

Equality Analysis (EA)

Financial Year
2019/20

Section 1 – General Information (Aims and Objectives)

See
Appendix A

Current decision
rating



Bethnal Green Liveable Streets

The Liveable Streets programme is part of the councils Love Your Neighbourhood portfolio which aims to make Tower Hamlets a better place for residents, businesses and visitors, by encouraging more walking, cycling and public transport and restricting rat-running traffic.

The project will make fundamental changes to the infrastructure on the street as well as the travel behaviour of residents, businesses and visitors to Tower Hamlets.

This will be done through a variety of on-street infrastructure projects across the borough, such as changes to road layouts to give priority to walking, cycling and public transport. These projects will be supported by soft measures to promote active travel. Tower Hamlets' streets will be healthy, and more residents and visitors will travel actively.

Key Objectives

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

Overview of Liveable Neighbourhood programme for Bethnal Green

The Bethnal Green Scheme began in March 2019. The scheme is expected to run for 12-24 months depending on the volume of works required to achieve the scheme outcomes.

The changes have come from suggestions by local residents and businesses following an early engagement period (from 23 April to 20 May 2019) as well as engineering assessments carried out by the design team which was part of the Liveable Streets programme. Additional suggestions and comments were made at public co-design workshops in June/July 2019. Final comments were collaborated in October/November 2019 at the Public Consultation drop-in sessions.

Conclusion - To be completed at the end of the Equality Analysis process

The level of impact that the Bethnal Green area changes will have on the relevant groups is defined as Low

Following completion of this EqIA scoping assessment, the Bethnal Green proposals do not significantly or disproportionately impact on any of the relevant groups. The primary objective of the Bethnal Green proposal are to remove the through traffic on residential roads that form barriers for active travel and change the current traffic dominated environment into one that prioritises sustainable journeys. The proposals concentrate on residential roads which are not designed for heavy traffic flows and aims improve the quality and safety of these spaces for all users.

Main conclusions and key recommendations of this EqIA

The recommended Bethnal Green proposals do not adversely impact on any particular group and can reduce the barriers for all groups to accessing the transport system. It is recommended that continue reviews are undertaken once detailed design is completed and after implementation.

As the project proceeds, the EqIA will be reviewed and updated accordingly.

Name: Mehmet Mazhar
(signed off by)

Date signed off:
(approved)

Service area:
Public Realm

Team name:
Highways

Service manager:
Mehmet Mazhar

Name and role of the officer completing the EA:
Chris Harrison – Programme Director – Liveable Streets

Section 2 – Evidence (Consideration of Data and Information)

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

The Liveable Streets Programme includes a number of engagement phases, during each phase additional feedback is received which contributed to the overall development of the project. The early engagement and workshop reports can be found online via

www.towerhamlets.gov.uk/liveablestreets

Further development of the scheme has been developed based on evidence and reports from numerous council departments including:

- Public Health
- Air Quality
- Community Safety

Additional data was obtained including:

- Collision data
- Traffic count data
- Air Quality data

Section 3 – Assessing the Impacts on the 9 Groups

Target Groups	Impact – Positive or Adverse	Reason(s)
Race	Positive	<p>In general, it was considered that people from different racial backgrounds are positively impacted by the Bethnal Green area changes.</p> <p>Tower Hamlets is a vibrant and diverse borough. The 2011 Census indicated that Black and Minority Ethnic (BAME) communities make up 55% of the borough’s population, compared to the London average of 40%. Such 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.</p> <p>BAME 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. BAME road users also have the highest risk of being a pedestrian casualty. White Londoners are at higher risk with being involved in a cycle collision than other groups of cyclists.</p> <p>BAME 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.</p> <p>With a high proportion of BAME residents who currently make sustainable journeys, the improvements in road safety and to the public realm delivered by the Liveable Streets scheme, will improve existing conditions for these journeys, benefitting these communities.</p> <p>Improved public spaces and walking and cycling routes through the area including improvements to street lighting along these corridors will reduce fear of and actual crime in these areas and will deliver</p>

		accessibility advantages to people from this group using sustainable modes.
Disability	No impact	<p>In general, it was not considered that people with different disabilities were particularly disproportionately impacted by Bethnal Green area changes.</p> <p>A disability can reduce an individual's walking range and affect their ability to use the public transport system. In 2011, the disability rate in Tower Hamlets was at 135 per 1,000 residents.</p> <p>The introduction of equality legislation during the last twenty years and improved access to public spaces means disabled people have greater opportunities, visibility and aspirations than ever before. For many disabled people, having the ability to travel on public transport means independence and the freedom to take control of their own lives. Disability is a key characteristic that determines travel behaviour and is often associated with more negative or problematic experiences of travel, along with more limited perceptions of viable alternatives. Research commissioned by the Department for Transport (DfT) in 2017, found that people with disabilities more frequently used buses and taxis as a mode of transport than other travel modes.</p> <p>Walking, whether as a means of transport or as a walk to bus and train stops, can be made easier for mobility impaired people through intelligent engineering that incorporates dropped kerbs, controlled pedestrian crossings and tactile paving, within a well-maintained, clutter-free public highway that avoids excessive gradients and crossfalls.</p> <p>The Bethnal Green area proposals will improve footways and pedestrian priority provision, and continuous footways in retail areas will provide significant accessibility gains for all users but particularly disabled users. Improved walking and cycling routes, street lighting and improved public spaces will deliver accessibility advantages to people from this group using sustainable modes.</p> <p>People with disabilities may be more dependent on private motor cars for their transport needs, often used in conjunction with a Blue Badge parking permit. Parking within the scheme will stay neutral and there will be no reduction in parking for blue badge holders.</p> <p>Schemes which limit or reduce car provision without improvements to public transport could have a negative impact on this group. However, within the Bethnal Green proposals access to local amenities</p>

		<p>and use of roads will still be available by motor vehicle. Although older people, residents, businesses and visitors travelling by motor vehicle may be required to take an alternative route.</p> <p>There is a requirement to ensure disabled people have access to facilities such as hospitals and GPs surgeries and this is considered in accessibility planning carried out by the Council, which stresses the need for these services to be served by good public and private transport facilities.</p> <p>Taxis will also still be able to as access to customers, surgeries, amenities etc will all be maintained, via alternative routes.</p> <p>Disabled people and people with learning disabilities will benefit from community transport services including Shopmobility and the provision of door-to-door transport services (for example the Taxicard scheme). These services will also still be able to access properties via alternative routes.</p> <p>It is key to note that the Bethnal Green area changes will still enable access to private and public transport, however disabled people may find that private and public transport vehicles may be required to take alternative routes.</p>
Gender	Positive	<p>In general, it was not considered that people with different genders were particularly disproportionately impacted by Bethnal Green area changes.</p> <p>The population of Tower Hamlets is 51.5% male and 48.5% female, with significant imbalances in some age ranges. Research carried out by Transport for London (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.</p> <p>The Bethnal Green proposals aim to provide an environment which feels less threatening to all users.</p> <p>Improved public spaces and walking and cycling routes through the area including improvements to street lighting along these key corridors will reduce fear of and actual crime in these areas. This will also improve road safety in the area.</p>

Gender Reassignment	No Impact	In general, it was not considered that people who have undergone gender reassignment were particularly disproportionately impacted by Bethnal Green area changes.
Sexual Orientation	No Impact	In general, it was not considered that people with different sexual orientations were particularly disproportionately impacted by Bethnal Green area changes.
Religion or Belief	No Impact	<p>In general, it was not considered that people from different religious groups were particularly disproportionately impacted by Bethnal Green area changes.</p> <p>Despite Tower Hamlets being the only borough where the Muslim population is the largest single religious group (35%), in general, it was not considered that people from different faiths were particularly disproportionately impacted by the Bethnal Green area changes.</p> <p>Access to all places of worship, are maintained, however those using vehicles to access their place of worship may be required to take an alternative route.</p>
Age	No Impact	<p>In general, it was not considered that people of different age groups were particularly disproportionately impacted by Bethnal Green area changes.</p> <p>People's ability to use sustainable modes of travel can be reduced because of age-related health conditions. Despite Tower Hamlets having the lowest proportion of residents aged over 65 (6.1%), this is still an issue that must be considered. Older people may find it difficult undertaking short distances on foot or using public transport, due to impaired ability and/or poorly maintained footways. Traffic calming schemes that reduce vehicle speed can increase feelings of personal safety and lead to an increased uptake in walking.</p>

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

Older people may be more dependent on private motor cars for their transport needs, often used in conjunction with a Blue Badge parking permit. Schemes which limit or reduce car provision could have a negative impact on this group. However, access to local amenities and use of roads will still be allowed during the Bethnal Green area changes. Although older people, residents, business and visitors may be required to take an alternative routes.

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

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

Children require physical activity to ensure their healthy development. A survey published by the Department for Transport (DfT) in 2013 (National Travel Survey: 2012), identified that almost half of English primary school children (46%) are driven to school and the average length of trip was 1.8 miles. A National Health Service (NHS) survey carried out in 2013 (Health Survey for England – 2013) determined that three in ten children aged between two and fifteen are overweight or obese.

Physical activity in young people can be encouraged through the development of a safe environment which is not traffic dominated. The Bethnal Green proposals aim to reduce the rat-running traffic through

		<p>Bethnal Green which in turn should provide a safer environment for children to use more sustainable modes of travel with and without parental supervision.</p> <p>Additionally, the public transport network in Bethnal Green also is likely to be improved by removing non-essential traffic and therefore improving network reliability.</p>
Marriage and Civil Partnerships.	No Impact	In general, it was not considered that people in marriages or civil partnerships were particularly disproportionately impacted by Bethnal Green area changes.
Pregnancy and Maternity	No Impact	<p>In general, it was not considered that people who are pregnant or on maternity and paternity were particularly disproportionately impacted by Bethnal Green area changes.</p> <p>Reducing through traffic in the area will improve localised air quality which is beneficial to pregnant people and those on maternity/paternity leave, also babies and small children.</p> <p>Additionally, the public transport network in Bethnal Green also is likely to be improved by removing non-essential traffic and therefore improving network reliability.</p>
Other Socio-economic Carers	No Impact	In general, it was not considered that other socio-economic carers were particularly disproportionately impacted by Bethnal Green area changes.

Section 4 – Mitigating Impacts and Alternative Options

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

No

If yes, please detail below how evidence influenced and formed the proposal? For example, why parts of the proposal were added / removed?

N/A

Section 5 – Quality Assurance and Monitoring

Have monitoring systems been put in place to check the implementation of the proposal and recommendations?

Yes

How will the monitoring systems further assess the impact on the equality target groups?

The scheme will be monitoring and reviewed post implementation, the EqIA for this project will be updated based on the actual project build as the scheme progresses. As part of the implementation process other bodies and partners will be included to ensure further assessment of possible impacts is reviewed.

Does the policy/function comply with equalities legislation?

(Please consider the [OTH objectives](#) and [Public Sector Equality Duty](#) criteria)

Yes

If there are gaps in information or areas for further improvement, please list them below:

As mentioned above, should there be any gaps these will be addressed by carrying out the engagement with other key bodies and parties.

How will the results of this Equality Analysis feed into the performance planning process?

The results of this document inform the proposals based on the consultation results for the Bethnal Green project.




Section 6 - Action Plan

*As a result of these conclusions and recommendations what actions (if any) **will** be included in your business planning and wider review processes (team plan)? Please consider any gaps or areas needing further attention in the table below the example.*

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Progress
Monitor and review the scheme, during implementation and completion over a 18month period.	Final consultation results and final proposals to be shared with all in the consultation area and available online.	Spring/summer 2020	MM	TBC
Full review to take place 3 years after the commencement of the project.	Independent review to be carried out.	2022	MM	TBC

Appendix A

(Sample) Equality Assessment Criteria

Decision	Action	Risk
As a result of performing the analysis, it is evident that a risk of discrimination exists (direct, indirect, unintentional or otherwise) to one or more of the nine groups of people who share <i>Protected Characteristics</i> . It is recommended that the use of the policy be suspended until further work or analysis is performed.	Suspend – Further Work Required	Red 
As a result of performing the analysis, it is evident that a risk of discrimination exists (direct, indirect, unintentional or otherwise) to one or more of the nine groups of people who share <i>Protected Characteristics</i> . However, a genuine determining reason may exist that could legitimise or justify the use of this policy.	Further (specialist) advice should be taken	Red Amber 
As a result of performing the analysis, it is evident that a risk of discrimination (as described above) exists and this risk may be removed or reduced by implementing the actions detailed within the <i>Action Planning</i> section of this document.	Proceed pending agreement of mitigating action	Amber 
As a result of performing the analysis, the policy, project or function does not appear to have any adverse effects on people who share <i>Protected Characteristics</i> and no further actions are recommended at this stage.	Proceed with implementation	Green: 