – equivalent to 8.5% of the population. The removal of the modal filters may disproportionately positively impact disabled people (especially those who have mobility issues via the potential reduction journey times and/or distance for carers who visit the area in a private car. This may allow carers to attend more regularly or reduce delays.</li> <li>• The existing restrictions may have negatively impacted journey times for those with mobility impairments who may find it more difficult to walk or cycle, and therefore need to make use of door-to-door transport services such as private cars. Increased journey times may have led to further discomfort and anxiety for some disabled people, and ultimately may have had a detrimental impact on their mental or physical health. The reintroduction of through-traffic is likely to benefit these people, with shortened journey times/distances.</li> <li>• Concerns have been raised about congestion due to reduced displacement of motor traffic onto main roads negatively impacting on arrival speed of ambulances which older people are likely to need more than residents in other age groups. The removal of any hard physical closures and reinstatement of routes that allow unhindered emergency vehicle access could positively impact response times to the most critically ill people.</li> </ul>

<sup>12</sup> [https://www.london.gov.uk/sites/default/files/who\\_cares\\_-\\_helping\\_londons\\_unpaid\\_carers\\_by\\_dr\\_onkar\\_sahota\\_am.pdf](https://www.london.gov.uk/sites/default/files/who_cares_-_helping_londons_unpaid_carers_by_dr_onkar_sahota_am.pdf)

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<ul style="list-style-type: none"> <li>Concern has been raised by road users, particularly those taxi/uber drivers about lengthier routes, more congestion on roads outside of the scheme, impacting on the time taken to navigate Liveable Streets areas. This may lead to less private hire vehicles willing to pick up from residents within these schemes. Opening up the roads may result residents whose day-to-day activities were limited due to a health problem or disability being more independent and mobile. It will likely result in a reduction in the amount of money spent on private hire vehicles for these residents going about their daily life, particularly to hospital appointments.</li> <li>Research undertaken by TfL indicates that disabled Londoners are less likely to walk regularly. 84% of disabled Londoners reported that their disability limits their ability to travel, reflecting that disabled Londoners travel less often than non-disabled Londoners (1.9 compared with 2.4 trips on an average weekday). The proposal to open streets to make it easier to get around by car or taxi may result in people with disabilities becoming more independent.</li> <li>As part of the first stage consultation, respondents were asked to state if their day-to-day activities were limited due to a health problem or disability. For the Old Bethnal Green Road area consultation 124 respondents stated that their day-to-day activities were limited due to a health problem or disability. Analysis of these responses showed most respondents with disabilities had support for the removal of closures (66%). For the first stage Weavers consultation 168 respondents stated that their day-to-day activities were limited due to a health problem or disability. Analysis of these responses showed most respondents with disabilities had support for the removal of closures (63%).</li> </ul> <p><b>Potential negative impacts</b></p> <ul style="list-style-type: none"> <li>It is recognised that certain impairments may mean disabled people are more at risk of road danger, noise and pollution. Mobility impairment or mental health issues increase the challenge of day-to-day activities such as travelling. For people with mobility impairments, increased vehicle traffic on roads previously closed to through-traffic may disproportionately reduce their confidence in walking, cycling, using mobility aids and accessing public transport in the scheme area.</li> <li>The reintroduction of through-traffic could particularly impact blind and partially sighted people for whom walking is the primary mode of travel, by increasing road danger in the area.</li> <li>Reopening streets to through-traffic may lead to an increase in traffic volumes and therefore air pollution on roads where traffic volume had reduced as a result of the traffic restrictions. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of</li> </ul>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>19.23% for comparable locations in other parts of the borough which have not had road closures.</p> <p><b><u>Option 2 – Retain the scheme</u></b></p> <p><b>Potential positive impacts</b></p> <ul style="list-style-type: none"> <li>• Mobility impairment or mental health issues increase the challenge of day-to-day activities such as travelling. For people with mobility impairments, the decrease in vehicle traffic has increased confidence in walking, cycling, using mobility aids and accessing public transport in the scheme area.</li> <li>• The reduction in traffic has had a positive impact on partially sighted people for whom walking is the primary mode of travel, by increasing road danger in the area.</li> </ul> <p><b>Potential negative impacts</b></p> <ul style="list-style-type: none"> <li>• Disabled people are more likely than non-disabled people to rely upon family members or friends for daily care<sup>13</sup>. The 2011 Census indicates that over 687,000 Londoners spend at least an hour a week caring for someone – equivalent to 8.5% of the population. The closures may disproportionately positively impact disabled people (especially those who have mobility issues via the potential reduction journey times and/or distance for carers who visit the area in a private car. This may allow carers to attend more regularly or reduce delays.</li> <li>• The existing restrictions may have negatively impacted journey times for those with mobility impairments who may find it more difficult to walk or cycle, and therefore need to make use of door-to-door transport services</li> </ul>

<sup>13</sup> [https://www.london.gov.uk/sites/default/files/who\\_cares\\_-\\_helping\\_londons\\_unpaid\\_carers\\_by\\_dr\\_onkar\\_sahota\\_am.pdf](https://www.london.gov.uk/sites/default/files/who_cares_-_helping_londons_unpaid_carers_by_dr_onkar_sahota_am.pdf)

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>such as private cars. Increased journey times may have led to further discomfort and anxiety for some disabled people, and ultimately may have had a detrimental impact on their mental or physical health.</p> <ul style="list-style-type: none"> <li>• The retention of physical closures will continue to hinder emergency vehicle access. This will negatively impact response times to the most critically ill people.</li> <li>• Concern has been raised by road users, particularly those taxi/uber drivers about lengthier routes, more congestion on roads outside of the scheme, impacting on the time taken to navigate Liveable Streets areas. This may lead to less private hire vehicles willing to pick up from residents within these schemes. Opening up the roads may result residents whose day-to-day activities were limited due to a health problem or disability being more independent and mobile.</li> <li>• Research undertaken by TfL indicates that disabled Londoners are less likely to walk regularly. 84% of disabled Londoners reported that their disability limits their ability to travel, reflecting that disabled Londoners travel less often than non-disabled Londoners (1.9 compared with 2.4 trips on an average weekday). The scheme has made it more difficult to get around by car or taxi may result in people with disabilities becoming more independent.</li> </ul> <p><b><u>Option 3 – alternative proposal</u></b></p> <p><b>Potential positive impacts</b></p> <p>The positive impacts for disabled people of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p><b>Potential negative impacts</b></p> <p>The negative impacts for disabled people of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><b><i>Actions to mitigate against any disproportionate impacts on this cohort is detailed in Section 5 ‘Impact analysis and action plan’</i></b></p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
Sex	Option 1/2/3: Neutral	<p>Traffic data indicates a combination of increases and decreases in total traffic volumes in the scheme areas resulting from the Liveable Street scheme. Option 1 would increase traffic flows close to pre-scheme levels and Option 3 would re-introduce traffic levels which are a small fraction of pre-scheme levels due to the retention the one-way system on Old Bethnal green Road and time restricted camera filters.</p> <p>Research carried out by TfL in 2014 identified that women make a greater number of journeys per weekday than men. Trips made by women tend to be shorter and completed using different types of transport than journeys made by men. The proposals aim to provide an environment which feels less threatening to all users by improving road safety, public spaces and walking and cycling routes including improvements to street lighting which aims to reduce fear of and actual crime in these areas.</p> <p><b><u>Option 1 – Remove closures</u></b></p> <p><b>Potential positive impacts</b></p> <ul style="list-style-type: none"> <li>• Women are more likely than men to be travelling with buggies and/or shopping<sup>14</sup>, and this can affect transport choices. The proposal to open streets may make it easier and quicker to get around by car or taxi.</li> </ul>

<sup>14</sup> [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://tfl.gov.uk)

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p><b>Potential negative impacts</b></p> <ul style="list-style-type: none"> <li>• Women are more likely than men to do a greater share of child caring responsibilities including children to school and may therefore be more exposed to increased road danger and air pollution resulting from increased traffic in the scheme area as a result of reopening the road to through-traffic.</li> <li>• The Tower Hamlets Annual Residents Survey (2019) found that women are more conscious than men of road danger when choosing how to travel. The presence of motor traffic may discourage women than men from cycling, therefore with higher traffic levels on streets in the scheme area may be less able to experience the benefits afforded by cycling.</li> <li>• Women are more likely than men to walk for local journeys and therefore more likely to be exposed to the negative consequences of more traffic on the streets such as increased road danger and air pollution</li> </ul> <p><b><u>Option 2 – Retain the scheme</u></b></p> <p><b>Potential positive impacts</b></p> <ul style="list-style-type: none"> <li>• Women are more likely than men to do a greater share of child caring responsibilities including children to school and may therefore be more likely to benefit from reduced road danger.</li> <li>• The Tower Hamlets Annual Residents Survey (2019) found that women are more conscious than men of road danger when choosing how to travel. The reduction in motor traffic may encourage more women than men to cycle.</li> <li>• Women are more likely than men to walk for local journeys and therefore more likely to reduced traffic o and resulting reduction in road danger and air pollution.</li> </ul> <p><b>Potential negative impacts</b></p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<ul style="list-style-type: none"> <li>Women are more likely than men to be travelling with buggies and/or shopping<sup>15</sup>, and this can affect transport choices. The retention of the scheme would mean issues with getting around by car or taxi would remain.</li> </ul> <p><b><u>Option 3 – alternative proposal</u></b></p> <p><b>Potential positive impacts</b></p> <p>The positive impacts of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p><b>Potential negative impacts</b></p> <p>The negative impacts of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p>
Gender reassignment	Option 1/2/3: Neutral	In general, it was not considered that people were particularly directly or indirectly disproportionately impacted by the proposals on the grounds of gender reassignment.

<sup>15</sup> [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://www.tfl.gov.uk/roadworks/understanding-our-diverse-communities-2019)

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
<b>Marriage and civil partnership</b>	Option 1/2/3: Neutral	In general, it was not considered that people who are married or in a civil partnership were particularly directly or indirectly disproportionately impacted by the proposals.
<b>Religion or philosophical belief</b>	Option 1/2/3: Neutral	<p>There are a small number of religious buildings in the scheme area. Vehicle access will be improved through options 1 and 3 as a result of the removal of the closures. In contrast, worshippers may be discouraged from walking or cycling when visiting due to increased level of traffic, concern about safety and pollution.</p> <p>In general, it was not considered that people from different religious groups were particularly directly or indirectly disproportionately impacted by either option.</p>
<b>Race</b>	Option 1/2/3: Neutral	<p>Traffic data indicates a combination of increases and decreases in total traffic volumes in the scheme areas resulting from the Liveable Street scheme. Option 1 would increase traffic flows close to pre-scheme levels and Option 3 would re-introduce traffic levels which are a small fraction of pre-scheme levels due to the retention the one-way system on Old Bethnal green Road and time restricted camera filters.</p> <p>Census 2021 data indicates that there is a slightly higher proportion of Asian, Asian British or Asian Welsh: Bangladeshi in the scheme area than the borough average (35.6% compared to 34.6%). There is also a higher proportion of White: British in the scheme area than in the borough as a whole (27.7% compared to 22.9%).</p>



Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>In terms of transport mode used, across all Londoners, there is little difference in the frequency of walking and cycling between white Londoners and black, Asian and minority ethnic Londoners<sup>16</sup> while car use is slightly higher among white Londoners. Although ethnic minority Londoners on average have lower car usage than white Londoners, Asian Londoners exhibit higher car usage than other minority ethnic groups.</p> <p><b><u>Option 1 – Remove closures</u></b></p> <p><b>Potential positive impacts</b></p> <ul style="list-style-type: none"> <li>The removal of the closures may improve bus journey times and bus journey time reliability on the periphery of the scheme area by reducing traffic congestion on these roads, which could benefit black, Asian and minority ethnic people who are more likely to travel by bus than white Londoners.</li> </ul> <p><b>Potential negative impacts</b></p> <ul style="list-style-type: none"> <li>JSNA data from 2015 shows that the prevalence of asthma is greatest among some ethnic minority groups, with 12.9% of the borough’s South Asian population aged 70+ diagnosed with asthma compared to 8.3% of the white and 5.2% of the black population respectively. Reopening streets to through-traffic may lead to an increase in traffic volumes and therefore air pollution on roads where traffic volume had reduced as a result of the traffic restrictions. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of 19.23% for comparable locations in other parts of the borough which have not had road closures. These are likely to increase where traffic will increase as a result of the removal of closures.</li> </ul>

<sup>16</sup> <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p><b><u>Option 2 – Retain the scheme</u></b></p> <p><b>Potential positive impacts</b></p> <ul style="list-style-type: none"> <li>The scheme has reduced traffic volumes and air pollution on roads where traffic volume had reduced as a result of the traffic restrictions. JSNA data from 2015 shows that the prevalence of asthma is greatest among some ethnic minority groups, with 12.9% of the borough’s South Asian population aged 70+ diagnosed with asthma compared to 8.3% of the white and 5.2% of the black population respectively. The scheme has increased opportunities to shift travel mode and undertake regular physical exercise particularly through active travel.</li> </ul> <p><b>Potential negative impacts</b></p> <ul style="list-style-type: none"> <li>The impact of the scheme on bus journey times and bus journey time reliability would remain. This has disproportionately impacted on black, Asian and minority ethnic people who are more likely to travel by bus than white Londoners.</li> </ul> <p><b><u>Option 3 – alternative proposal</u></b></p> <p><b>Potential positive impacts</b></p> <p>The positive impacts of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p><b>Potential negative impacts</b></p> <p>The negative impacts of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><b><i>Actions to mitigate against any disproportionate impacts on this cohort is detailed in Section 5 ‘Impact analysis and action plan’</i></b></p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
<b>Sexual orientation</b>	Option 1/2/3: Neutral	In general, it was not considered that people were particularly directly or indirectly disproportionately impacted by the proposals based on sexual orientation.
<b>Pregnancy and maternity</b>		<p>There is no Census 2021 data relating to this protected characteristic. We will investigate other data relating to this cohort. Data from the Office for National Statistics<sup>17</sup> shows that the conception rate across the borough as a whole was 62.8 per 1,000 women, which is below the London rate of 76.2 per 1,000 women. Data are not available at the ward level.</p> <p><b><u>Option 1 – Remove closures</u></b></p> <p><b>Potential positive impacts</b></p> <ul style="list-style-type: none"> <li>• There may be minor benefits for pregnancy and maternity from the removal of the traffic restrictions, for people using or more reliant upon motor vehicles for journeys. Pregnant women and people on maternity leave may be more likely to use a private motor vehicle or a taxi/private hire vehicle because their mobility may be impaired, they may feel less confident walking, cycling or using public transport, and may have lots of things to carry having had a new baby. Facilitating through-traffic may improve journey times and accessibility for drivers making local journeys.</li> </ul>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<ul style="list-style-type: none"> <li>A report by TfL on the barriers of using public transport found that women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices. The proposal to open streets may make it easier and quicker to get around by car or taxi.</li> </ul> <p><b>Potential negative impacts</b></p> <ul style="list-style-type: none"> <li>Reopening streets to through-traffic may lead to an increase in traffic volumes and therefore air pollution on roads where traffic volume had reduced as a result of the traffic restrictions. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of 19.23% for comparable locations in other parts of the borough which have not had road closures. These are likely to increase where traffic will increase as a result of the removal of closures</li> <li>An increase in local air pollution can be harmful for babies in the womb and may cause premature birth or low weight birth. Pregnant women are in a higher risk category than the average person in terms of poor air quality, with academic studies showing spikes in pollution have been linked to spikes in miscarriage numbers, with high NO<sup>2</sup> levels in particular having potential detrimental effects on unborn children.</li> <li>More traffic on previously quiet streets may deter pregnant women or people on maternity leave from walking in the neighbourhood. They may have concerns road safety or increased exposure of themselves or their baby to noise and air pollution. This may result in a reduction in levels of physical exercise in this cohort.</li> </ul> <p><b><u>Option 2 – Retain the scheme</u></b></p> <p><b>Potential positive impacts</b></p> <ul style="list-style-type: none"> <li>Retaining the scheme would retain the reduction in traffic volumes air pollution on most roads in the scheme area. Local air pollution can be harmful for babies in the womb and may cause premature birth or low weight birth. Pregnant women are in a higher risk category than the average person in terms of poor air quality, with academic studies showing spikes in pollution have been linked to spikes in miscarriage numbers, with high NO<sup>2</sup> levels in particular having potential detrimental effects on unborn children.</li> <li>Quieter streets may encourage pregnant women or people on maternity leave to walk in the neighbourhood due to feeling safer. This may result in a increased levels of physical exercise in this cohort.</li> </ul> <p><b>Potential negative impacts</b></p> <ul style="list-style-type: none"> <li>Pregnant women and people on maternity leave may be more likely to use a private motor vehicle or a taxi/private hire vehicle because their mobility may be impaired, they may feel less confident walking, cycling or</li> </ul>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>using public transport, and may have lots of things to carry having had a new baby. Retaining closures would also retain the increased journey times and restricted accessibility for drivers making local journeys by car or taxi.</p> <p><b><u>Option 3 – alternative proposal</u></b></p> <p>The negative impacts of Option 3 relating to increased traffic and air pollution are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><b><i>Actions to mitigate against any disproportionate impacts on this cohort is detailed in Section 5 ‘Impact analysis and action plan’</i></b></p>
Other		
Socio-economic		<p>Deprivation data is measured through four dimensions: <b>Employment, Education, Health &amp; disability, and Housing</b>. Census 2021 data shows that deprivation, specifically severe deprivation (i.e. in more than one dimension) is slightly higher in the scheme area than in Tower Hamlets as a whole, and in turn much higher than in London. For example, 7.2% of households in the scheme area are deprived in three different dimensions compared to 5.9% Tower Hamlets average and 4.3% in London overall.</p> <p><b><u>Option 1 – Remove closures</u></b></p> <p><b>Potential positive impacts</b></p> <ul style="list-style-type: none"> <li>• The removal of measures could benefit those on low incomes who may be reliant on cars, such as those undertaking work or caring responsibilities and/or travelling at times of the day when public transport</li> </ul>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>accessibility is poor. This is because they may benefit from reduced vehicle journey lengths and times although journey time savings are likely to be marginal for anything but short car journeys<sup>18</sup>.</p> <ul style="list-style-type: none"> <li>• Removing the closures could help people who rely on cars to get around, including people who use a car for work such as taxi or PHV drivers as they will benefit from the potential reduction in journey times within the neighbourhood. The potential reduction in journey time may result in a corresponding reduction in amount of fuel used. The cost of fuel has been increasing recently so less fuel used may result in less money spent on fuel and more income.</li> <li>• Removing the closures could also reduce congestion on the boundary roads thus improving bus journey times and benefiting people on low incomes who may be more reliant on buses. It is however acknowledged that these journey time saving benefits are unlikely to be permanent, as DfT data suggests that motor traffic volumes were rising in Tower Hamlets before the pandemic, if this trend resumes post-pandemic, it is likely to diminish short-term decongestion benefits from removing the scheme<sup>19</sup>.</li> </ul> <p><b>Potential negative impacts</b></p> <ul style="list-style-type: none"> <li>• Whilst the number of vehicles registered in the borough has increased slightly in recent years, Tower Hamlets still has one of the lowest levels of car ownership in London. Many households on low incomes are not able to afford a car. It is recognised that those on low incomes in London are less likely to drive, and more likely to walk, cycle or use bus services. Affordability of car ownership may mean that there is no impact in the levels of walking as a result of the removal of the scheme, though safety and cycling prevalence may decline.</li> </ul>

<sup>18</sup> <https://democracy.islington.gov.uk/documents/s26001/Appendix%20-%20Steer%20Journey%20time%20analysis%20for%20PFS.pdf>

<sup>19</sup> <https://roadtraffic.dft.gov.uk/local-authorities/93>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p><b><u>Option 2 – Retain the scheme</u></b></p> <p><b>Potential positive impacts</b></p> <ul style="list-style-type: none"> <li>Many households on low incomes are not able to afford a car. Those on low incomes in London are less likely to drive, and more likely to walk, cycle or use bus services. Retaining the scheme would benefit those on low income who are less likely to drive, and more likely to walk or cycle.</li> </ul> <p><b>Potential negative impacts</b></p> <ul style="list-style-type: none"> <li>The adverse impacts of the scheme on those who rely on cars to get around would remain. This includes people who use a car for work such as taxi or PHV drivers as they have experienced increased journey times within the neighbourhood. This increase in journey time may have resulted in increased fuel costs.</li> <li>Retaining the scheme would mean congestion on the boundary roads would remain. This has impacted on bus journey times which are more likely to be used by people on low incomes who may be more reliant on buses.</li> </ul> <p><b>Potential negative impacts</b></p> <p><b><u>Option 3 – alternative proposal</u></b></p> <p><b>Potential positive impacts</b></p> <p>The positive impacts of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p><b>Potential negative impacts</b></p> <p>The negative impacts of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><b><i>Actions to mitigate against any disproportionate impacts on this cohort is detailed in Section 5 ‘Impact analysis and action plan’</i></b></p>
Parents/Carers		

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>Census 2021 data indicates that the proportion of residents who have some caring responsibility is 12% in the scheme area. This is one percentage point higher than the borough average, and also slightly lower than the London average.</p> <p><b><u>Option 1 – Remove closures</u></b></p> <p><b>Potential positive impacts</b></p> <ul style="list-style-type: none"> <li>• The removal of the measures and reintroduction of through traffic could benefit those who drive their children to a school in the area by reducing the driving distance to school and potentially reducing journey times, although as traffic returns to previously quiet streets, time savings may be marginal.</li> <li>• As part of the first stage consultation, respondents reported increased journey times for parents and those providing care. The proposal may make it easier parents/carers who juggle school drop off and pick up and also rely on their car to get to work / who use their car for employment. These measures may improve parents / carers ability to access the workplace and/or consider employment options they previously felt unavailable to them due to their parent/carer responsibilities.</li> <li>• The proposal could also benefit professional carers who use a car to visit clients by reducing the amount of time it takes to get from client to client. The schemes have increased both journey mileage and amount of time in traffic and may see a reduction in the amount of fuel used and a reduction in the overall cost of fuelling their vehicle. Unpaid carers may also experience the same benefits as professional carers.</li> </ul> <p><b>Potential negative impacts</b></p> <ul style="list-style-type: none"> <li>• The reintroduction of through-traffic on previously quiet streets may make it more difficult to walk or cycle in the area with children or to walk with children in pushchairs, which may deter them walking and cycling and thus benefiting from physical exercise.</li> <li>• The removal of the modal filters may reduce the opportunity for parents / carers to escort or enable their children to safely walk, scoot or cycle to school. The removal of the traffic measures and reintroduction of through-traffic could also negatively impact parents and carers walking or cycling along streets where mean vehicle volumes were shown to have decreased. This may particularly be the case where traffic count data shows that vehicle volumes have decreased on roads adjacent to school sites since the introduction of the traffic measures.</li> </ul> <p><b><u>Option 2 – Retain the scheme</u></b></p>



Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p><b>Potential positive impacts</b></p> <ul style="list-style-type: none"> <li>• The scheme has made it easier to walk and cycle in the area with children or to walk with children in pushchairs. This may encourage walking and cycling and thus benefiting from physical exercise.</li> <li>• The scheme has increased the opportunity for parents / carers to escort or enable their children to safely walk, scoot or cycle to school.</li> </ul> <p><b>Potential negative impacts</b></p> <ul style="list-style-type: none"> <li>• The scheme has impacted those who drive their children to a school in the area and increased driving distance and journey times to school. Although as traffic returns to previously quiet streets, time savings may be marginal.</li> <li>• As part of the first stage consultation, respondents reported increased journey times for parents and those providing care. The proposal may make it easier parents/carers who juggle school drop off and pick up and rely on their car to get to work / who use their car for employment.</li> <li>• The scheme has an adverse impact on professional carers who use a car to visit clients by reducing the amount of time it takes to get from client to client. The scheme has increased both journey mileage and amount of time in traffic.</li> </ul> <p><b><u>Option 3 – alternative proposal</u></b></p> <p><b>Potential positive impacts</b></p> <p>The positive impacts of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p><b>Potential negative impacts</b></p> <p>The negative impacts of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><b><i>Actions to mitigate against any disproportionate impacts on this cohort is detailed in Section 5 ‘Impact analysis and action plan’</i></b></p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
People with different <b>Gender Identities</b> e.g. Gender fluid, Non-Binary etc	Option 1/2/3: Neutral	In general, it was not considered that people were particularly directly or indirectly disproportionately impacted by the proposals based on gender identity.
<b>Any other groups</b>	<input type="checkbox"/>	

## Section 5: Impact analysis and action plan

Options 1 and 3 mitigations:

A key negative impact from Options 1 and 3 are increased traffic and the resulting increase in air pollution and risk to road safety. The measures proposed in the table below would seek to mitigate this negative impact.

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Update on progress
Data collection to measure the impact of proposals	<i>Data collection</i>	Six-month monitoring	Simon Baxter	TBC
<p>The proposals include plans to create a network of accessible walking routes across Bethnal Green. Creating this network would make it easier for residents to access important services including doctors' surgeries, shops and public transport.</p> <p>There are currently many examples across the area where it is difficult to cross, particularly for wheelchair users. Level or flush access between the pavement and road is essential for most wheelchair users. We would improve crossing points either through dropped kerbs or raised crossings to avoid the need for wheelchair users to make lengthy detours to cross the road.</p> <p>This proposal mitigates against potential impact on road safety identified in section 4 particularly for older and younger people. The proposals would also make it significantly easier for disabled residents to access important services including doctors' surgeries, shops and public transport.</p>	Proposed area wide pedestrian improvements	These works would be undertaken alongside works to remove closures if approved.	Simon Baxter	TBC
<p>Explore traffic calming measures mitigate impact of through traffic.</p> <p>The Tower Hamlets Electric Vehicle Delivery Plan argues that accelerating the switch to electric vehicles will require</p>	Introduction of speed calming measures	These works would be undertaken alongside works to remove closures if approved.	Simon Baxter	TBC

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Update on progress
<p>potential users to feel confident that there is an adequate number of charging points to meet their needs.</p> <p>This proposal mitigates against potential impact on road safety identified in section 4 particularly for older and younger people.</p>				
<p>Increase electric vehicle charging points in the area in order facilitate adoption of electric vehicles.</p> <p>This will mitigate the air quality related negative identified in section 4 by contributing to lowering emissions from local owned vehicles.</p>	<p>Increase in fast (7kw-22kw) and slow (5kw) charging points in the area</p>	<p>New charging points would be delivered within 6 months of decision</p>	<p>Simon Baxter</p>	<p>TBC</p>
<p>Expand car club provision in the area</p> <p>Car clubs replace privately owned cars with a much smaller number of more efficiently used vehicles, freeing up considerable amounts of street space for other uses.</p> <p>The latest COMO UK annual report estimates that each car club vehicle in the UK is replacing 2010 private cars.</p> <p>Average UK car club vehicles have average NOx emissions of 0.03 g/km and 0.38 g/km for cars and vans respectively. This is 89% and 67% lower, respectively, than the UK averages (0.32g/km and 1.16 g/km). PM2.5 emissions are also significantly lower than the UK averages for cars and vans, with car club vehicles having 72% and 90% lower emissions per km, respectively.</p>	<p>provision of more car club bays and vehicles in the scheme area.</p>	<p>New car club bays would be delivered within 6 months of decision</p>	<p>Simon Baxter</p>	<p>TBC</p>

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Update on progress
Increased car club provision will contribute to mitigating the negative impacts of increased traffic identified in section 4.				

Option 2 mitigation

A key negative impact from Option 2 is access for residents who rely on vehicle use and emergency vehicles. The measures proposed in the table below would seek to mitigate this negative impact.

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Update on progress
<b>Replacement of physical closures with cameras closures that allow for exemptions for residents and emergency vehicles</b>	Install new cameras and remove physical closures	Order cameras and draft new traffic management order as soon as a decision is made	Simon Baxter	TBC




## Section 6: Monitoring

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

Monthly monitoring of the usage of the parking bays with the one hour free parking facility.  
Monthly data from the Tower Hamlets Nitrogen Dioxide Diffusion Tube Results.

## Appendix A

### EIA decision rating

Decision	Action	Risk
<p>As a result of performing the EIA, it is evident that a disproportionately negative impact (direct, indirect, unintentional or otherwise) exists to one or more of the nine groups of people who share a Protected Characteristic under the Equality Act and appropriate mitigations cannot be put in place to mitigate against negative impact. It is recommended that this proposal be suspended until further work is undertaken.</p>	<p><b>Suspend – Further Work Required</b></p>	<p><b>Red</b></p> 
<p>As a result of performing the EIA, it is evident that there is a risk that a disproportionately negative impact (direct, indirect, unintentional or otherwise) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. However, there is a genuine determining reason that could legitimise or justify the use of this policy.</p>	<p><b>Further (specialist) advice should be taken</b></p>	<p><b>Red Amber</b></p> 
<p>As a result of performing the EIA, it is evident that there is a risk that a disproportionately negatively impact (as described above) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. However, this risk may be removed or reduced by implementing the actions detailed within the <i>Impact analysis and action plan</i> section of this document.</p>	<p><b>Proceed pending agreement of mitigating action</b></p>	<p><b>Amber</b></p> 

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## **Appendix H - Background Data**

Part 1: Local Traffic Data

Part 2: DfT Boundary Road Data

Part 3: iBus data

Part 4: Pre-scheme and post scheme collision data

Part 5: Pre-scheme and post scheme air pollution data

Part 6: Scheme area pedestrian count data

Part 7: Scheme area cycle count data

Part 8: Hackney Road/Cambridge Heath Road turning count data

**Part 1: Local Traffic Data**

<b>Bethnal Green Scheme Area Traffic Flow Changes 2019-2022</b>						
	<b>Direction 1</b>	<b>Average Volume</b>		<b>Direction 2</b>		<b>Average Volume</b>
Ravenscroft Road	<b>Southbound</b>	-9%		<b>Northbound</b>		-48%
Horatio Street	<b>Southbound</b>	70%		<b>Northbound</b>		278%
Ropley Street	<b>Southbound</b>	89%		<b>Northbound</b>		-11%
Temple Street	<b>Southbound</b>	-28%		<b>Northbound</b>		-76%
B118 Old Bethnal Green Road	<b>Westbound</b>	-86%		<b>Eastbound</b>		-70%
B108 Warner Place	<b>Southbound</b>	12%		<b>Northbound</b>		-9%
B108 Squirries Street	<b>Southbound</b>	-16%		<b>Northbound</b>		-24%
Columbia Road	<b>Southbound</b>	18%		<b>Eastbound</b>		-43%
B118 Columbia Road	<b>Westbound</b>	-53%		<b>Eastbound</b>		-59%
Virginia Road	<b>Westbound</b>	55%		<b>Eastbound</b>		20%
Swanfield Street (North)	<b>Southbound</b>	209%		<b>Northbound</b>		80%

**Part 2: DfT Boundary Road Data**

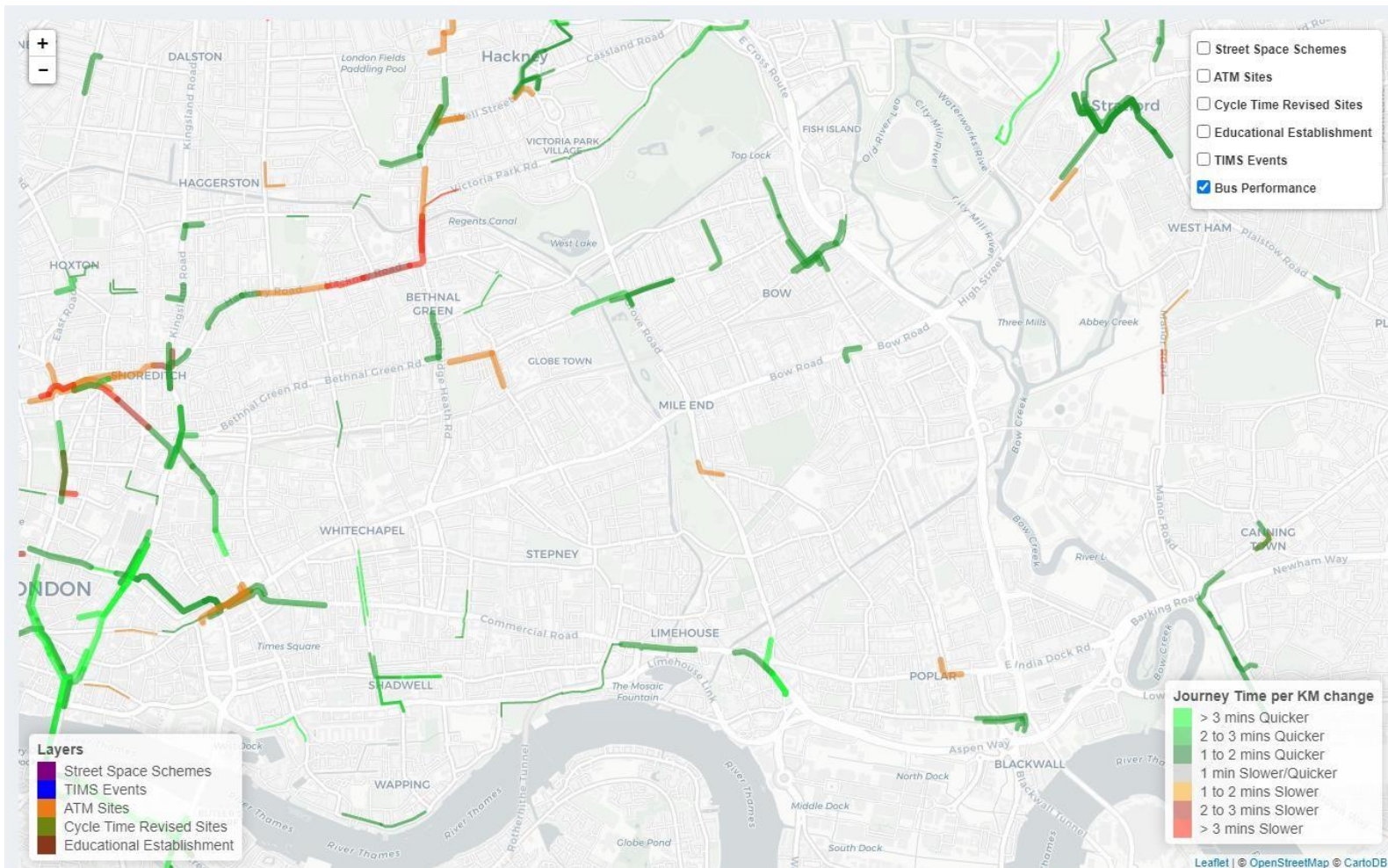
		Average delay (spvpm) <sup>1,2,3,4,5</sup>			
Road	Road Name(s)	2019 <sup>6</sup>	2020 <sup>7</sup>	2021	change on 2019
A1208	Hackney Road	136.0	207.1	218.7	60.81%
A1209	Bethnal Green Road	164.0	156.5	186.1	13.48%
A11	Whitechapel Road/Bow Road	155.0	137.8	169.7	9.48%
A13	Commercial Road	158.0	179.0	167.6	6.08%
A107	Cambridge Heath Road	172.9	165.4	171.1	-1.04%
A1202	Commercial Street	275.7	219.9	215.6	-21.80%
A1203	Highway/ Limehouse Link	120.7	74.8	75.3	-37.61%

### **Part 3: iBus data**

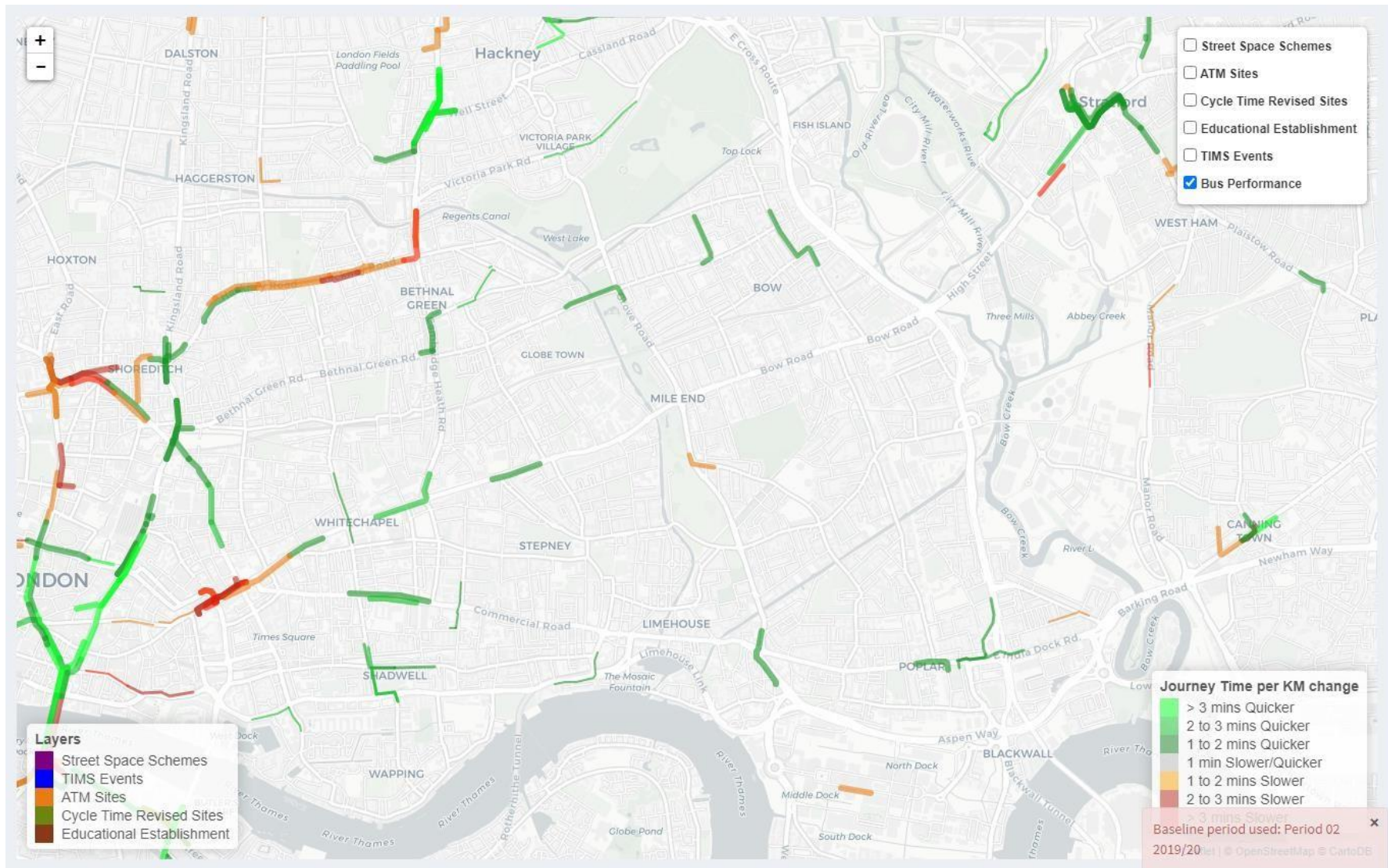
#### Appendix-Bus journey time comparison data

- a) Tower Hamlets iBus Map. 30 April to 27 May 2022 compared with P2 2019/20 – AM Peak (0700-1000)
- b) Tower Hamlets iBus Map. 30 April to 27 May 2022 compared with P2 2019/20 – Inter Peak (1000-1600)
- c) Tower Hamlets iBus Map. 30 April to 27 May 2022 compared with P2 2019/20 – PM Peak (1600-1900)
- d) Tower Hamlets iBus Map. 1 May to 28 May 2021 compared with P2 2019/20 – AM Peak (0700-1000)
- e) Tower Hamlets iBus Map. 1 May to 28 May 2021 compared with P2 2019/20 – Inter Peak (1000-1600)
- f) Tower Hamlets iBus Map. 1 May to 28 May 2021 compared with P2 2019/20 – PM Peak (1600-1900)

Tower Hamlets iBus Map. 30 April to 27 May 2022 compared with P2 2019/20 – AM Peak (0700-1000)

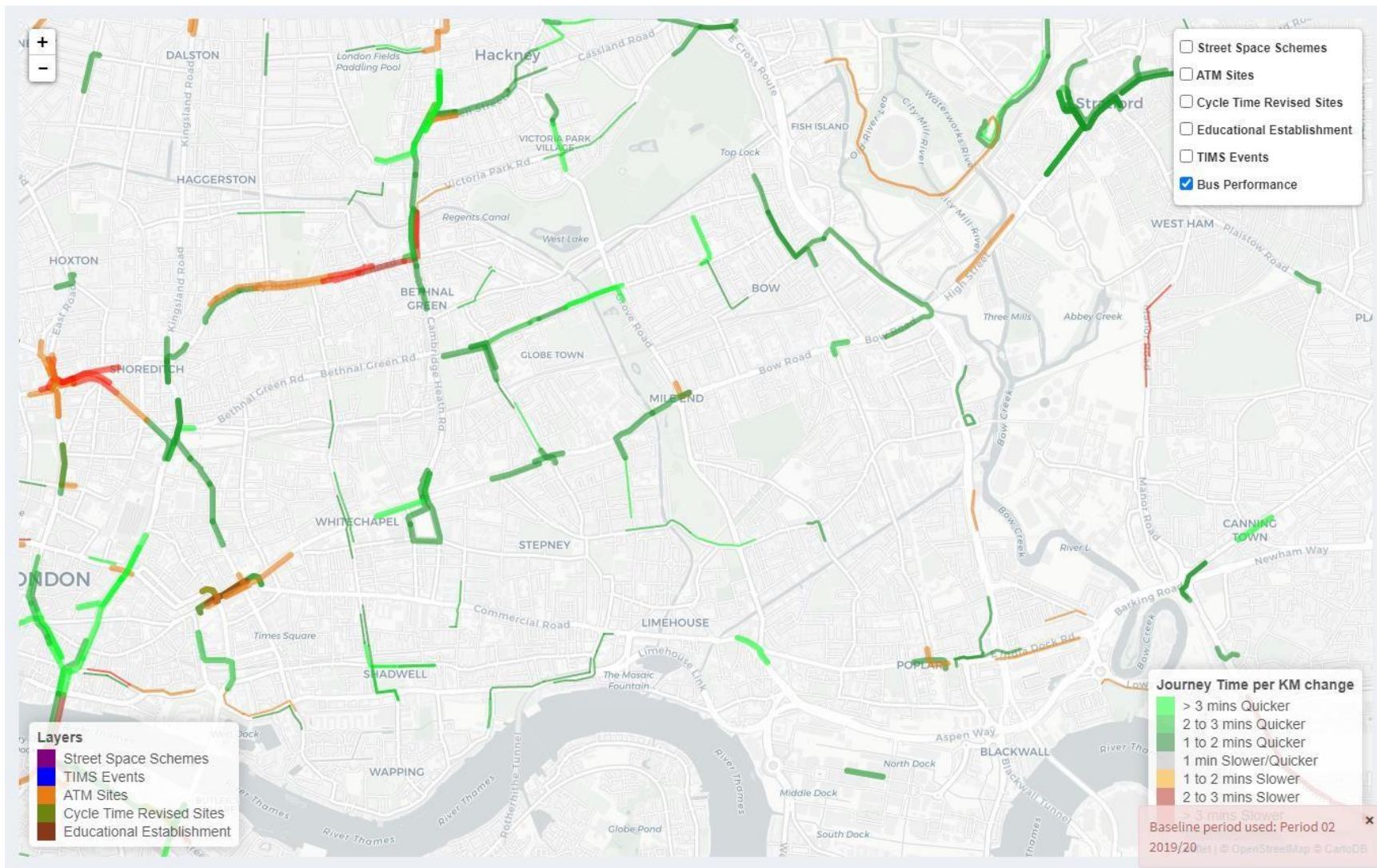


Tower Hamlets iBus Map. 30 April to 27 May 2022 compared with P2 2019/20 – Inter Peak (1000-1600)

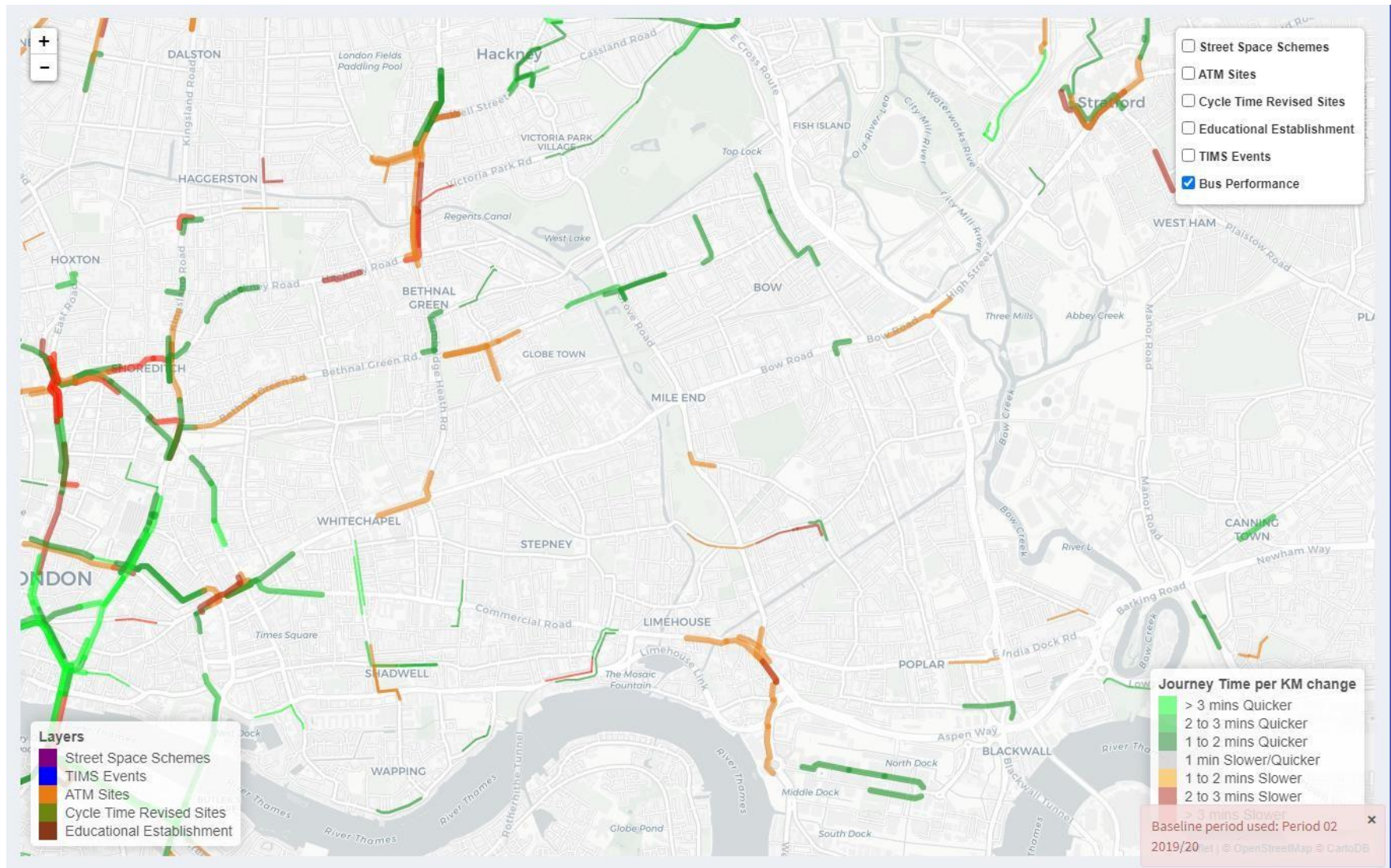




Tower Hamlets iBus Map. 30 April to 27 May 2022 compared with P2 2019/20 – PM Peak (1600-1900)

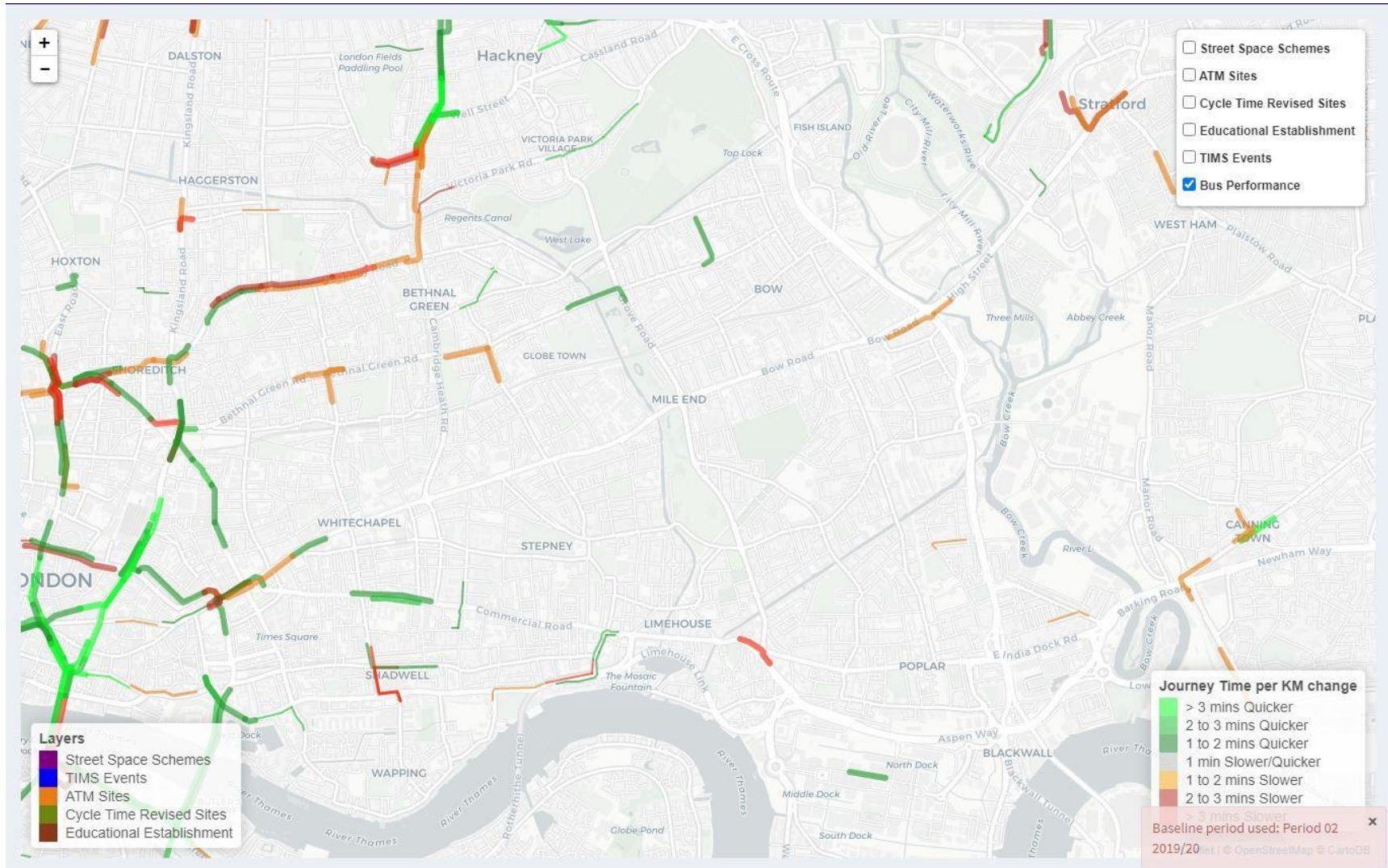


Tower Hamlets iBus Map. 1 May to 28 May 2021 compared with P2 2019/20 AM Peak (0700-1000)

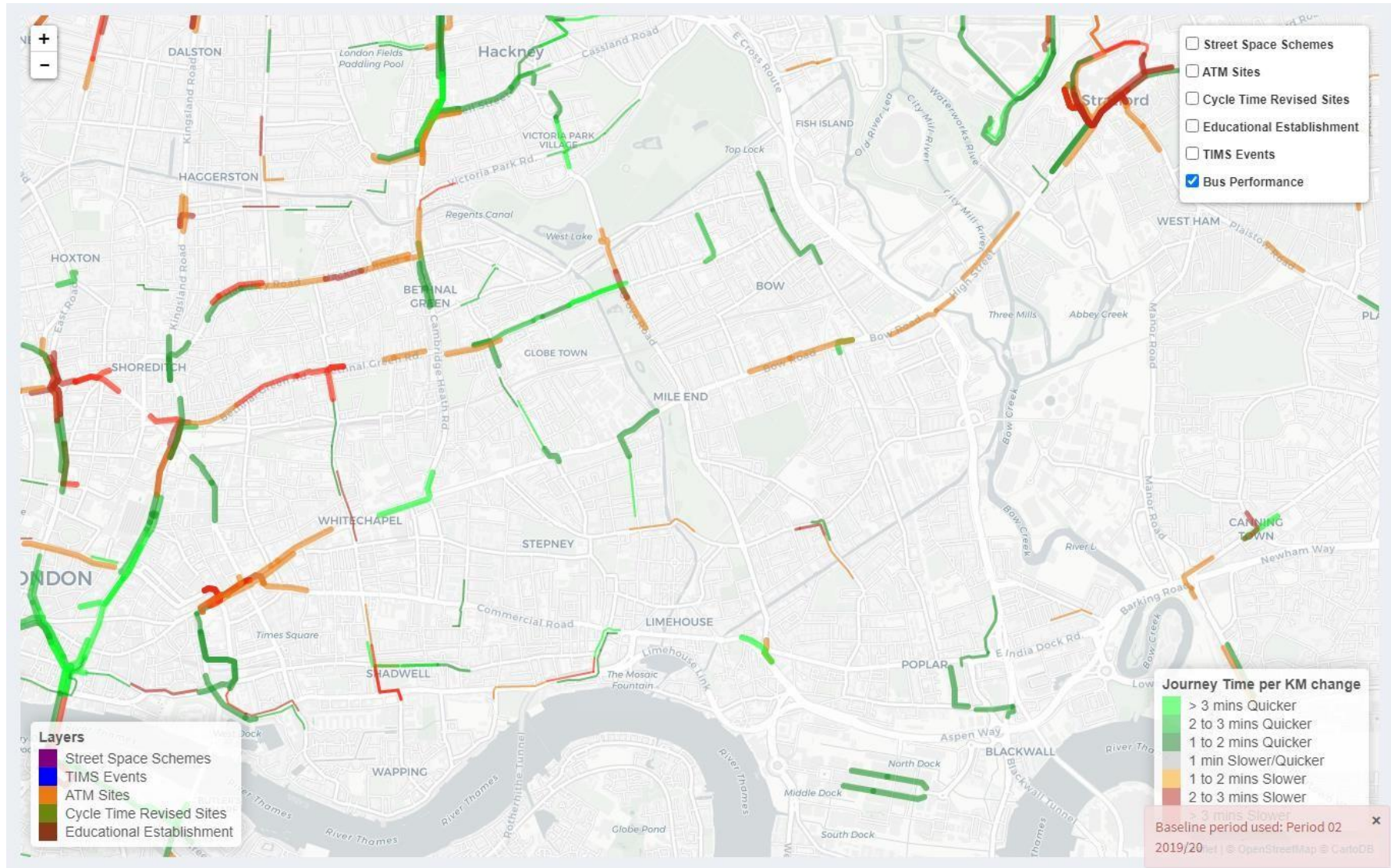




Tower Hamlets iBus Map. 1 May to 28 May 2021 compared with P2 2019/20 Inter Peak (1000-1600)



Tower Hamlets iBus Map. 1 May to 28 May 2021 compared with P2 2019/20 PM Peak (1600-1900)





## Part 5: Pre-scheme and post scheme collision data

Date from	Date to					
31/07/2018	31/01/2020					
Collision Date	Time	Casualty Mode of Travel	Casualty Severity	Casualty Age	Collision Location	Redacted Collision Description
Friday, January 11, 2019	12:15	Car	Slight	25	On Old Nichol Street, Near The Junction With Boundary Street E2.	On Friday 11 January 2019 At 12:15 A Collision Occured On Old Nichol Street, Near The Junction With Boundary Street E2. In Tower Hamlets Involving Two Cars
Monday, April 08, 2019	21:30	Car	Slight	27	On Barnet Grove, Near The Junction With Gossett Street, London.	On Monday 8 April 2019 At 21:30 A Collision Occured On Barnet Grove, Near The Junction With Gossett Street, London. In Tower Hamlets Involving One Car And One Pedal Cycle
Wednesday, April 03, 2019	16:30	Car	Slight	23	On Pollard Street, E2, 25 Metres North Of The Junction With Florida Street.	On Wednesday 3 April 2019 At 16:30 A Collision Occured On Pollaroad Street, E2, 25 Metres North Of The Junction With Florida Street. In Tower Hamlets Involving Two Cars
Tuesday, December 24, 2019	14:30	Car	Slight	54	On Rushmead, Near The Junction With Florida Street.	On Tuesday 24 December 2019 At 14:30 A Collision Occured On Rushmead, Near The Junction With Florida Street. In Tower Hamlets Involving Two Cars
Tuesday, November 20, 2018	08:40	Pedal Cycle	Slight	32	Virginia Road J/W Austin Street	Not Known How Collision Occurred
Thursday, January 02, 2020	17:28	Pedal Cycle	Slight	31	On Redchurch Street, Near The Junction With Club Row.	On Thursday 2 January 2020 At 17:28 A Collision Occured On Redchurch Street, Near The Junction With Club Row. In Tower Hamlets Involving One Car And One Pedal Cycle
Thursday, May 16, 2019	23:15	Pedal Cycle	Serious	34	On Columbia Road, Near The Junction With Chambord Street .	Apparently Vehicle 1 Was Travelling East Along Columbia Road E2 And Approached The Junction With Chambord Street E2. The Vehicle Went To Turn Right And Has Cut The Corner Too Sharply. The Driver Of Vehicle 1 Has Failed To Look Properly And Has Subsequently Not Seen The Cyclist Who Was Travelling North On Chambord Street E2 And Also Approaching The Junction. Vehicle 1 Has Then Hit The Cyclist At The Front Of The Car Causing The Cyclist To Fall Off His Bicycle And Hit The Road. Vehicle 1 Has Then Pulled Over To The Ide Of The Road And The Driver Has Exited The Vehicle And Gone Over To The Cyclist To Assist Him.
Tuesday, August 06, 2019	15:02	Pedal Cycle	Slight	49	On Columbia Road, Near The Junction With Gosset Street.	On Tuesday 6 August 2019 At 15:02 A Collision Occured On Columbia Road, Near The Junction With Gosset Street. In Tower Hamlets Involving One Pedal Cycle And One Van / Goods Vehicle 3.5 Tonnes Maximum Gross Weight (Mgw) And Under

Friday, March 15, 2019	23:52	Pedal Cycle	Slight	20	On Ezra Street, Near The Junction With Columbia Road.	On Friday 15 March 2019 At 23:52 A Collision Occured On Ezra Street, Near The Junction With Columbia Road. In Tower Hamlets Involving One Car And One Pedal Cycle
Tuesday, November 26, 2019	12:00	Pedal Cycle	Slight	36	On Gosset Street, Near The Junction With Turinstreet.	On Tuesday 26 November 2019 At 12:00 A Collision Occured On Gosset Street, Near The Junction With Turinstreet. In Tower Hamlets Involving One Car And One Pedal Cycle
Tuesday, January 28, 2020	03:40	Pedal Cycle	Slight	23	On Columbia Road, Near The Junction With Shipton Street.	On Tuesday 28 January 2020 At 03:40 A Collision Occured On Columbia Road, Near The Junction With Shipton Street. In Tower Hamlets Involving One Car And One Pedal Cycle
Saturday, May 11, 2019	19:16	Pedal Cycle	Slight	34	On Columbia Road, Near The Junction With Ropely Street, London.	On Saturday 11 May 2019 At 19:16 A Collision Occured On Columbia Road, Near The Junction With Ropely Street, London. In Tower Hamlets Involving One Car And One Pedal Cycle
Tuesday, July 23, 2019	17:15	Pedal Cycle	Slight	39	On Columbia Road, Near The Junction With Ropley Street.	On Tuesday 23 July 2019 At 17:15 A Collision Occured On Columbia Road, Near The Junction With Ropley Street. In Tower Hamlets Involving One Goods Vehicle - Unknown Weight And One Pedal Cycle
Monday, April 08, 2019	21:30	Pedal Cycle	Slight	36	On Barnet Grove, Near The Junction With Gossett Street, London.	On Monday 8 April 2019 At 21:30 A Collision Occured On Barnet Grove, Near The Junction With Gossett Street, London. In Tower Hamlets Involving One Car And One Pedal Cycle
Wednesday, December 11, 2019	08:30	Pedal Cycle	Slight	48	On Gosset Street, Near The Junction With Squirries St.	On Wednesday 11 December 2019 At 08:30 A Collision Occured On Gosset Street, Near The Junction With Squirries St. In Tower Hamlets Involving One Minibus (8 - 16 Passenger Seats) And One Pedal Cycle
Sunday, January 12, 2020	12:50	Pedal Cycle	Slight	25	On Old Bethnal Green Road, Near The Junction With Temple Street, E2.	On Sunday 12 January 2020 At 12:50 A Collision Occured On Old Bethnal Green Road, Near The Junction With Temple Street, E2. In Tower Hamlets Involving One Car And One Pedal Cycle
Monday, April 01, 2019	09:00	Pedestrian	Slight	15	On Pollard Street, 30 Metres North Of The Junction With Florida Street.	On Monday 1 April 2019 At 09:00 A Collision Occured On Pollaroad Street, 30 Metres North Of The Junction With Florida Street. In Tower Hamlets Involving One Car And Pedestrian(S)
Friday, November 22, 2019	15:20	Pedestrian	Slight	14	On Teesdale Street, Near The Junction With Old Bethnal Green Road, E2.	On Friday 22 November 2019 At 15:20 A Collision Occured On Teesdale Street, Near The Junction With Old Bethnal Green Road, E2. In Tower Hamlets Involving One Taxi / Private Hire Car And Pedestrian(S)
Monday, October 08, 2018	08:00	Pedestrian	Slight	26	O/S Hector House 30M N Of J/W Old Bethnal Green Road	Not Known How Collision Occurred
Wednesday, October 10, 2018	15:25	Pedestrian	Slight	34	Clare Street 100M N Of J/W Old Bethnal Green Road	Not Known How Collision Occurred
Friday, October 25, 2019	18:00	Powered 2 Wheeler	Slight	35	On Gosset Street, Near The Junction With Delta Street.	On Friday 25 October 2019 At 18:00 A Collision Occured On Gosset Street, Near The Junction With Delta Street. In Tower Hamlets Involving One Car And One Motorcycle Over 50Cc And Up To 125Cc

Wednesday, December 18, 2019	11:36	Powered 2 Wheeler	Slight	24	On Barnet Grove, Near The Junction With Gosset Street.	On Wednesday 18 December 2019 At 11:36 A Collision Occured On Barnet Grove, Near The Junction With Gosset Street. In Tower Hamlets Involving One Motorcycle Over 50Cc And Up To 125Cc And One Van / Goods Vehicle 3.5 Tonnes Maximum Gross Weight (Mgw) And Under
Sunday, February 03, 2019	10:20	Powered 2 Wheeler	Slight	32	On Gosset Street, Near The Junction With Walner Place.	On Sunday 3 February 2019 At 10:20 A Collision Occured On Gosset Street, Near The Junction With Walner Place. In Tower Hamlets Involving Two Motorcycle Over 50Cc And Up To 125Ccs
Saturday, September 15, 2018	09:30	Powered 2 Wheeler	Slight	33	Clare Street J/W Esker Place	Not Known How Collision Occurred

Date from	Date to						
31/07/2021	31/01/2023						
Collision Date	Time	Casualty Mode of Travel	Casualty Severity	Casualty Age	Collision Location	Redacted Collision Description	
Thursday, September 22, 2022	14:30	Car	Slight		On Turin Street, Near The Junction With Benn House.	On Thursday 22 September 2022 At 14:30 A Collision Occured On Turin Street, Near The Junction With Benn House. In Tower Hamlets Involving Two Cars	
Thursday, September 22, 2022	14:30	Car	Slight	46	On Turin Street, Near The Junction With Benn House.	On Thursday 22 September 2022 At 14:30 A Collision Occured On Turin Street, Near The Junction With Benn House. In Tower Hamlets Involving Two Cars	
Friday, August 05, 2022	12:07	Car	Slight	34	On Squirries Street, Near The Junction With Florida Street.	On Friday 5 August 2022 At 12:07 A Collision Occured On Squirries Street, Near The Junction With Florida Street. In Tower Hamlets Involving One Car And One Van / Goods Vehicle 3.5 Tonnes Maximum Gross Weight (Mgw) And Under	
Friday, August 05, 2022	12:07	Car	Slight	68	On Squirries Street, Near The Junction With Florida Street.	On Friday 5 August 2022 At 12:07 A Collision Occured On Squirries Street, Near The Junction With Florida Street. In Tower Hamlets Involving One Car And One Van / Goods Vehicle 3.5 Tonnes Maximum Gross Weight (Mgw) And Under	
Thursday, May 26, 2022	11:37	Car	Slight	37	On Rushmead, Near The Junction With Bethnal Green Road.	On Thursday 26 May 2022 At 11:37 A Collision Occured On Rushmead, Near The Junction With Bethnal Green Road. In Tower Hamlets Involving One Car And One Goods Vehicle - Unknown Weight	

Wednesday, December 21, 2022	23:24	Car	Slight	24	On Temple Street, E2, 20 Metres South Of The Junction With Hackney Road, E2.	On Wednesday 21 December 2022 At 23:24 A Collision Occured On Temple Street, E2, 20 Metres South Of The Junction With Hackney Road, E2. In Tower Hamlets Involving One Van / Goods Vehicle 3.5 Tonnes Maximum Gross Weight (Mgw) And Under And Nine Cars
Thursday, January 20, 2022	09:20	Car	Slight	58	On Cambridge Crescent, 54 Metres North Of The Junction With Cambridge Crescent.	On Thursday 20 January 2022 At 09:20 A Collision Occured On Cambridge Crescent, 54 Metres North Of The Junction With Cambridge Crescent. In Tower Hamlets Involving One Car And One Pedal Cycle
Monday, July 11, 2022	07:25	Pedal Cycle	Slight		On Redchurch Street, Near The Junction With Bethnal Green Road.	On Monday 11 July 2022 At 07:25 A Collision Occured On Redchurch Street, Near The Junction With Bethnal Green Road. In Tower Hamlets Involving One Car And One Pedal Cycle
Friday, September 10, 2021	08:45	Pedal Cycle	Slight	32	On Barnet Grove, Near The Junction With Gosset Street, London.	On Friday 10 September 2021 At 08:45 A Collision Occured On Barnet Grove, Near The Junction With Gosset Street, London. In Tower Hamlets Involving One Car And One Pedal Cycle
Tuesday, September 07, 2021	07:30	Pedal Cycle	Slight	36	On Gossett Street, Near The Junction With Squirries Street, E2.	On Tuesday 7 September 2021 At 07:30 A Collision Occured On Gossett Street, Near The Junction With Squirries Street, E2. In Tower Hamlets Involving One Pedal Cycle And One Taxi / Private Hire Car
Monday, September 27, 2021	21:00	Pedal Cycle	Slight	21	On Old Bethnal Green Road, Near The Junction With Mansford Road.	On Monday 27 September 2021 At 21:00 A Collision Occured On Old Bethnal Green Road, Near The Junction With Mansford Road. In Tower Hamlets Involving One Car And One Pedal Cycle
Tuesday, January 11, 2022	20:02	Pedal Cycle	Slight	25	On Old Bethnal Green Road, Near The Junction With Mansford Road.	On Tuesday 11 January 2022 At 20:02 A Collision Occured On Old Bethnal Green Road, Near The Junction With Mansford Road. In Tower Hamlets Involving One Car And One Pedal Cycle
Tuesday, September 27, 2022	16:30	Pedal Cycle	Slight	30	On Old Bethnal Green Road, Near The Junction With Mansford Road.	On Tuesday 27 September 2022 At 16:30 A Collision Occured On Old Bethnal Green Road, Near The Junction With Mansford Road. In Tower Hamlets Involving One Car And One Pedal Cycle
Wednesday, September 15, 2021	14:30	Pedal Cycle	Slight	36	Location Uncertain Rushmead Jw Florida Street	On Wednesday 15 September 2021 At 14:30 A Collision Occured On Location Uncertain Rushmead Jw Florida Street In Tower Hamlets Involving One Car And One Pedal Cycle

Friday, January 13, 2023	20:15	Pedal Cycle	Slight	28	On Canrobert Street, 92 Metres Junction With Clarkson Street .	On Friday 13 January 2023 At 20:15 A Collision Occured On Canrobert Street, 92 Metres Junction With Clarkson Street In Tower Hamlets Involving Two Pedal Cycles
Thursday, January 20, 2022	09:20	Pedal Cycle	Slight		On Cambridge Crescent, 54 Metres North Of The Junction With Cambridge Crescent.	On Thursday 20 January 2022 At 09:20 A Collision Occured On Cambridge Crescent, 54 Metres North Of The Junction With Cambridge Crescent. In Tower Hamlets Involving One Car And One Pedal Cycle
Thursday, September 15, 2022	13:05	Pedal Cycle	Slight	35	On Old Bethnal Green Road, Near The Junction With Clarkson Street, London.	On Thursday 15 September 2022 At 13:05 A Collision Occured On Old Bethnal Green Road, Near The Junction With Clarkson Street, London. In Tower Hamlets Involving One Car And One Pedal Cycle
Monday, January 17, 2022	08:50	Pedal Cycle	Slight	36	On Old Bethnal Green Road, Near The Junction With St Judes Way.	On Monday 17 January 2022 At 08:50 A Collision Occured On Old Bethnal Green Road, Near The Junction With St Judes Way. In Tower Hamlets Involving One Car And One Pedal Cycle
Friday, October 22, 2021	00:30	Pedestrian	Slight	20	On Austin Street, Near The Junction With Boundary Street.	On Friday 22 October 2021 At 00:30 A Collision Occured On Austin Street, Near The Junction With Boundary Street. In Tower Hamlets Involving One Motorcycle - Unknown Cc And Pedestrian(S)
Saturday, October 29, 2022	14:10	Pedestrian	Slight	38	On Columbia Road, Near The Junction With Ezra Street.	On Saturday 29 October 2022 At 14:10 A Collision Occured On Columbia Road, Near The Junction With Ezra Street. In Tower Hamlets Involving One Car And Pedestrian(S)
Thursday, August 05, 2021	13:00	Powered 2 Wheeler	Slight	17	On Swanfield Street, Near The Junction With Rhoda Street, London.	On Thursday 5 August 2021 At 13:00 A Collision Occured On Swanfield Street, Near The Junction With Rhoda Street, London. In Tower Hamlets Involving One Motorcycle Over 50Cc And Up To 125Cc And One Van / Goods Vehicle 3.5 Tonnes Maximum Gross Weight (Mgw) And Under
Monday, December 20, 2021	06:55	Powered 2 Wheeler	Serious	60	On Bethnal Green Road, Near The Junction With Pollard Row.	On Monday 20 December 2021 At 06:55 A Collision Occured On Bethnal Green Road, Near The Junction With Pollard Row. In Tower Hamlets Involving One Car And One Motorcycle Over 125Cc And Up To 500Cc
Monday, August 02, 2021	15:40	Powered 2 Wheeler	Slight		On Clare Street, 50 Metres Junction With Hackney Road	On Monday 2 August 2021 At 15:40 A Collision Occured On Clare Street, 50 Metres Junction With Hackney Road In Tower Hamlets Involving One Car And One Motorcycle Over 50Cc And Up To 125Cc

## Part 5: Pre-scheme and post scheme air pollution data

NO2 Diffusion Tube Data 2019-2022 from LBTH monitoring sites

Liveable Streets location	Bias Adjusted Average 2019	Annualised & Bias Adjusted Average 2022	Change
Parmiter St/ Cambridge Heath Road	40.87	31.7	-22.44%
Warner Place/Hackney Rd	35.44	26.7	-24.66%
Squirries St/Gosset St	37.55	26.2	-30.23%
Paradise Row/Bethnal Green Rd	36.01	29.4	-18.36%
Colombia Rd/Gossett Street	32.74	23.4	-28.53%
Calvert Ave/Boundary Street	34.66	25.9	-25.27%
Buckfast St/Bethnal Green Rd	32.48	23.8	-26.72%

Control cases	Bias Adjusted Average 2019	Annualised & Bias Adjusted Average 2022	Change
St Stephen's Rd/Tredegar Rd	38.66	30.73	-20.51%
Whitechapel Rd/Adler St	40.33	30.75	-23.75%

Data for 2022 is only for part of the year and so it has been annualised to be representative of the whole year using approved method.



**Part 6: Old Bethnal Green Road pedestrian count data**

Time	Pedestrian flows
07:00-07:30	78
07:30-08:00	129
08:00-08:30	368
08:30-09:00	625
09:00-09:30	170
09:30-10:00	129
10:00-10:30	134
10:30-11:00	153
11:00-11:30	129
11:30-12:00	187
12:00-12:30	172
12:30-13:00	163
13:00-13:30	227
13:30-14:00	182
14:00-14:30	160
14:30-15:00	159
15:00-15:30	415
15:30-16:00	623
16:00-16:30	199
16:30-17:00	186
17:00-17:30	195
17:30-18:00	233
18:00-18:30	219
18:30-19:00	185

Part 7: Scheme area cycle count data

		Squirries St (Junction with Ivemy St)		Gosset St (Junction with Squirries St)		Bethnal Green Rd (Canrobert St)		Hackney Rd (Temple St)		Old Bethnal Green Road (Junction with Canrobert St)		
TIME		Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	TIME
07:00		2	4	4	7	4	23	3	9	4	6	07:00
07:15		8	8	5	9	4	25	5	13	4	5	07:15
07:30		7	12	5	12	5	24	4	22	4	12	07:30
07:45		10	19	6	20	5	36	6	17	3	15	07:45
<b>H/TOT</b>		26	42	19	48	17	108	17	61	14	38	<b>H/TOT</b>
08:00		10	14	7	22	8	37	5	24	6	18	08:00
08:15		10	20	7	28	10	46	7	39	6	26	08:15
08:30		9	23	9	35	12	70	8	52	8	25	08:30
08:45		17	29	15	37	14	62	10	55	12	26	08:45
<b>H/TOT</b>		46	86	37	122	43	215	30	168	32	94	<b>H/TOT</b>
17:00		14	9	14	9	25	23	23	14	12	9	17:00
17:15		19	13	21	12	36	23	21	11	14	8	17:15
17:30		22	11	20	13	45	19	30	12	14	12	17:30
17:45		25	13	17	21	54	35	44	18	20	14	17:45
<b>H/TOT</b>		79	45	71	54	159	99	117	54	59	42	<b>H/TOT</b>
18:00		21	17	23	19	44	29	33	15	20	11	18:00
18:15		26	16	23	18	60	33	39	19	20	13	18:15
18:30		34	14	26	16	55	30	38	21	20	13	18:30
18:45		20	18	26	14	50	32	34	14	18	10	18:45
<b>H/TOT</b>		101	64	97	66	208	123	143	68	77	47	<b>H/TOT</b>

	Squirries Street (Ivemy)		Gosset (squirries)		Bethnal Green Road (Canrobert)		Hackney Road (Temple Street)		OBGR (Canrobert)		
	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	
P/TOT	542	539	479	631	912	1164	620	739	391	482	P/TOT

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	Calvert Avenue B122		Hackney Road (Columbia Road)		Bethnal Green Road (Scalter St)		Columbia Road (Gosset)		
TIME	Eastbound	Westbound	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound	TIME
07:00	1	2	4	24	6	21	6	13	07:00
07:15	3	4	2	48	7	31	5	35	07:15
07:30	3	4	7	55	3	31	4	49	07:30
07:45	1	3	6	59	8	36	7	68	07:45
H/TOT	8	12	18	185	23	118	21	165	H/TOT
08:00	4	3	7	68	11	43	3	76	08:00
08:15	4	5	8	89	7	67	13	109	08:15
08:30	5	13	14	114	12	76	10	139	08:30
08:45	4	15	16	139	16	73	13	139	08:45
H/TOT	17	35	44	409	44	259	38	462	H/TOT
17:00	3	6	48	17	29	21	48	14	17:00
17:15	7	6	53	27	47	11	68	16	17:15
17:30	9	7	63	26	59	19	67	16	17:30

17:45	7	4	72	27	67	34	79	12	17:45
<b>H/TOT</b>	26	22	236	96	202	84	261	57	<b>H/TOT</b>
18:00	4	11	69	25	64	34	87	22	18:00
18:15	6	9	71	36	66	36	72	23	18:15
18:30	7	10	78	28	59	40	81	20	18:30
18:45	6	9	61	33	62	28	64	25	18:45
<b>H/TOT</b>	22	37	279	122	250	137	304	89	<b>H/TOT</b>
<b>P/TOT</b>	197	252	1083	1580	1087	1289	1138	1510	<b>P/TOT</b>

### Part 8: Hackney Road/Cambridge Heath Road turning count data

TIME	Car	Light Goods Vehicle	Goods vehicle with 2 or 3 axles	Goods vehicle with 4 or more axles	Bus/Coach	Motorcycle	Peddle Cycle	Total
06:00	5	2	1	0	0	0	1	9
06:15	9	1	1	0	0	0	0	10
06:30	9	4	2	0	0	0	1	16
06:45	6	3	0	0	0	0	0	9
6am-7am	28	9	4	0	0	0	2	43
07:00	7	2	0	0	0	0	1	10
07:15	14	4	0	0	0	0	1	19
07:30	13	4	1	0	0	0	2	19
07:45	7	8	1	0	0	1	2	17
7am-8am	40	17	2	0	0	1	5	64
08:00	15	4	1	1	0	2	0	21
08:15	10	3	1	0	1	1	3	17
08:30	17	3	1	0	2	1	2	25
08:45	20	4	2	0	0	1	2	28
8am-9am	60	12	4	1	3	4	6	90
09:00	17	3	1	0	0	1	3	24
09:15	14	6	1	0	0	1	2	23
09:30	21	8	2	1	0	1	1	32
09:45	14	8	2	1	1	1	4	29
9am-10am	65	23	5	2	1	4	9	107
10:00	14	3	1	0	0	1	2	20
10:15	19	6	1	0	1	1	3	30
10:30	15	3	1	0	0	2	1	22
10:45	13	6	1	0	0	1	0	20
10am-11am	61	17	4	0	1	5	5	91

11:00	18	4	1	0	0	2	1	26
11:15	12	4	0	1	0	1	1	18
11:30	19	10	1	0	0	0	2	32
11:45	14	3	1	0	0	1	2	20
11am-12pm	63	21	3	1	0	3	5	95
12:00	17	8	2	0	0	2	3	31
12:15	15	7	0	0	0	1	2	24
12:30	17	7	0	1	0	2	1	26
12:45	14	4	2	0	0	3	4	25
12pm-1pm	62	25	3	1	0	6	9	105
13:00	18	6	0	0	0	3	4	30
13:15	14	4	1	0	0	3	2	22
13:30	13	5	1	0	0	1	3	22
13:45	18	5	1	0	0	1	2	25
1pm-2pm	62	19	2	0	0	8	10	99
14:00	17	5	1	0	0	1	4	27
14:15	15	6	0	0	0	3	4	28
14:30	12	6	1	0	0	0	3	21
14:45	16	4	1	0	0	1	2	24
1pm-2pm	59	21	2	0	0	5	12	99
15:00	15	5	1	0	0	2	3	25
15:15	16	6	0	0	0	3	0	24
15:30	19	5	1	0	0	4	1	29
15:45	20	8	1	0	0	2	1	30
3pm-4pm	69	23	2	0	0	10	5	107
16:00	27	6	0	0	1	2	1	36
16:15	16	12	0	0	0	2	1	30
16:30	17	9	0	0	0	1	1	28

16:45	21	9	0	0	0	1	1	31
4pm-5pm	80	35	0	0	1	5	4	124
17:00	19	6	1	1	0	3	1	29
17:15	19	3	0	0	0	3	0	25
17:30	12	4	1	1	0	2	2	20
17:45	20	2	0	0	0	3	5	29
5pm-6pm	68	15	2	1	0	10	8	103
18:00	16	3	1	0	0	1	4	24
18:15	23	2	0	0	0	3	6	33
18:30	20	3	1	0	0	4	2	28
18:45	23	5	0	0	0	2	5	34
6pm-7pm	82	12	1	0	0	9	16	119
19:00	23	1	0	0	0	4	6	33
19:15	16	2	0	0	1	3	2	22
19:30	17	3	1	0	0	3	3	26
19:45	15	3	1	0	0	2	3	22
7pm-8pm	70	7	1	0	1	12	13	103
20:00	16	1	0	0	0	2	3	21
20:15	16	1	0	0	0	1	2	19
20:30	16	2	0	0	0	4	2	24
20:45	18	1	0	0	0	4	3	25
8pm-9pm	66	4	0	0	0	9	10	89
21:00	19	2	0	0	0	4	4	29
21:15	19	3	0	0	0	2	3	26
21:30	21	0	0	0	0	4	2	26
21:45	19	1	1	0	0	1	4	25
9pm-10pm	77	6	1	0	0	10	12	105
P/TOT	980	254	30	4	6	97	126	1496





# Tower Hamlets Annual Resident Survey 2023

October 2023

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Agenda Item 5.1



# Introduction



- Tower Hamlets Council have run an Annual Residents' Survey since the 1990s, other than during the pandemic.
  - Due to the restrictions imposed by lockdowns, this 2023 edition is the first Annual Residents' Survey since 2019 with a comparable, face-to-face, methodology.
- A telephone survey took place in 2021, but the different methodology means the surveys are not comparable.
- Fieldwork took place in May 2023.

# About the survey



- All surveys, even the Census, are **estimates**. They are also snapshots at that time, and things change.
- Surveys are estimates of the results that we would get if we asked the same questions to every Tower Hamlets resident. The concept of **statistical reliability** is based on how confident we are that the sample of individuals we interviewed is representative of the general population.
- Statistical significance and interpretation of survey data. All figures presented are survey **estimates**, not precise measures, and as such, they have a degree of sampling variability attached to them. The concept of 'statistical significance' is used here to highlight those differences that are likely to reflect real differences (or changes over time), as opposed to those which may be simply reflecting the sampling variability attached to estimates.



- The 2023 Tower Hamlets Annual Residents Survey was conducted by an external contractor called MEL Research. Analysis within this document is a combination of their work and our own.
- MEL Research interviewed a stratified random sample of residents of Tower Hamlets. This was the first large scale quantitative survey of Tower Hamlets residents since 2019.

Page 236 Stratified sampling: This is used to select a sample that is representative of different groups of people. These 'groups' have shared characteristics. If the groups are of different sizes, the number of respondents selected from each group will be proportional to the number of items in that group.

- The sample was drawn to be representative of the local population across the Borough. Surveys were conducted at over 100 locations.
- MEL interviewed 1,117 Tower Hamlets residents – our “sample”. With a sample of this size, at a 95% level of confidence, and on a 50% agreement score, the confidence intervals attached to the % ratings is  $\pm 3.0\%$ . This means that there is a 95% chance that the “true” value will (if we had interviewed all residents) fall within 47% and 53%. The confidence intervals depend as well on the result itself: the closer to 50% the wider the confidence interval; the further away from 50% (i.e., closer to 0% or 100%) the narrower the confidence interval.



- In each ward, Census Output Areas (COAs) were ranked by the Index of Multiple Deprivation (IMD). COAs were then selected at random as sampling points. The number of sampling points selected was proportional to the interviewing target for each ward. All addresses for each COA sampling point were made available to interviewers, with a target of 10 interviews set per sampling point.
- For this survey, ward-level quotas were set by age and gender to ensure that the sample reflected the characteristics of the borough's population. Quotas were set using Census 2021 data.
- Quotas were set by gender, age, work status and ethnicity at the ward and local authority level to ensure a representative spread by demographic profile.
- The survey included a screening question to ensure only residents who have lived in the Borough for at least 6 months were interviewed.
- The contractor had interviewers who spoke languages other than English in order to reach members of the diverse communities in Tower Hamlets.
- Figures throughout may not sum to 100% due to rounding.



- In total 1,117 interviews were completed. While the application of quotas at ward level ensured a diverse mix of residents were interviewed, the final dataset was weighted. This weighting eliminated the effect of differential response rates by geography and between demographic groups so that the resulting data is fully representative of the borough. The final data was weighted by ward, age and gender, using 2021 Census population data.

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The sample size of 1,117 means that this dataset has a maximum confidence level of +/- 2.9 at the borough level (at a 95% level of confidence). This means that we can say with 95% confidence that the responses reported will be no more than 2.9 percentage-points different than if all residents of the borough were interviewed.

- Sub-group analysis i.e., comparing responses from particular resident groups or from specific locations within the borough will have higher confidence intervals.
- Maximum confidence levels for ethnic group have also been calculated. Those who identify to be of white ethnicity have a sample size of 493 (+/- 4.4 ), those who identify to be of Asian ethnicity have a sample size of 472 (+/- 4.5) and those who identify to be of Black ethnicity have a sample size of 86 (+/- 10.6). This means that we can say with 95% confidence that the responses reported will be no more than the reported percentage-points (+/-) different than if all residents of that ethnicity were interviewed.

# Methodology – sample profile



Age	Count	Percent
18-27	213	23.9%
28-37	274	30.7%
38-47	154	17.3%
48-57	116	13.0%
58-67	75	8.4%
68-77	42	4.7%
78-87	17	1.9%
88-97	1	0.1%

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Gender	Count	Percent
Male	568	51%
Female	549	49%
Grand Total	1,117	100%
Sex	Count	%
Male	562	50%
Female	543	49%
Prefer not to say	12	1%

How would you describe your ethnic group?	Count	Percent
Asian: Bangladeshi	350	31.3%
White: British	338	30.3%
White: Any other White background	141	12.6%
Asian: Indian	53	4.7%
Black: African	49	4.4%
Asian: Chinese	30	2.7%
Asian: Any other Asian background	28	2.5%
Black: Caribbean	25	2.2%
Prefer not to say	21	1.9%
Other: Any other background	17	1.5%
White: Irish	9	0.8%
Mixed: Any other Mixed background	8	0.7%
Black: Somali	8	0.7%
Mixed: White and Asian	7	0.6%
Asian: Vietnamese	6	0.5%
White: Gypsy / Roma	4	0.4%
White and Black Caribbean	5	0.4%
White and Black African	5	0.4%
Asian: Pakistani	5	0.4%
Black: any other Black / African / Caribbean background	4	0.4%
Other: Arab	3	0.3%
White: traveller of Irish background	1	0.1%
Total	1,117	100%

What is your religion or belief?	Count	Percent
Muslim	399	35.7%
No religion or belief	312	27.9%
Christian	263	23.5%
Prefer not to say	69	6.2%
Hindu	36	3.2%
Agnostic	17	1.5%
Buddhist	7	0.6%
Jewish	5	0.4%
Prefer to self-describe	3	0.3%
Sikh	2	0.2%
Humanist	2	0.2%
Don't know	2	0.2%

Do you own or rent your current home?	Count	Percent
Rent privately	375	34%
Housing association	267	24%
Rent from council / through Tower Hamlets Homes	201	18%
Owner occupier	183	16%
Shared Ownership (part own, part rent)	32	3%
Other	30	3%
Prefer not to say	29	3%

## How the findings are presented



- Where results are presented as a total, e.g. Sum Positive, the number given is all the positive responses added together. The sum positive/sum good etc. is the way that these numbers have been grouped and presented in past editions of the ARS; presenting in this way provides continuity.
  - For example, Q2 To what extent do you think these statements apply to your Borough... My council is doing a good job: A great deal 5%, To some extent 51% will be a Sum good of 56%.



# Summary



- Satisfaction with local area up 8 points – 70% to 78% and above national benchmark (76%).
- Residents' perception of the Borough as a place where people from different backgrounds get on well together increased (78% to 87%).
- Despite a challenging period for the public sector overall satisfaction with the council remains about the same compared to 2019 (60% to 63%, not statistically significant).
- Concern about crime remains high, but residents' worries about various types of ASB in their local areas is down.
- Almost all services show statistically significant improvement among users e.g. the positive sentiment of users of parking services is up 19 percentage points compared to 2019.
- Many areas see significant increases in those who say they Don't Know. To the question "My council is efficient and well run" the Sum positive is down 12 %points, Don't Knows are up 9 %points.

# Findings



## Findings - positives

## Findings – benchmarking against LGA



Thinking about your local area/neighbourhood, how satisfied are you with the area as a place to live?	Satisfied	78%	76%
How much do you trust Tower Hamlets Council?	Great deal/Fair amount	65%	59%
Taking everything into account, how satisfied or dissatisfied are you with the way Tower Hamlets run things?	Satisfaction	63%	60%
My council keeps residents informed about what they are doing	A great deal/To some extent	57%	57%
How safe or unsafe do you feel when outside in your local area after dark?	Safe	66%	71%
How safe or unsafe do you feel when outside in your local area during the day?	Safe	94%	92%

Tower Hamlets performs **above or at the national average for most key benchmarks**. Whilst the LGA's benchmarking club has been discontinued, it continues to run a quarterly survey of the whole country. The LGA figures are taken from the [February 2023](#) edition.

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## Findings - change over time

All these findings are statistically significant



To what extent do you think these statements apply to your Borough?	Measure	2019	2023	2019-2023	Statistically Significant?
To what extent do you agree or disagree that this local area is a place where people from different backgrounds get on well together?	Agree	78%	87%	↑9% points	✓
How safe or unsafe do you feel when outside in your local area after dark?	Safe	58%	66%	↑8% points	✓
How safe or unsafe do you feel when outside in your local area during the day?	Safe	86%	94%	↑8% points	✓
Thinking about your local area/neighbourhood, how satisfied are you with the area as a place to live?	Satisfied	70%	78%	↑8% points	✓

- The benchmarked areas set out above show significant improvements in residents' perceptions of the borough.
- Residents in Tower Hamlets believe the borough is a place where people from different backgrounds get on well together, up 9 percentage points from the 2019 edition of the ARS.
- Residents are more satisfied with their local area as a place to live compared to 2019, up by 8 percentage points.
- Residents feel safer in the Borough than they did in 2019. For both during the day and after dark, feelings of safety have increased, both by 8 percentage points.

## Findings - change over time



Thinking about this local area (within 15/20 minutes walking distance), how much of a problem do you think are...?	Measure	2019	2023	Difference	Statistically Significant?
Noisy neighbours or loud parties	Problem	35%	18%	↓17 %points	✓
People being drunk or rowdy in public places	Problem	48%	29%	↓19 %points	✓
Vandalism, graffiti and other deliberate damage to property or vehicles	Problem	45%	29%	↓16 %points	✓
People using or dealing drugs	Problem	67%	49%	↓18 %points	✓

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While crime and anti-social behaviour remain a concern for many, residents are notably less worried about ASB in their local area than they were in 2019

# Findings



## Areas for improvement

**Benchmarking questions - results**

The table shows the % of residents giving a positive response to each question and the % of 'Don't Knows'.



Whilst these indicators suggest a decline, much of this is based upon an increase in 'Don't Know' rather than an increase in dissatisfaction. Of the key benchmark questions, all in the table below saw an increase in Don't Knows, of which six increased by 10 % points or more (highlighted in the table). All the results below show a statistically significant change since 2019.

To what extent do you think these statements apply to your Borough?	Measure	2019	2023	2019-2023 % points	Don't know (2019)	Don't know (2023)
My council involves residents when making decisions	A great deal/To some extent	57%	42%	↓15%	4%	17%
My council keeps residents informed about what they are doing	A great deal/To some extent	72%	57%	↓15%	2%	8%
My council is doing a good job	A great deal/To some extent	69%	56%	↓13%	3%	7%
My council is efficient and well run	A great deal/To some extent	65%	53%	↓12%	4%	13%
My council listens to concerns of local residents	A great deal/To some extent	61%	48%	↓13%	4%	16%
My council responds quickly when asked for help	A great deal/To some extent	56%	40%	↓16%	7%	17%
My council has staff who are friendly and polite	A great deal/To some extent	79%	59%	↓20%	6%	17%
My council doesn't do enough for people like me	A great deal/To some extent	54%	42%	↓12%	5%	19%
My council provides good value for money for the council tax I pay	A great deal/To some extent	57%	45%	↓12%	3%	12%
My council is doing a better job now than one year ago	A great deal/To some extent	59%	38%	↓21%	5%	20%
My council is making the local area a better place for people to live	A great deal/To some extent	72%	56%	↓16%	3%	9%
To what extent do you agree or disagree that Tower Hamlets Council is open and transparent about its activities?	Total agree	51%	45%	↓6%	2%	11%
How much do you trust Tower Hamlets Council?	Great deal/Fair amount	69%	65%	↓4%	2%	4%

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# Findings



## Services



## Findings - services

All residents' views of services



This table presents the views of all residents. A later slide presents the views of service-users only.

What is your opinion of...?	Good	Average	Poor	Don't know
Street lighting	69%	24%	6%	1%
Parks and open spaces	67%	23%	6%	4%
Refuse collection	63%	24%	9%	4%
Recycling services	62%	24%	9%	5%
Pest control	59%	16%	25%	0%
Housing benefit service	55%	32%	10%	3%
Street cleaning	54%	28%	17%	1%
Idea Stores/libraries	54%	18%	2%	26%
Local health services	50%	28%	16%	6%
Repair of roads and pavements	49%	32%	15%	4%
My Council Tax account	48%	25%	8%	19%
Leisure and sports facilities	47%	22%	6%	26%
Policing	36%	36%	20%	8%
Parking services	35%	22%	17%	27%
Council Housing	27%	18%	8%	47%
Social Housing	26%	20%	8%	46%
Youth Services	24%	18%	9%	50%

## Findings - services

All residents' views of services



This table presents the views of all residents. A later slide presents the views of service-users only.

What is your opinion of...?	2019	2023	Difference	Statistically Significant?
Street lighting	68%	69%	↑1%	X
Parks and open spaces	66%	67%	↑1%	X
Refuse collection	63%	63%	0%	X
Recycling services	53%	62%	↑9%	✓
Pest control	x	59%	x	x
Housing benefit service	39%	55%	↑16%	✓
Street cleaning	58%	54%	↓4%	X
Idea Stores/libraries	62%	54%	↓8%	✓
Local health services	59%	50%	↓9%	✓
Repair of roads and pavements	53%	49%	↓4%	✓
My Council Tax account	64%	48%	↓16%	✓
Leisure and sports facilities	53%	47%	↓6%	✓
Policing	41%	36%	↓5%	✓
Parking services	32%	35%	↑3%	X
Council Housing	36%	27%	↓9%	✓
Social Housing	x	26%	x	x
Youth Services	x	24%	x	x

# Findings – service users only



Service	Good	Average	Poor	Don't know
Primary education (5 - 11 yrs)	79%	8%	2%	3%
Idea Stores/libraries	78%	17%	2%	3%
Parks and open spaces	73%	21%	4%	1%
Nursery education (under 5's)	73%	18%	1%	8%
Secondary education (11 - 18 yrs)	70%	20%	5%	6%
Children's centres	69%	19%	2%	9%
Leisure and sports facilities	67%	25%	4%	4%
Recycling services	65%	24%	9%	3%
Pest control	59%	16%	25%	0%
Housing benefit service	55%	32%	10%	3%
Parking services	52%	26%	20%	2%
Youth Services	47%	19%	25%	9%
Council Housing*	42%	33%	16%	8%

\*For council housing the figures are the views on Council Housing of residents who said they rent from the council / through Tower Hamlets Homes

## Findings – service users views over time



Service	Good 2019	Good 2023	Difference	Statistically Significant?
Primary education (5 - 11 yrs)	74%	79%	↑5%	✓
Idea Stores/libraries	74%	78%	↑4%	✓
Parks and open spaces	70%	73%	↑3%	X
Nursery education (under 5's)	65%	73%	↑8%	✓
Secondary education (11 - 18 yrs)	65%	70%	↑5%	✓
Children's centres	61%	69%	↑8%	✓
Leisure and sports facilities	61%	67%	↑6%	✓
Recycling services	57%	65%	↑8%	✓
Pest control	x	59%	x	X
Housing benefit service	51%	55%	↑4%	✓
Parking services	33%	52%	↑19%	✓
Youth Services	x	47%	x	X
Council Housing*	40%	42%	↑2%	X

Service users are more positive about all services than in 2019.

\*For council housing the figures are the views on Council Housing of residents who said they rent from the council / through Tower Hamlets Homes

# Findings



## Cost of living

# Findings: Personal concerns



The top three issues residents expressed concern about in 2023 are:

- the cost of living (rising prices and interest rates)
- crime and ASB
- street cleanliness.

In fourth place is the level of council tax, which is also likely to be related to the cost of living.

Which three of these are you PERSONALLY most concerned about?	%
Rising prices / interest rates	40.1%
Crime and Anti-Social Behaviour	38.8%
Street Cleanliness	30.3%
Level of council tax	24.2%
Quality of Health Services	23.5%
Quality of housing	18.2%
Homelessness	16.7%
Traffic congestion	12.1%
Level of air pollution	11.3%
Availability of Employment	8.6%
Availability of recreational facilities	7.4%
Services for older people	7.0%
Other	6.7%
Standard of education	5.0%
The environment or climate	5.0%
None of these	4.6%
Quality of public transport	2.7%
Don't know	0.8%

# Findings: Personal concerns 2019/2023



Which three of these are you personally most concerned about?	2019	2023	2019-2023	Statistically Significant?
Rising prices/interest rates	18%	40%	↑22%	✓
Crime and Anti-Social Behaviour	48%	39%	↓9%	✓
Litter/ dirt in streets	28%	30%	↑2%	X
Level of council tax	14%	24%	↑10%	✓
Quality of Health Service	11%	23%	↑12%	✓
Number of homeless people	19%	17%	↓2%	X
Traffic congestion	11%	12%	↑1%	X
Level of air pollution	16%	11%	↓5%	✓
Lack of jobs	7%	9%	↑2%	X
Not enough being done for elderly people	6%	7%	↑1%	X
Other	6%	7%	↑1%	X
Standards of education	5%	5%	0%	X
None of these	8%	5%	↓3%	✓
Poor public transport	3%	3%	0%	X
Don't know	0%	1%	↑1%	✓

There have been statistically significant changes in several areas, most notably Rising prices/interest rates, Level of council tax, and Quality of Health Service which all saw increases of 10 percentage points or more.

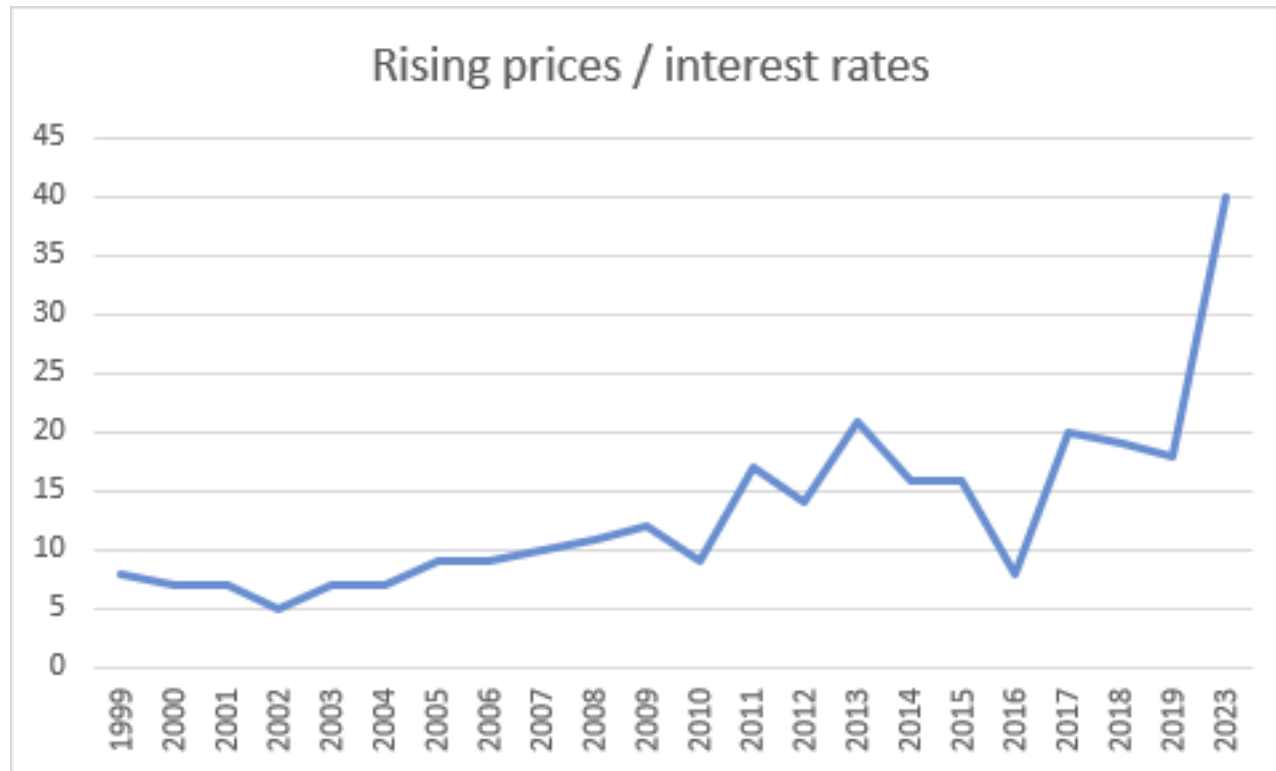
## Findings: Personal concerns – cost of living



We have data on rising prices/interest rates since at least 1999. In 2023 40% of respondents put it in their top 3 concerns, an increase of 22 percentage points since 2019, double its previous highest level (21% in 2013). This graph shows the percentage who put rising prices/interest rates as a top 3 concern. 2023 is only the second year that crime has not been top. In 2017 availability of affordable housing overtook it.

**Note:** Not all of the concern areas are directly comparable with previous years as questions have been added or reworded.

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**Key context: Personal concerns**

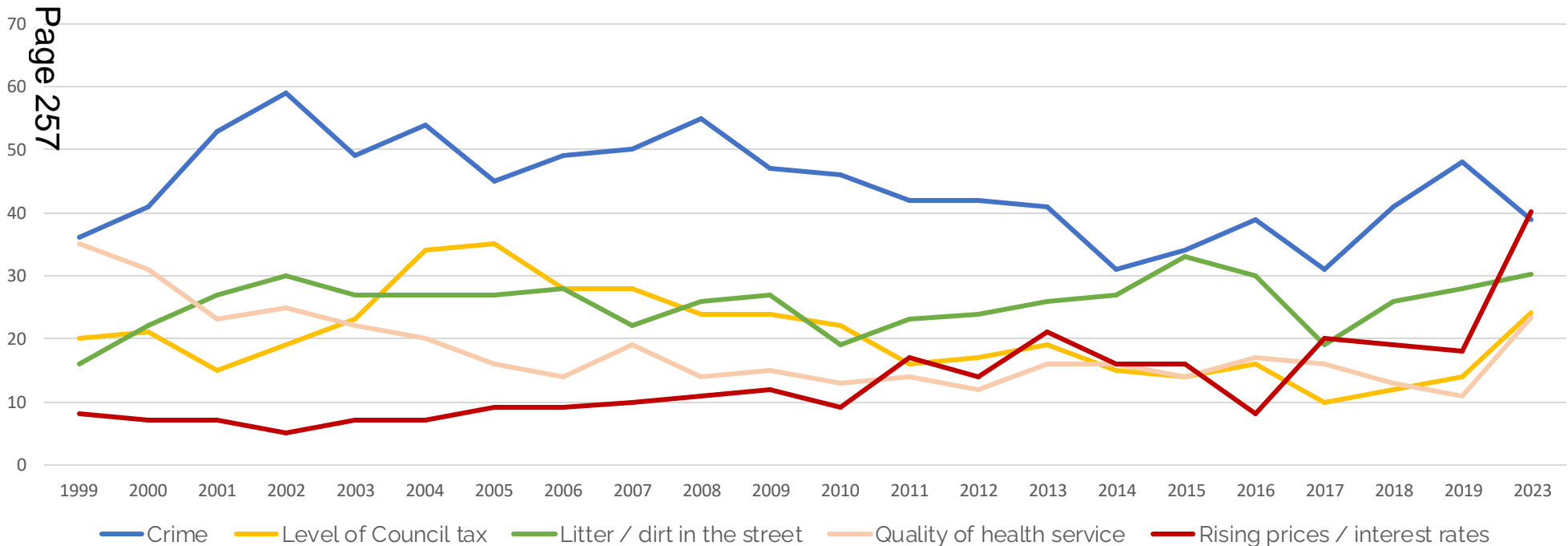
In answer to which three of these are you PERSONALLY most concerned about?



The key context to this edition of the Annual Resident Survey is the cost of living. Each edition of the ARS has asked residents for their top personal concerns. The 2023 edition is the first to see the cost of living (framed as rising prices/interest rates) come top. In addition to the many who chose the cost of living, a further quarter selected council tax as among their top three concerns.

The chart below shows how concern about crime has fallen over time, and that cost of living and quality of local health services have become more salient.

Which three of these are you personally most concerned about?



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**Findings – key context: Personal concerns**

In answer to which three of these are you PERSONALLY most concerned about?



Thinking about your finances, which, if any, of the following are you most concerned about at the moment:	2019	2023	Difference	Statistically Significant?
Paying other bills or costs	19%	30%	↑11%	✓
Paying the rent / mortgage	15%	29%	↑14%	✓
Paying council tax	15%	27%	↑12%	✓
Paying fuel bills	15%	50%	↑35%	✓
Paying for food / grocery bills	12%	32%	↑20%	✓
Paying credit card bills	6%	8%	↑2%	X
Paying loans	4%	4%	0%	X
I am not concerned about any of these issues	55%	32%	↓23%	✓
Don't know	3%	2%	↓1%	✓

It is striking that the percentage of people not worried about any of the issues listed fell from 55% to less than one-third (32%).

## Findings: Personal concerns – cost of living

LIFT data from May



<b>Risk group</b>	<b>Count of households</b>	<b>% of all low income households</b>
Coping	28,014	85%
Struggling	749	2%
At risk	3,243	10%
In crisis	809	2%
Grand Total	32,815	100%

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We have compared the figures against the Low Income Family Tracker (LIFT) by working with the Poverty Insights Officer in the Growth & Economic Development team.

Combining the data from LIFT with the Annual Resident Survey on personal concerns, personal finances, and the question on concerns about paying bills we gain some insights into residents' financial situations. Combining all these implies that there is not currently widespread destitution in the Borough, but that residents are concerned about the future.

Of those in low-income households, 85% are coping financially according to the most up-to-date figures.

# Analysis

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## Context and insights

# Analysis - summary



- Many of our key indicators have gone up. The council is performing well against national benchmarked data and is emerging well from the Covid period.
- Since the last comparable Annual Residents Survey in 2019, residents have faced two major crises with the pandemic and the cost-of-living.

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The survey results show that the current cost-of-living crisis appears to be having an impact on residents' lives and on concerns for the future.

- In 2019 more than half (55%) of residents reported that they were not concerned about any of the issues listed (paying bills, utilities, rent etc.). This figure has fallen to just 32% in 2023.

# Analysis - context



- Residents' views of the council may be shaped by their financial circumstances. The 14% of residents who report that they are struggling financially are more likely to have negative views of the council across a range of measures.  
Those struggling financially are 10 % points more likely than those managing well to disagree that "My council is doing a better job now than one year ago"
  - Managing well: 42% disagree council is better than a year ago,  
financial problems: 52% disagree council is better than a year ago.
- The ARS findings should be viewed in the context of the cost of living crisis and the continued impact on public services of the pandemic.

# Analysis - demographics



- Younger people, aged 18-34. are generally more positive about the council. Residents aged 35-54 are generally more negative, as are carers, those with health problems, and those living in the Borough for 10 years and more.

Page 263 When asked about their overall satisfaction with the council, just 9% of those aged 18-34 are dissatisfied, but the figure is 19% for those aged 55+.

- Those with a health problem or disability are almost 10 % points more likely to express dissatisfaction – 14% overall are dissatisfied compared to 23% with a health problem suggesting perceptions of the council are linked to those of public health providers.

## Analysis – exploring linkages



- Residents who are more positive about the council are also more positive about the police and vice versa. Though the council and the police are separate, residents' views of one appear to influence their view of the other.
- When asked whether they are satisfied with the council overall, those who believe police / local services are dealing well with crime / antisocial behaviour are more likely to be satisfied (81% compared to 63% overall). Fewer than 6% of those who agree police / local services are dealing well with crime / antisocial behaviour are dissatisfied with how Tower Hamlets run things.
- This continues to indicate that crime is a determining factor when forming a view of the council.
- We see the same with health. Satisfaction with local health services is the lowest since 2004, and views of local health services correlate with views of the council. Residents who are positive about local health services are more likely to say that the council is doing a good job (58% compared to 50% overall).



# CDP Priorities

Overview and Scrutiny Engagement



# Background



- The Combating Drugs Partnership (CDP) is made up of different public sector, voluntary and community providers and representatives across the sector who have been charged by the Government to come together to reduce drug use and drug-related crime
- At a workshop in the summer, a range of different stakeholders came together to look at the three national strategic priorities for all CDPs. These are:
  - Tackling Supply
  - World-class Treatment and Recovery
  - Shifting Demand
- For each of the above areas, those attending considered what we in Tower Hamlets were getting right, what we weren't and what we should do locally.



# Priority Setting



- Following the initial engagement, the leads for the different workstreams came together to reflect on the priorities that had emerged from the workshop and discussions so far
- The proposed priorities are below and we would like to get Members' thoughts on the following questions:
  1. Are these priorities the right priorities for the CDP?
  2. Are there any comments on the priorities or language that the CDP should take into account?



# Priorities



We have engaged with community representatives, the voluntary and community sector, professionals and other stakeholders across to identify local priorities where we believe the partnership can have the greatest impact.

These priorities will be underpinned by a delivery plan setting out how we will deliver the priorities and ensure that we work effectively in partnership to reduce substance misuse and drug related crime.

## Our Priorities

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Reduce visible drug dealing and drug use

Divert young people on the fringes of crime

Help offenders leave drugs behind

Improve pathways and access into services

Improve the effectiveness of treatment

Provide settings that sustain recovery

Raise awareness of harms and where to find help

Policing for Prevention

Stop problematic substance misuse before it begins



# Priorities - Supply

We have engaged with community representatives, the voluntary and community sector, professionals and other stakeholders across to identify local priorities where we believe the partnership can have the greatest impact. The following are **not** listed in order of importance.

1

Reduce visible drug dealing and drug use

The visibility of drug use and dealing within Tower Hamlets is a serious concern for our residents and undermines trust in our partners. We need to work across police, enforcement teams and with community intelligence to tackle this issue.

2

Divert young people on the fringes of crime

We need to safeguard the young people of Tower Hamlets and intervene where they have been targeted by drug gangs, providing them with meaningful alternatives and support to help them escape the cycle.

3

Help offenders leave drugs behind

The opportunity to intervene where offences have been committed is a crucial moment in diverting users and dealers away from drugs and into our services.



# Priorities – Treatment & Recovery



We have engaged with community representatives, the voluntary and community sector, professionals and other stakeholders across to identify local priorities where we believe the partnership can have the greatest impact. The following are **not** listed in order of importance.

4

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Improve pathways  
and access to  
services

We know that we need to do better in making routes through our treatment and recovery services clearer and improve access, redesigning them to work more smoothly and reduce handoffs and duplication.

5

Improve  
effectiveness of  
treatment

We are committed to providing services that are community-based, culturally competent and offer new and innovative evidence-based treatment and harm reduction approaches.

6

Provide settings  
that sustain  
recovery

Those who have been through treatment require the right support and environment to sustain their recovery and enable them to rebuild their lives.



# Priorities - Demand

We have engaged with community representatives, the voluntary and community sector, professionals and other stakeholders across to identify local priorities where we believe the partnership can have the greatest impact. The following are **not** listed in order of importance.

7

Raise awareness of harms and where to find help

It is vital to ensure that all concerned recognise the full extent of the harms caused to our communities by drug use and the violence and exploitation that are fuelled by illegal drug markets – while ensuring that routes into support are always clear.

8

Policing for Prevention

Taking a long-term view on what is needed to prevent crime and drug use, backed up by neighbourhood policing and enforcement officers with the skills and tools to take a more preventative approach.

9

Stop problematic substance misuse before it begins

We want to prevent people from misusing substances in the first instance by ensuring our interventions in early years and when people first encounter drugs are as robust and effective as they can be.



# CDP Priorities - Supply

Strategy engagement pack





# Priority area 1.a

## Tackling Supply

Area of Focus	What is the issue?	What do we want to do?
<b>Reduce visible drug dealing and drug use</b>	The visibility of drug use and dealing within Tower Hamlets is a serious concern for our residents and undermines trust in our partners.	Make better use of community intelligence
		Tackle most visible hotspots for open space street market dealing
		Close down Cannabis Cafes as soon as they spring up
		Campaign to tackle NOx use and plan for legislative changes as a partnership
		Consider and address unintended consequences of where activity might go



# Priority area 1.b

## Tackling Supply

Area of Focus	What is the issue?	What do we want to do?
Divert young people on the fringes of crime	We need to safeguard the young people of Tower Hamlets and intervene where they have been targeted by drug gangs, providing meaningful alternatives and support to escape the cycle.	Routes out for low-level dealers and victims of exploitation
		Strong employment offer
		Provide person-centred alternatives



# Priority area 1.c

## Tackling Supply

Area of Focus	What do we mean by this	Where we need to take action
<b>Help offenders leave drugs behind</b>	The opportunity to intervene when offences have been committed is a crucial moment in diverting users and dealers away from drugs and into the relevant services.	Increase Drug Testing on Arrest
		Make more use of Out of Court Disposals
		Give people a Second Chance



# CDP Priorities – Treatment & Recovery

Strategy engagement pack



# Priority area 2.a

## World-class Treatment & Recovery

Area of Focus	What is the issue?	What do we want to do?
<b>Improve pathways and access into services</b>	Making routes through treatment and recovery services clearer, improve access, redesign them to reduce handoffs and duplication.	Improve rapid prescribing
		Co-design a new substance misuse pathway
		Reduce waiting times and bottlenecks
		Identify solutions where partners' systems are incompatible
		Increase multi-disciplinary working and integration



# Priority area 2.b

## World-class Treatment & Recovery

Area of Focus	What is the issue?	What do we want to do?
<b>Improve effectiveness of treatment</b>	Providing services that are community-based, culturally competent and offer new and innovative evidence-based treatment and harm reduction approaches.	Personalised support
		Culturally sensitive provision
		Reduce artificial barriers or thresholds that prevent people accessing the care they need
		Investigate scope for a women-only specialised service



# Priority area 2.c

## World-class Treatment & Recovery

Area of Focus	What is the issue?	What do we want to do?
<b>Provide settings that sustain recovery</b>	Those who have been through treatment require the right support and living environment to sustain their recovery and avoid readmittance.	Place, Train, Sustain model
		Improve secondary health pathway
		Better links with Mental Health
		Holistic rehab and post-rehab services



# CDP Priorities - Demand

Strategy engagement pack





# Priority area 3.a

## Shifting Demand

Area of Focus	What do we mean by this	Where we need to take action
<b>Raise awareness of harms and where to find help</b>	Ensure all concerned recognise the full extent of the harms caused to our communities and the violence / exploitation fuelled by illegal drug markets – while ensuring routes into support are clear.	School-wide prevention programme
		PTA / TRA education and training
		Highlighting exploitation
		NOx campaign



# Priority area 3.b

## Shifting Demand

Area of Focus	What is the issue?	What do we want to do?
<b>Policing for Prevention</b>	Taking a long-term view on what is needed to prevent crime and drug use, backed up by neighbourhood policing and enforcement officers with the skills and tools to take a more preventative approach.	Neighbourhood level strategies for addressing drug dealing
		Link enforcement more closely to diversion
		Engagement with young people
		Align our preventative approach across all partners



# Priority area 3.c

## Shifting Demand

Area of Focus	What is the issue?	What do we want to do?
<b>Stop problematic substance misuse before it begins</b>	We want to prevent people from misusing substances in the first instance by ensuring our interventions early on are as robust and effective as they can be.	Consider partnership response to early years approach and correlated factors e.g. bereavement
		<b>Youth CJ</b>
		Improve range / nature of interventions on offer
		Horizon-scanning and benchmarking

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## FORTHCOMING DECISIONS PLAN

**26 September 2023**

### **Website**

Current and previous Forthcoming Decision Plans are available on the Council website and new decision notices are published as soon as they are known. The website also contains agendas and reports for all Council Committees, Mayor and Councillor details and more.

To visit the web pages go to: [www.towerhamlets.gov.uk/committee](http://www.towerhamlets.gov.uk/committee)  
For smart phone/tablet users scan the QR code to the right.



## **Tower Hamlets Council** **Forthcoming Decisions Plan**

### **What is this document?**

The Forthcoming Decisions Plan (or 'Forward Plan') contains information on significant decisions that the Council expects to take over the next few months.

As a minimum this will include notice of:

- All **Key Decisions** to be taken by the Mayor, Cabinet or Commissioners
  - This could include decisions taken at public meetings or taken individually at other times.
- Budget and Policy Framework Decisions (for example the Budget Report itself and major policies to be agreed by Council as set out in the Constitution)

In addition the Council aims to publish:

- All other decisions to be taken by the Mayor and/or Cabinet
- All other decisions to be taken at the Commissioners' Decision Making Meetings

### **Key Decisions**

The Council is required to publish notice of all key decisions at least 28 days before they are taken by the Executive or Commissioners. Key decisions are all those decisions which involve major spending, or savings, or which have a significant impact on the local community. The precise definition of a key decision adopted by Tower Hamlets is contained in Article 13.03 of the [Constitution](#). Key Decisions can be taken by the Mayor, Cabinet or by the Commissioners individually or in formal meetings

### **Publication of Forthcoming Decisions**

Individual notices of new Key Decisions will be published on the website as they are known on the 'Forthcoming Decisions' page, whilst this 'Forthcoming Decisions Plan' collating these decisions will be published regularly, as a minimum at least, 28 days before each Cabinet meeting. The Plan will be published on the Council's website and will also be available to view at the Town Hall and Libraries, Ideas Centres and One Stop Shops if required.

### **Urgency**

If, due to reasons of urgency, a Key Decision has to be taken where 28 days' notice have not been given. Notice will be published (on the website) as early as possible and Urgency Procedures as set out in the Constitution have to be followed.

### **Make your views known**

The most effective way for the public to make their views known about a Forthcoming Decisions is to contact the lead officer, or Cabinet Member (where stated), listed. You can also view the Council's [Consultation Calendar](#), which lists all the issues on which the Council and its partners are consulting.

### **Information about the Decision Makers**

Further information on the Mayor and Members of the Cabinet can be found on the Council [website](#). The Commissioners are Sir Ken Knight, Chris Allison, Max Caller and Alan Wood. They have been appointed by the Secretary of State for Communities and Local Government to carry out certain functions of the Council. Details are set out in Part One of the [Constitution](#).

**Notice of Intention to Conduct Business in Private**

The Council is also required to give at least 28 days' notice if it wishes to consider any of the reports on the agenda of an Executive meeting (such as Cabinet) in private session. The last row of each item below will indicate any proposal to consider that item in private session. Should you wish to make any representations in relation to item being considered in private please contact Democratic Services on the contact details listed on the front page.

The notice may reference a paragraph of Section 12A of the 1972 Local Government Act. In summary those paragraphs refer to the following types of exempt information (more information is available in the Constitution):

1. Information relating to any individual
2. Information which is likely to reveal the identity of an individual
3. Information relating to the financial or business affairs of any particular person (including the authority handling the information)
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matters arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes:-
  - a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
  - b) to make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

**Contact Details for this Plan**

Contact            Matthew Mannion  
Officer:            Democratic Services  
Email:             [matthew.mannion@towerhamlets.gov.uk](mailto:matthew.mannion@towerhamlets.gov.uk)  
Telephone:        020 7364 4651  
Fax No:            020 7364 3232

## Forthcoming Decisions Plan September 2023

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*MTFS and Budget Scene Setting 2024-27	25/10/23	15
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*Statutory Transfer Scheme to support the proposed transfer of town planning powers from the London Legacy Development Corporation to Tower Hamlets	25/10/23	12
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Youth Justice Board Annual Report	29/11/23	25

\* New Issues published since the last Forward Plan



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<b>Title of Report</b>	<b>Tower Hamlets Reduction and Recycling Plan 2023 - 2025</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	<p>A Reduction and Recycling Plan (RRP) has been developed and produced. RRP's are a requirement set by the Greater London Authority to ensure all London authorities are in general conformity with the London Environment Strategy.</p> <p>The current RRP covers the period April 2023 to the end of March 2025 and comprises environmental metrics drawn from the previous RRP reporting cycle (2018-2022), along with a cross-cutting action plan drawn from our strategies including the Strategic Plan and Waste Strategy.</p>		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 20/09/23		
<b>Community Plan Theme</b>	<b>A clean and green future</b>		
<b>Cabinet Member</b>	Cabinet Member for Environment and the Climate Emergency		
Who will be consulted before decision is made and how will this consultation take place	None		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	No		
Contact details for comments or additional information	Michael Butler (Interim Director Of Enviroment) michael.butler@towerhamlets.gov.uk		
What supporting documents or other information will be available?	Tower Hamlets Reduction and Recycling Plan 2023 - 2025		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>LTN Update</b>	<b>Ward(s)</b> Spitalfields & Banglatown; St Katharine's & Wapping; Weavers; Bethnal Green West	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	Review of proposed removal of traffic management schemes implemented under		

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the Liveable Streets programme.

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 20/09/23		
<b>Community Plan Theme</b>	<b>A clean and green future</b>		
<b>Cabinet Member</b>	Cabinet Member for Environment and the Climate Emergency		
Who will be consulted before decision is made and how will this consultation take place	Relevant internal and external stakeholders including, but not limited to, emergency services, local schools and Transport for London have also been consulted.  Surveys on the proposals have been issued to residents in the areas directly affected. The survey is also available for the general public to complete.		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	Yes		
Contact details for comments or additional information	Dan Jones (Director, Public Realm) dan.jones@towerhamlets.gov.uk		
What supporting documents or other information will be available?	N/A		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>Tower Hamlets Customer Experience Strategy Post Consultation</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	This report seeks comments and approval of the Tower Hamlets Customer Experience Strategy 2023 -2026. The strategy was launched for public consultation, on the 5th of June and internal staff engagement on the 21st of June ending on the 7th of July. The strategy sets out our vision to deliver against the commitments outlined in the and will connect the council with our customers and facilitate their easy access to our services to help them have a better future.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 20/09/23		
<b>Community Plan Theme</b>	<b>A council that works for you and listens to you</b>		
<b>Cabinet Member</b>	Cabinet Member for Regeneration, Inclusive Development and Housebuilding		

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Who will be consulted before decision is made and how will this consultation take place	<p>DLTs - Resource, Place, Health, Adult and Community, Children and Culture The Customer Experience Strategy steering group External Residents, Businesses, Students and other Stakeholders</p> <p>The following engagement on the Customer Experience Strategy has already taken place.</p> <ul style="list-style-type: none"> <li>• Internal engagement /Staff /DLT/Councillors</li> <li>• Councillor Engagement May 2021</li> <li>• Smarter Together POD sessions Influence and collaboration on Corporate Customer Service Strategy April 2022</li> <li>• National Customer Service POD session October 2022</li> <li>• Internal Customer Survey December 2022</li> <li>• External Customer Survey November 2022</li> <li>• Public Engagement 5th June – 7th July</li> <li>• Staff engagement 21st June – 7th July</li> </ul>		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	Yes - equalities implications will be included in the report to cabinet		
Contact details for comments or additional information	Raj Chand (Director, Customer Services) raj.chand@towerhamlets.gov.uk		
What supporting documents or other information will be available?	<p>Draft Customer Experience Strategy Customer Experience Strategy Evidence Base Customer Experience Strategy Equality Impact Assessment Draft Action Plan Benchmarking Summary Summary of public engagement feedback</p>		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>Review of Statement of Licensing Policy 2023</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	Statutory five year review of the Statement of Licensing Policy.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 20/09/23
<b>Community Plan Theme</b>	<b>A council that works for you and listens to you</b>
<b>Cabinet Member</b>	Cabinet Member for Environment and the Climate Emergency

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Who will be consulted before decision is made and how will this consultation take place	See Report Consultation has been carried out and is included in the report		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	Yes		
Contact details for comments or additional information	Simon Baxter (Interim Director Public Realm) simon.baxter@towerhamlets.gov.uk		
What supporting documents or other information will be available?			
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>Housing Development Capital Programme Additions</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	Information on the latest schemes for inclusion for direct delivery as part of the Housing Development Capital Programme.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 20/09/23		
<b>Community Plan Theme</b>	<b>Homes for the future</b>		
<b>Cabinet Member</b>	Cabinet Member for Regeneration, Inclusive Development and Housebuilding		
Who will be consulted before decision is made and how will this consultation take place	N/A		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	N/A		
Contact details for comments or additional information	Karen Swift (Divisional Director, Housing and Regeneration) Karen.Swift@towerhamlets.gov.uk		
What supporting	N/A		

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documents or other information will be available?			
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>Tower Hamlets - Safeguarding Adults Board Annual Report 2022-23</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> No
<b>Summary of Decision</b>	The annual report outlines the achievements of the Safeguarding Adults Board, its subgroups and partner agencies over the period 2022 to 2023.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 25/10/23		
<b>Community Plan Theme</b>			
<b>Cabinet Member</b>	Cabinet Member for Health, Wellbeing and Social Care		
Who will be consulted before decision is made and how will this consultation take place	The Annual SAB Report is developed by partners of the SAB. It will be presented to the Safeguarding Adults Board for sign off and will also be reviewed by the Health, Adults and Communities Directorate Leadership Team. The report will also be presented to the Health and Wellbeing Board.		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	N/A		
Contact details for comments or additional information	Katie O'Driscoll (Director of Adult Social Care) Katie.O'Driscoll@towerhamlets.gov.uk		
What supporting documents or other information will be available?	N/A		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>Tower Hamlets Homes Articles of Association and Board of</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> No

Forthcoming Decisions Plan September 2023

	<b>Directors</b>		
<b>Summary of Decision</b>	This report recommends amendments to the Tower Hamlets Homes Articles of Association, particularly in relation to the Board of Directors, due to the transfer of services being brought back in-house on 1st November 2023.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 25/10/23		
<b>Community Plan Theme</b>	<b>Homes for the future</b>		
<b>Cabinet Member</b>	Cabinet Member for Regeneration, Inclusive Development and Housebuilding		
Who will be consulted before decision is made and how will this consultation take place	None		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	No		
Contact details for comments or additional information	Karen Swift (Divisional Director, Housing and Regeneration) Karen.Swift@towerhamlets.gov.uk		
What supporting documents or other information will be available?	None		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted None		
<b>Title of Report</b>	<b>Tower Hamlets New Local Plan: Regulation 18 Consultation Draft</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	Cabinet will be asked to approve the Regulation 18 Local Plan – Consultation Draft for statutory consultation. The Plan has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulation 2012, as amended. The draft Plan contains a proposed vision and objectives for Tower Hamlets over the next 15 years to 2038, a spatial strategy, new planning policies and site allocations.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 25/10/23		
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Forthcoming Decisions Plan September 2023

<b>Community Plan Theme</b>	<b>All Priorities</b>
<b>Cabinet Member</b>	Cabinet Member for Regeneration, Inclusive Development and Housebuilding
Who will be consulted before decision is made and how will this consultation take place	<p>Mayor's office – at the regular Planning meeting with the Mayor, where key updates, such as 'early engagement' and outputs have been presented, including the 'vision' for the Local Plan. The Mayor and the Cabinet Member for Regeneration, Inclusive Development and Housebuilding, have provided a steer on aspirations and policy direction to ensure alignment with the new Strategic Plan.</p> <p>Internally – input of colleagues across the Council at the regular Local Plan Steering Group Meeting and regular Working Group Meetings held across each of the Plan's 10 policy theme areas. These discussions were followed by presentations to the DLT, CLT over recent months, followed by separate engagement with specific officers.</p> <p>Externally – Greater London Authority, Transport for London, Historic England, London Boroughs of Newham, Greenwich, Hackney, City of London Corporation, London Legacy Development Corporation, neighbourhood forums, key landowners, Canal and River Trust, Network Rail, Environment Agency and Historic England.</p> <p>The Draft new Local Plan has been informed by early engagement that was held from January 2023 to March 2023. The Council's 6-week early engagement stage for the new Local Plan included a range of digital, interactive and accessible events to ensure maximum outreach across the community. Events were held both online and in-person and included promotion through social media, emails, website, newsletters, press notices and posters/leaflets. During this early engagement phase, the Council received over 6000 online visits across the 'Let's Talk' website and the interactive 'Story Maps' platform. The Local Plan engagement document was downloaded 500 times and cumulatively, there were 392 submissions to the project and approximately 115 attendees across the events.</p>
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	Yes. Relevant equality impact assessments will be carried as required as part of the new Local Plan preparation process. Such assessments are requirements set-out in the Town and Country Planning Regulations.
Contact details for comments or additional information	Jennifer Peters (Divisional Director, Planning and Building Control, Place) Jennifer.Peters@towerhamlets.gov.uk
What supporting documents or other information will be available?	App 1. Tower Hamlets Regulation 18 Draft New Local Plan App 2. Tower Hamlets Regulation 18 Draft Integrated Impact Assessment - Scoping Report App 3. Local Plan Regulation 18 Consultation Strategy (to be provided at MAB)
Is there an intention to consider this report in private session and if so why?	No, Unrestricted

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<b>Title of Report</b>	<b>Additional Licensing Houses in Multiple Occupation Designation</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	To consider renewing the additional licensing – houses in multiple occupation designation.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 25/10/23
<b>Community Plan Theme</b>	<b>A council that works for you and listens to you</b>
<b>Cabinet Member</b>	Cabinet Member for Environment and the Climate Emergency
Who will be consulted before decision is made and how will this consultation take place	Consultation info included in the report.  Internal and External Consultation
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	Yes
Contact details for comments or additional information	David Tolley (Head of Environmental Health and Trading Standards) david.tolley@towerhamlets.gov.uk
What supporting documents or other information will be available?	N/A
Is there an intention to consider this report in private session and if so why?	No, Unrestricted

<b>Title of Report</b>	<b>Statutory Transfer Scheme to support the proposed transfer of town planning powers from the London Legacy Development Corporation to Tower Hamlets</b>	<b>Ward(s)</b> Bow East; Bromley North	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	<p>The Mayor of London has confirmed their intention that the London Legacy Development Corporation's Town Planning powers will be transferred back to each of the four London boroughs that have land within the Corporation's planning boundary.</p> <p>To enable the transfer of planning powers back to Tower Hamlets secondary legislation will be made by Parliament and the Mayor of London will prepare a Statutory Transfer Scheme (STS) under section 216 of the Localism Act 2011.</p>		



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	<p>The STS lists the rights and liabilities to be transferred, including records of planning decisions, un-determined planning applications, planning enforcement cases, appeals, planning obligation agreements and receipts, Community Infrastructure Levy receipts. Transfer of staff has been scoped out of the STS.</p> <p>Confirmation that Tower Hamlets will consent to the STS with the Mayor of London is required.</p> <p>Agreement for Tower Hamlets Council to consent to the STS a Key Decision because communities living or working in an area comprising two or more wards: Bow East and Bromley North Wards.</p>
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<b>Decision maker</b>	<b>Cabinet</b>		
Date of decision	25/10/23		
<b>Community Plan Theme</b>	<b>A council that works for you and listens to you</b>		
<b>Cabinet Member</b>	Cabinet Member for Regeneration, Inclusive Development and Housebuilding		
Who will be consulted before decision is made and how will this consultation take place	N/		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	EQUIA Screening tool completed.		
Contact details for comments or additional information	Jennifer Peters (Divisional Director, Planning and Building Control, Place) Jennifer.Peters@towerhamlets.gov.uk		
What supporting documents or other information will be available?	Statutory Transfer Scheme (Main Document) - Appendix 1: Approach to transfer of LLDC CIL and S106 monies final - Appendix 2: Data Transfer Programme		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>Contracts Forward Plan (Quarter 2 2023/2024)</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	This item presents proposed procurement activity, that is scheduled to be undertaken during quarter two of the 2023/2024 financial year, where the total value exceeds £1m and therefore requires prior approval from Cabinet.		

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<b>Decision maker</b> Date of decision	<b>Cabinet</b> 25/10/23		
<b>Community Plan Theme</b>			
<b>Cabinet Member</b>	Cabinet Member for Resources and the Cost of Living		
Who will be consulted before decision is made and how will this consultation take place	N/A		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	No		
Contact details for comments or additional information	John Harrison Interim Director of Finance, Procurement and Audit john.harrison@towerhamlets.gov.uk		
What supporting documents or other information will be available?	N/A		
Is there an intention to consider this report in private session and if so why?	Partly Exempt (Part of the report will be exempt) Appendix 1 of the Contracts Forward Plan is to be exempt as per Section 12A of the 1972 Act, the Appendix 1 is inclusive of: Information which reveals that the authority proposes:- a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or b) to make an order or direction under any enactment.		
<b>Title of Report</b>	<b>Record of Corporate Directors Action 23-24 Q1</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> No
<b>Summary of Decision</b>	This report sets out, for noting by Cabinet, the Corporate Director's Actions taken under Rule 10 (section 50 Record of Corporate Director's Actions (RCDA) - Waiving of Procurement Procedures) in Part C – Codes and Protocols of the Council's constitution. The section states that Corporate Director's Actions in respect of contracts over £100,000 must be reported to Cabinet for noting and this report fulfils this requirement.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 25/10/23		
<b>Community Plan Theme</b>			

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<b>Cabinet Member</b>	Cabinet Member for Resources and the Cost of Living		
Who will be consulted before decision is made and how will this consultation take place	N/A		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	N/A		
Contact details for comments or additional information	John Harrison Interim Director of Finance, Procurement and Audit john.harrison@towerhamlets.gov.uk		
What supporting documents or other information will be available?	N/A		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>MTFS and Budget Scene Setting 2024-27</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> No
<b>Summary of Decision</b>	This report sets out the issues and actions which inform the development of the Council's Medium Term Financial Strategy (MTFS) 2024-27 and budget for 2024-25 including timescales and next steps.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 25/10/23
<b>Community Plan Theme</b>	
<b>Cabinet Member</b>	Cabinet Member for Resources and the Cost of Living
Who will be consulted before decision is made and how will this consultation take place	N/A
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	No
Contact details for	John Harrison

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comments or additional information	Interim Director of Finance, Procurement and Audit john.harrison@towerhamlets.gov.uk		
What supporting documents or other information will be available?	N/A		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>Continuation of Business Rates Pooling</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	This report requests approval to continue membership in the 8 Authority Pool for Business Rates for 2024-25.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 25/10/23		
<b>Community Plan Theme</b>	<b>Invest in public services</b>		
<b>Cabinet Member</b>	Cabinet Member for Resources and the Cost of Living		
Who will be consulted before decision is made and how will this consultation take place	N/A		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	No		
Contact details for comments or additional information	John Harrison Interim Director of Finance, Procurement and Audit john.harrison@towerhamlets.gov.uk		
What supporting documents or other information will be available?	N/A		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>Mudchute Farm, Park and Allotments, Pier Road E14;</b>	<b>Ward(s)</b> Blackwall & Cubitt Town;	<b>Key Decision?</b> Yes

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	<b>Variation of Lease Terms</b>	Island Gardens	
<b>Summary of Decision</b>	<p>Cabinet approval was granted in June 2019 to surrender the existing Mudchute Association lease and grant a new 99 year term.</p> <p>The new lease has yet to complete, and the Mayor has requested that the lease term be reconsidered, therefore this requires a new Cabinet approval to vary the existing Cabinet decision.</p>		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 25/10/23		
<b>Community Plan Theme</b>	<b>A clean and green future</b>		
<b>Cabinet Member</b>	Cabinet Member for Resources and the Cost of Living		
Who will be consulted before decision is made and how will this consultation take place	None		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	N/A		
Contact details for comments or additional information	Stephen Shapiro (Acting Director of Property and Major Programmes) Stephen.Shapiro@towerhamlets.gov.uk		
What supporting documents or other information will be available?	June 2019 Cabinet Paper		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>Corporate Equalities Plan 2023-2026</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> No
<b>Summary of Decision</b>	<p>This report sets out the Council's corporate equality priorities over the next three years to achieve our vision to build a strong, inclusive and fair borough addressing inequalities through the services we provide, the money we spend, the people we employ and working effectively with our partners to ensure better outcomes for those living, working and studying here. Working in parallel to ensure our workforce reflects the community.</p>		

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<b>Decision maker</b> Date of decision	<b>Cabinet</b> 25/10/23		
<b>Community Plan Theme</b>	<b>All Priorities</b>		
<b>Cabinet Member</b>	Cabinet Member for Equalities and Social Inclusion		
Who will be consulted before decision is made and how will this consultation take place	None		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	No		
Contact details for comments or additional information	Sharon Godman (Director, Strategy, Improvement and Transformation) sharon.godman@towerhamlets.gov.uk		
What supporting documents or other information will be available?	N/A		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>Permit Transfer Scheme</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	To make sure that the PTS continues to be clear, transparent, and fair to our residents, as well as addressing the day-to-day operational issues.  Extend the scheme to residents in under-occupied properties with three or more bedrooms.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 29/11/23		
<b>Community Plan Theme</b>	<b>A clean and green future</b>		
<b>Cabinet Member</b>	Cabinet Member for Environment and the Climate Emergency		
Who will be consulted before decision is made and how will this consultation take place	The briefing note was sent to Housing Options for their comments, and we attended their management meetings for Q&A sessions.  Internal consultation only		

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Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	Yes		
Contact details for comments or additional information	Dan Jones (Director, Public Realm) dan.jones@towerhamlets.gov.uk		
What supporting documents or other information will be available?	Data on permits, the housing register, and future developments		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>MAJOR EVENTS CONCESSION FOR VICTORIA PARK</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	<p>The Victoria Park Major Events Concession was approved by Cabinet in September 2022. This Concessionaire tender was postponed pending a review of the Major Events Policy.</p> <p>The scope of the tender has been amended to reflect the proposed updated policy (subject to Cabinet approval).</p> <p>The Concession tender will be for a period of four years with an option to extend by a further one plus one years and would commence from 1 January 2025.</p> <p>The decision is a Key Decision because it would have a significant effect on the communities of two or more wards.</p>		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 29/11/23
<b>Community Plan Theme</b>	<b>Boost culture, business, jobs and leisure</b>
<b>Cabinet Member</b>	Cabinet Member for Culture and Recreation
Who will be consulted before decision is made and how will this consultation take place	N/A
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	No

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Contact details for comments or additional information	Matthew Eady (Director of Commissioning and Culture) matthew.eady@towerhamlets.gov.uk		
What supporting documents or other information will be available?	Exempt Appendix One and sections of the Cabinet report.		
Is there an intention to consider this report in private session and if so why?	Partly Exempt (Part of the report will be exempt) The report and appendix will include financially sensitive information.		
<b>Title of Report</b>	<b>Insourcing of direct payment support service</b>	<b>Ward(s)</b>	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	The Direct Payment Support Service is currently commissioned to an external service provider (People Plus) and the contract will be coming to an end on 31 March 2024. As part of considering the future of the service and how it will be delivered, this item outlines the vision for the future service delivery model and recommends insourcing the service from April 2024 into Adult Social Care division.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 29/11/23
<b>Community Plan Theme</b>	<b>Invest in public services</b>
<b>Cabinet Member</b>	Cabinet Member for Health, Wellbeing and Social Care
Who will be consulted before decision is made and how will this consultation take place	N/A
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	Yes required
Contact details for comments or additional information	Katie O'Driscoll (Director of Adult Social Care) Katie.O'Driscoll@towerhamlets.gov.uk
What supporting documents or other information will be available?	N/A
Is there an intention to consider this report in private session and if so why?	No, Unrestricted



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<b>Title of Report</b>	<b>REVIEW OF THE MAJOR EVENTS POLICY, VICTORIA PARK</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	<p>This report asks Cabinet to consider and approve an updated Major Events Policy for Victoria Park. The original policy was agreed by Cabinet in 2011. A partial amendment to the policy was approved by Cabinet in 2021, in response to the impact of COVID-19 on events.</p> <p>A full review of the Major Events Policy is being recommended to enable the Council to be competitive with other London venues and be able to hold a wider range of events in the park for the public and resident benefit.</p> <p>The decision is a Key Decision as it would have a significant effect on the communities of two or more wards.</p>		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 29/11/23		
<b>Community Plan Theme</b>	<b>Boost culture, business, jobs and leisure</b>		
<b>Cabinet Member</b>	Cabinet Member for Culture and Recreation		
Who will be consulted before decision is made and how will this consultation take place	N/A		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	N/A		
Contact details for comments or additional information	Matthew Eady (Director of Commissioning and Culture) matthew.eady@towerhamlets.gov.uk		
What supporting documents or other information will be available?	N/A		
Is there an intention to consider this report in private session and if so why?	Partly Exempt (Part of the report will be exempt) The report and appendices will include commercially and financially sensitive information.		
<b>Title of Report</b>	<b>Food Insecurity Action Plan – Response to recommendations</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> No
<b>Summary of Decision</b>	As part of the scrutiny committee’s review of LBTH’s response to food insecurity a number of recommendations were made for improvements to the local authority’s		

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response. This report outlines comments from relevant services and actions taken on board as a result of these recommendations.

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 29/11/23		
<b>Community Plan Theme</b>	<b>Boost culture, business, jobs and leisure</b>		
<b>Cabinet Member</b>	Cabinet Member for Equalities and Social Inclusion		
Who will be consulted before decision is made and how will this consultation take place	N/A		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	No		
Contact details for comments or additional information	Ellie Kershaw (Acting Director, Growth and Economic Development) ellie.kershaw@towerhamlets.gov.uk		
What supporting documents or other information will be available?	Tower Hamlets Overview and Scrutiny Committee: Food Insecurity in Tower Hamlets Scrutiny Review		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>New fees for the Garden Suite at St. Georges Town Hall – Register Office</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> No
<b>Summary of Decision</b>	To agree fees being introduced by the Registration Service in order to provide customers with the option to have post wedding celebrations in the new Garden Suite at St. Georges Town Hall.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 29/11/23		
<b>Community Plan Theme</b>	<b>A council that works for you and listens to you</b>		
<b>Cabinet Member</b>	Cabinet Member for Regeneration, Inclusive Development and Housebuilding		

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Who will be consulted before decision is made and how will this consultation take place	N/A		
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	N/A		
Contact details for comments or additional information	Raj Chand (Director, Customer Services) raj.chand@towerhamlets.gov.uk		
What supporting documents or other information will be available?	Bench Marking document Proposed Fees Chart Draft copy of new wedding brochure		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>Children and Families Strategy 2023-2028</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	This reports presents our partnership strategy for improving outcomes for children and families in the borough over the next five years.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 29/11/23
<b>Community Plan Theme</b>	<b>TH Plan 1: A better deal for children and young people: aspiration, education &amp; skills</b>
<b>Cabinet Member</b>	Deputy Mayor and Cabinet Member for Education and Lifelong Learning (Statutory Deputy Mayor)
Who will be consulted before decision is made and how will this consultation take place	Directorates, partner organisations including VCS, children and families, Elected Members.  Internal consultation and consultation with partners ongoing – partnership meetings and other forums. Additional consultation with children and young people through established engagement mechanisms. Consultation with Elected Members and scrutiny.
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	Will be carried out
Contact details for comments or additional information	Susannah Beasley-Murray (Divisional Director of Supporting Families) susannah.beasley-murray@towerhamlets.gov.uk

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What supporting documents or other information will be available?	N/A		
Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>New Tower Hamlets Partnership Plan 2023-2028: plan agreement</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> No
<b>Summary of Decision</b>	A new Tower Hamlets Partnership Plan 2023-2028 is presented for agreement. It sets out a new shared vision and strategic framework for the borough that the Tower Hamlets Partnership can influence. It is informed by key findings from the 2021 census data, a state of the borough paper and views from stakeholder and community engagement. Residents, young people, community, faith, voluntary, and public service organisations have all contributed to its development.		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 29/11/23
<b>Community Plan Theme</b>	<b>A council that works for you and listens to you</b>
<b>Cabinet Member</b>	Mayor
Who will be consulted before decision is made and how will this consultation take place	As above  A Tower Hamlets for All community and stakeholder engagement ran from Dec 2022-March 2023. Residents, young people, community, faith, voluntary, and public service organisations have all contributed to partnership plan development.  Further engagement of key stakeholders has continued up to plan agreement, including a partnership congress of partnership and community stakeholders in autumn 2023.
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	Not yet, will be attached with the cabinet paper
Contact details for comments or additional information	Sharon Godman (Director, Strategy, Improvement and Transformation) sharon.godman@towerhamlets.gov.uk
What supporting documents or other information will be available?	Cover report and partnership plan will be supported by background evidence papers as appendices (the state of the borough report and resident perspectives).

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Is there an intention to consider this report in private session and if so why?	No, Unrestricted		
<b>Title of Report</b>	<b>Youth Justice Board Annual Report</b>	<b>Ward(s)</b> All Wards	<b>Key Decision?</b> Yes
<b>Summary of Decision</b>	<p>It is a constitutional requirement for Cabinet to review the Youth Justice Board annual plan. The plan sets out the priorities and strategic goals of the Youth Justice Board and operational frontline service delivery.</p> <p>This report outlines the priority areas to be delivered over the next 24 months.</p>		

<b>Decision maker</b> Date of decision	<b>Cabinet</b> 29/11/23
<b>Community Plan Theme</b>	<b>Accelerate Education</b>
<b>Cabinet Member</b>	Deputy Mayor and Cabinet Member for Education and Lifelong Learning (Statutory Deputy Mayor)
Who will be consulted before decision is made and how will this consultation take place	<p>Throughout the development and sign off process of the Youth Justice Plan the Youth Justice Service, Partners and young people were consulted</p> <p>Throughout the development and sign off process of the Youth Justice Plan the Youth Justice Service, Partners and young people were consulted.</p>
Has an Equality Impact Assessment been carried out and if so the result of this Assessment?	No
Contact details for comments or additional information	Susannah Beasley-Murray (Divisional Director of Supporting Families) susannah.beasley-murray@towerhamlets.gov.uk
What supporting documents or other information will be available?	HMIP Inspection Report
Is there an intention to consider this report in private session and if so why?	Partly Exempt (Part of the report will be exempt) Youth Justice Improvement Plan, appendix 3 should not be in the public domain as it may negatively impact relationships with families.





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