

Equality Impact Analysis: (EqIA)

Section 1: Introduction

Name of Proposal **Brick Lane Liveable Streets**

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

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

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

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

Date of approval **April 2021**

Conclusion

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

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

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

Positive impacts

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



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



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

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



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

Potential negative impacts and mitigations

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



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

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

Areas of improvement and EqIA review

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



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

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

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

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

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

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



Section 2 – General information about the proposal

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

Liveable Streets Scheme key objectives

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

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

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

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

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

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

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

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

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

address current and future lockdown restrictions and social distancing guidance.

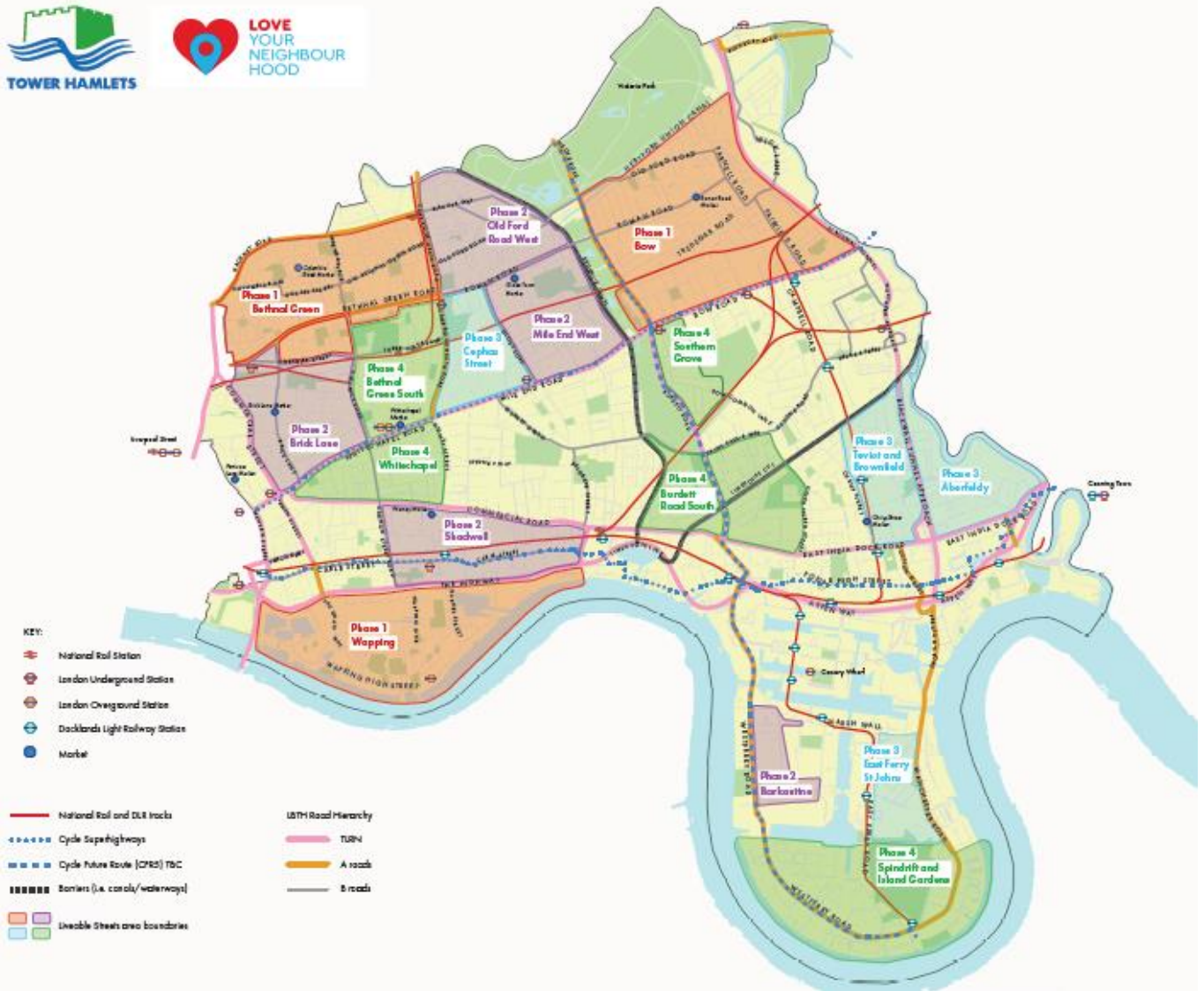


Figure 1: Liveable Streets programme map

Engagement process

We are following the Liveable Streets programme design process below.



Figure 2: Liveable Streets design process

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

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

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

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



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

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

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

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

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

The respondents would describe the area as follows:

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

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

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



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

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

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

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

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

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

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

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

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

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

Traffic management

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

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

Key points raised by local businesses were:

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

Key points raised by resident groups were:

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

Public realm

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

The main points from the session are outlined below:

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

The key points raised by local businesses were:

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

The key points raised by resident groups were:

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



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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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



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

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

- **Next steps**

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

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



Section 3 – Evidence (Consideration of Data and Information)

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

Demographics

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

Datasets and reports

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

Evidence and reports, on:

- Public Health
- Air Quality
- Community Safety

Consultation findings

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

More details on Brick Lane Liveable Streets consultation:

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

Future findings on Brick Lane public realm consultation:

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

Strategies

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



Section 4 – Assessing the impacts on groups

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

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

Tower Hamlets Council has identified two additional groups to consider:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Social distancing space

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

Climate change mitigation

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

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

Neighbourhood sociability and sense of belonging

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

Healthy learning and playing spaces

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

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

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

Local economy vitality

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

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Disability (Physical, learning difficulties, mental health and medical conditions)	The proposals are generally positive to all ability groups and in particular the disabled, regarding air quality, noise reduction, physical activity, road safety,	<p>Air quality Air quality increase through vehicular traffic reduction is beneficial to all abilities, especially disabled people that may have underlying conditions. Tower Hamlets has the fifth highest disabled population in London and around 17% of the population are affected by a long-term illness or disability which prevents them from working, much higher than the national average.²⁷ Study also found that air pollution increases COVID-19 deaths by 15% worldwide², which affect vulnerable groups such as disabled people with underlying conditions that are already more inclined to become seriously ill or die from the virus.</p>	<p>Vehicular access Reduced area permeability for vehicular traffic due to proposed timed closures on Brick Lane, and School Streets may negatively impact people of all ability groups choosing or having to take journeys by private vehicles, ambulances, taxis or community transport such as some disabled people.</p> <p>While vehicular journeys may take longer because of road closures in the first place, research has shown that they are likely to reduce in time as the general</p>

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

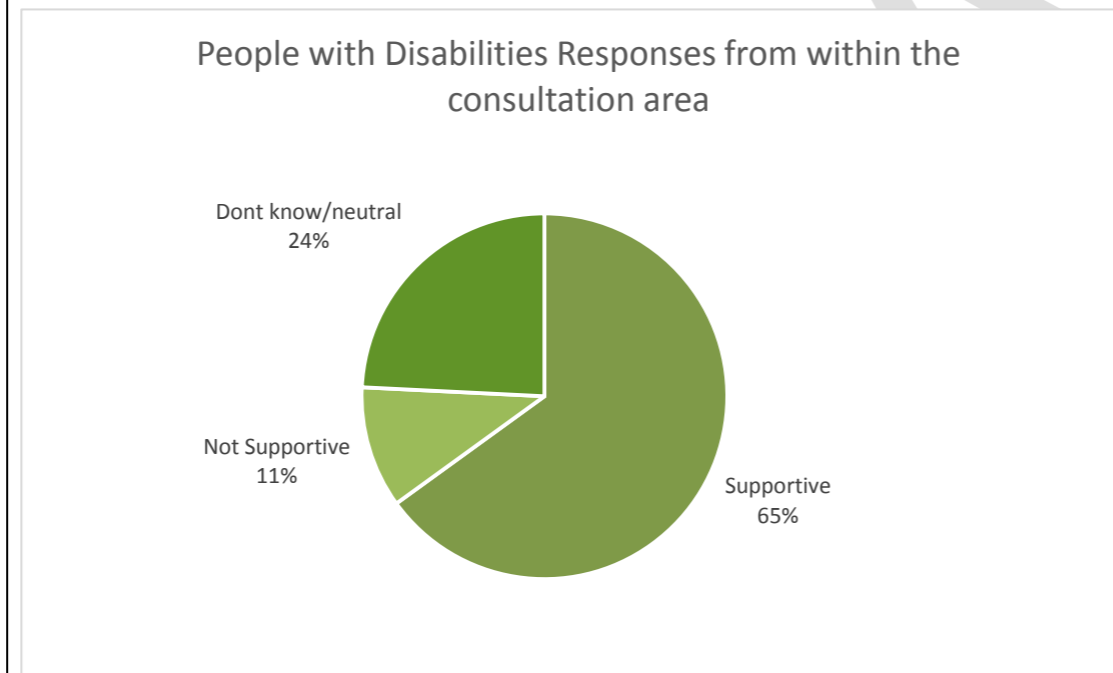
Local economy vitality

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

Attractiveness, wayfinding and civic pride

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

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



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



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

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

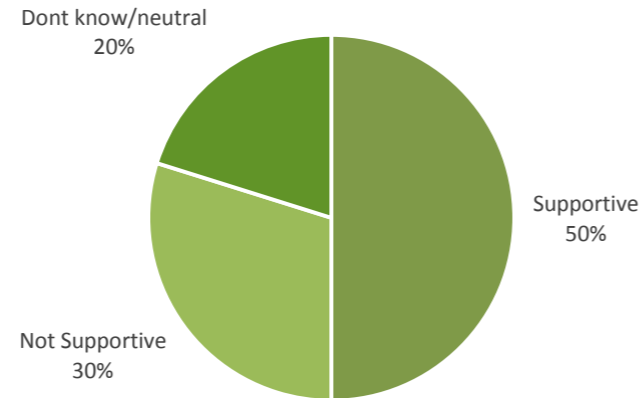
<p>group may reconsider walking, wheeling and cycling to move around. Cycle training is accessible to all and additional cycle parking is provided throughout the area so people can park their bike near homes and destinations.</p>	<p>Perception of security The increased sense of security thanks to better lighting and expected higher natural surveillance on calmed streets will be positive to all, and especially to the most vulnerable people such as pregnant women and parents of young children that may be more likely to feel worried in darker and isolated places.</p> <p>Inclusive access and space for social distancing A more accessible walking and cycling environment is expected to be positive to all, including pregnant women and people with toddlers. Pedestrianised zones and calmed streets will offer more space for those groups that need more space to get around (large belly/pushchairs), queue and sit. Seating provided on parklets on Highbury Street will be appreciated by the same group as they can have reduced mobility and may need to rest more often than other groups, for instance to feed their babies.</p> <p>Further analysis and feasibility studies would be required to define the possible integration of the following measures: footway decluttering and additional seating.</p> <p>Climate change mitigation By reducing the amount of polluting traffic through the area and encouraging the use of clean modes of transport such as walking and cycling, we can expect levels of CO2 to reduce as transport is the sector that generates the most part of CO2 emissions in the UK. Greenhouse gases prevent the radiation of heat into space and are causing climate change and CO2 is the greenhouse gas that is most abundant in the atmosphere and the one that stays the longest (100 to 10,000 years). The consequences of climate change for London impact all groups and already include flooding, urban heat, drought conditions or extreme cold weather. The effects of climate change could seriously harm people's quality of life, particularly the health of vulnerable people, such as pregnant women and parents with young children as they may have temporary reduced capacity for resilience.</p> <p>Further studies would be required to define the possible integration of more planting in the area, that would catch CO2, create shade and lower temperatures in warmer days. Water fountains would also be beneficial even though we can expect that cafes and restaurants could potentially serve water to people in urgent need for hydration. The integration of more sustainable drainage would help the area to stay dry in case of precipitation and provide safer surfaces to walk, wheel and cycle on.</p> <p>Neighbourhood sociability and sense of belonging Proposed public realm improvements accompanied with traffic-calming and traffic-reduction measures will encourage people to spend more time outside. Doing so increases opportunities to interact with the rest of the local community, thereby helping the development of social cohesion, which is associated positively with mental health and inversely with mortality and depression. This will be positive to all and in particular women in maternity leave as they could be more inclined to suffer from loneliness while temporary not working. Research found that 45% of visitors to London high streets visit for social and community reasons and improving London high streets for walking and cycling led to 216% increase of stopping, sitting or socialising. Error! Bookmark not defined. Therefore, we can expect the public realm improvements on Brick Lane to have a positive impact on the area community feel.</p>	<p>pregnant women or parents travelling with toddlers.</p> <p>Parking provision Because some pregnant women may be depending on vehicular use to move around, some parking changes may affect them.</p> <p>All parking bays used to install modal filters, cycle hangars and to improve turning points are relocated close by within the area. All pay-and-display parking will be temporarily suspended on timed pedestrianised sections of Brick Lane (on Thursday and Friday between 5.30pm-11pm and on weekends between 11am-11pm) however other pay-and-display bays are available on side streets.</p> <p>Motorists of all ages, including pregnant women and people carrying young toddlers, are encouraged to switch to more sustainable means of transport such as walking, wheeling and cycling and a large number of cycle hangars and stands are provided throughout the area so people can park their bikes near their homes and destinations.</p>
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Attractiveness and civic pride
Public realm improvements are expected to have a positive effect on the sense of pride of **all groups**, and in particular those suffering from **mental health** conditions, as it may be the case of some **women during or after pregnancy** (e.g. perinatal anxiety and postnatal depression). Several studies found that several aspects of people's residential psychosocial environments were strongly associated with higher mental wellbeing. Mental wellbeing was higher when respondents considered that their neighbourhood had very good aesthetic qualities.³⁶

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

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



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

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

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

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

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

Inclusive access

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

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

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

Social distancing space

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

Healthy school routes and environments

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

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

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

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

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

Parking provision

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

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

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

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

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Parents and carers		Air quality We can assume that parents and carers are willing to do the best they can to provide a quality environment to children and disabled and older people they look after. That is why improving the air quality through vehicular traffic reduction is expected to be appreciated by this group. Indeed, children in Tower Hamlets have up to 10% less lung capacity than the national average because of air pollution. ⁵⁷ Study also found that air pollution increases COVID-19 deaths by 15% worldwide ⁵⁸ , which affect vulnerable groups such as older and disabled people that may have a compromised immunity system and are more inclined to become seriously ill or die from the virus. Physical activity An improved walking and cycling environment thanks to vehicular traffic calming and reduction, pedestrianised zones and parklet seating will be positive to all , including parents and carers . Childcaring may not allow much time for exercising so active travel is one of the easiest and most time-efficient physical activity to keep fit during busy times. We know that two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. ⁷ When taking care of disabled and older people, taking them on a ride on adapted bikes would be beneficial to provide an easy way to exercise for parents/carers and entertain the people they look after at the same time. The Bikeworks All Ability Club in Tower Hamlets helps those who find it difficult to access cycling. They have a pool of specially adapted bikes including recumbent, trikes and tricycles. ⁵⁹ Inclusive access Parents and carers are more likely to make 'escort' trips with children and shopping trips for their families and the ones they look after. This requires them to have appropriate space and equipment to carry children and goods.	Vehicular access Parents and carers are those that are more likely to take children, elderly or disabled friends or family members or patients to schools, shops and facilities. There may be some times when travelling with them walking, cycling or by public transport may be difficult and using a private car, taxi, private hire vehicle, ambulance or community transport may be necessary. In that case, they may have to use alternative routes, which may lead to an increase in time, distance and cost. While all road users are encouraged to consider switching to more sustainable modes of transport, and make use of the free cycle trainings offered by the Council, mitigations are proposed. On School Streets, vehicular access is maintained for residents and businesses of those streets, school staff, school bus, blue badge users, SEND pupils and emergency services if the vehicle is registered for an exemption, which can be requested free of charge using a form online. Brick Lane is only closed during times of high footfall and closure points will be monitored by ANPR cameras, which will restrict vehicle movement but still allow for emergency vehicle access during designated closure times. All streets around pedestrianised sections remain accessible by vehicle and because sections are at most 50m long, journeys can easily be finished on foot/wheel (1 min walk). Further studies are required to evaluate whether the closure on Hanbury Street could be accessible to emergency services. Parking provision Parents and carers are those that are more likely to take children, elderly or disabled friends or family members or patients to schools, shops and facilities may be impacted by changes made on parking if they use a private car. Taxis, private hire vehicles, ambulances or community transport do not usually require any parking outside of transport hubs and hospitals. However, two ambulance bays are available on Fournier Street.

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

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

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

Road safety

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

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

Perception of security

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

Healthy learning and playing spaces

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

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

Socio-economic equity

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

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

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

<p>Improvements are multiple and include: air quality, road safety, climate change, mental wellbeing, social outdoor space provision, local economy vitality and jobs, active travel, physical activity and mobility.</p> <p>Some residents including disabled people may fear increase of rent due to public realm improvements. This phenomenon was not confirmed in London.</p>	<p>crowding is higher and access to green space often lower than in richer areas, and so the benefit linked to the provision of quality usable street space for dwelling, socializing, playing, sitting outside is greater.²⁵</p> <p>Attractiveness and civic pride Several studies found that several aspects of people's residential psychosocial environments were strongly associated with higher mental wellbeing of residents living in deprived areas. Mental wellbeing was higher when respondents considered that their neighbourhood had very good aesthetic qualities and their home and represented personal progress.³⁶</p> <p>Inclusive access Many studies looking at equity have highlighted how the negative impacts of motorised transport are notoriously unevenly distributed, providing evidence of disadvantaged groups disproportionately affected by transport-related air pollution, traffic collisions, or climate change. The same groups are also often less able to travel because of restricted access to a car or to reliable public transport and safe active travel options or have to spend a disproportionate amount of their income or time to travel. As a result, they have restricted access to many key opportunities and social networks, in a well-known self-reinforcing cycle of transport disadvantage and social exclusion.²⁵</p> <p>Providing safe space to use affordable means of transport such as walking and cycling is expected to reduce inequalities in the area. A good example regards the London cycle hire scheme. Stations in the initial roll-out of the scheme tended to be more frequently placed in richer areas, although the subsequent extension to East London boroughs such as Tower Hamlets offset this and resulted in a marked increase in the share of trips made by people from more deprived areas. This highlights the importance of providing active travel infrastructure and facilities in poorer areas, where people more often lack car access.²⁵</p> <p>Local economy vitality Brick Lane public realm improvement and the provision of cycle stands, parklets and more space for distancing thanks timed road closures are expected to benefit local businesses and resulting jobs maintained and created. Research has found that walking and cycling projects can increase retail sales by 30% or more.²² This will impact all groups positively, especially lower-income households that may be facing a financial hit from the pandemic. They are more likely to have stopped working or to work part-time to accommodate childcare and to work in industry sectors that have been hit by the pandemic, such as the retail, culture and hospitality sectors that are very much present in the Brick Lane area.</p> <p>It is expected that creating a more attractive environment as well as outdoor spaces for sitting areas and shop spill-outs to allow social distancing will help businesses recover, employ people again and thrive. Brick Lane temporary closures over the last Summer were much welcomed by visitors</p>	<p>Research has found that while retail rental values rose by 7.5% in some improved London streets, there was an almost negligible impact on residential values, helping to counter concerns that street improvements, by themselves, will further inflate house prices and encourage gentrification.²⁶ In areas where the public realm is improved and made more suitable to walk and cycle, it was found that retail revenues increase by around 30%²², which would mitigate small increases in retail rental values and benefit all socio-economic groups through the provision of jobs.</p> <p>In the contrary, in lower income areas, crowding is higher and access to green space often lower than in richer areas, and so the benefit linked to the provision of quality usable street space for dwelling, socializing, playing, sitting outside is greater.²⁵</p>
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and residents. According to a survey, residents strongly supported road closures with between 60-70% wanting Brick Lane closures to be in place 24/7. 80% also supported closures on residential streets. Visitors also supported Brick Lane closure with 72% wanting the closures to be in place 24/7. Most visitor comments asked why the closures had been taken out and wanted them back permanently.

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

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Section 5 – Impact Analysis and Action Plan

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

the commencement of the project			lead	
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Section 6 – Monitoring

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

Yes?

No?

Describe how this will be undertaken:

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

Monitoring during the design process

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

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

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





Monitoring during and after installation

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

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

Appendix A

Equality Impact Assessment Decision Rating

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



References

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