



Equality Impact Analysis: (EqIA)

See
Appendix A



Current
decision rating

Section 1: Introduction

Name of Proposal **Liveable Streets Bow**

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**

Approved by Director/Head of Service **Mehmet Mazhar**

Date of approval **17/11/2020**

Conclusion - To be completed at the end of the Equality Impact Assessment process

This summary will provide an update on the findings of the EIA and what the outcome is. For example, based on the findings of the EIA, the proposal was rejected as the impact on a particular group was disproportionate and the appropriate mitigations in place. Or, based on the EIA, the proposal was amended and alternative steps taken)

Following completion of this EqIA scoping assessment, the Bow proposals do not significantly or disproportionately impact on any of the relevant groups. The objectives of the Bow Liveable Streets proposals are to improve the look and feel of public spaces in neighbourhoods across the area and make it easier, safer, and more convenient to get around by foot, bike and public transport. This is as well as proposing traffic changes and calming measures to make local streets safer for everyone.

The proposals concentrate on improving provision for pedestrians by improving accessibility across the area, particularly access to the local retail area and to public transport modes, and aims to improve the look, feel and safety of these spaces for all users.

The Bow proposals do not adversely impact on any particular group and can reduce the barriers to active travel and accessing the transport system for all groups. It should be noted that there will be some impact to journey routes and times for those who need to or wish to use a vehicle.



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

Where a proposal is being taken to a Committee, please append the completed equality analysis to the cover report.

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

Provide a description of the proposal including the relevance of proposal to the general equality duties and protected characteristic pursuant to Equality Act 2010.

The Liveable Streets programme is part of the Council’s Love Your Neighbourhood portfolio which aims to improve the look and feel of public spaces in neighbourhoods across Tower Hamlets and make it easier, safer, and more convenient to get around by foot and bike.

The programme also looks to reduce the number of people cutting through residential streets, to encourage more sustainable journeys and to improve air quality and road safety.

Key Objectives

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

The Liveable Streets programme will be delivered over four years. Work in each of the 17 areas will take approximately 12 months from initiation to the start of construction. The areas chosen have been identified as areas with existing traffic and road safety issues and having not received recent substantial funding and improvements. The areas cover approximately 60 per cent of the borough.

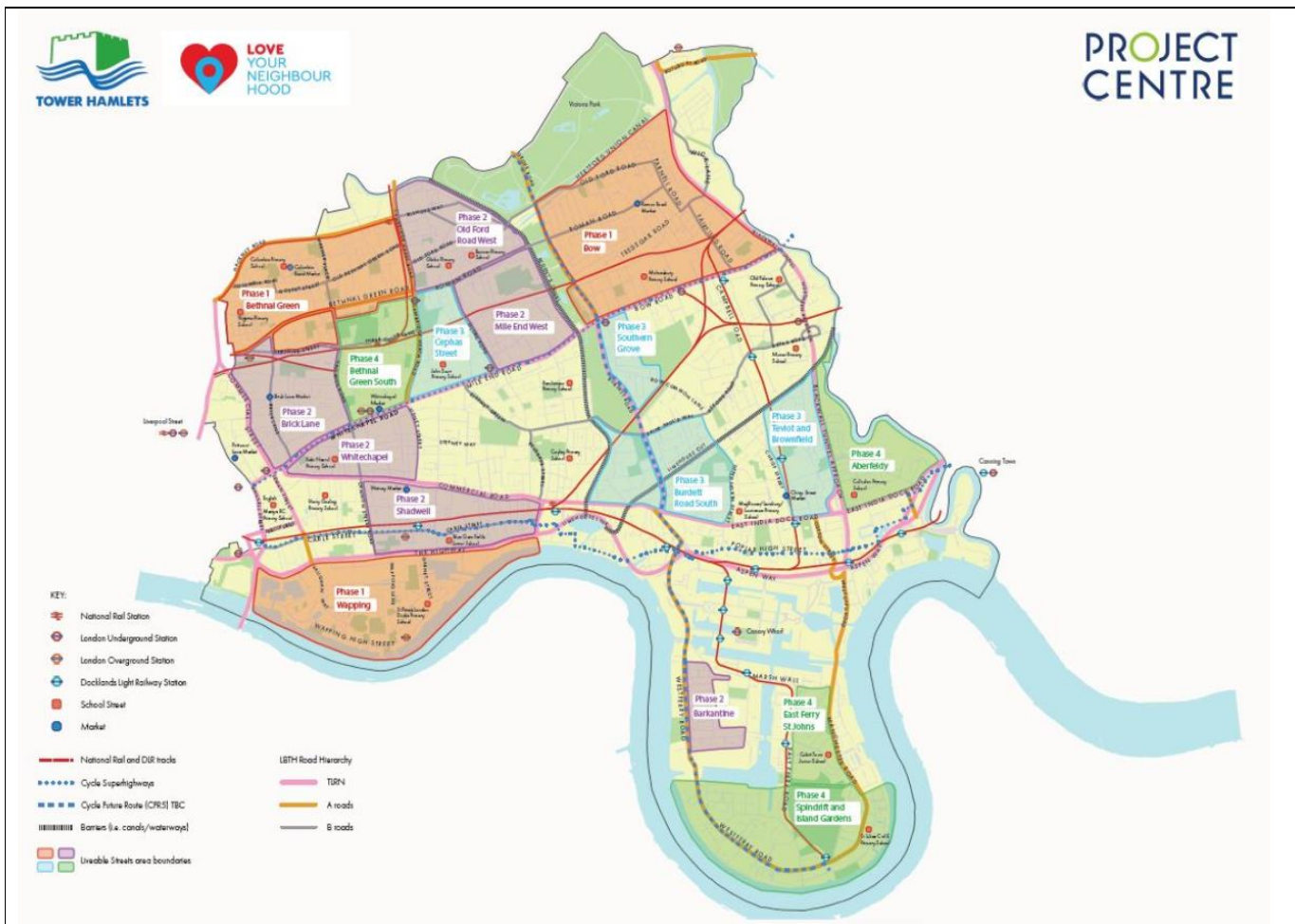


Figure 1: Liveable Streets programme map

The Liveable Streets project in Bow will make fundamental changes to the infrastructure on the street as well as the travel behaviour of residents, businesses, and visitors to Tower Hamlets. This will be achieved by the variety of on-street infrastructure proposed across the area, such as changes to road layouts to give priority to walking, cycling and public transport.

The project will be supported by soft measures to promote and encourage active travel. Tower Hamlets' streets will be healthier, and more residents and visitors will travel actively. This will be achieved through events, community engagement and involvement and behaviour change led by creating the infrastructure for safer active travel in the area.

The roads within these areas are predominately residential roads or roads which are not built to carry thousands of vehicles per day. These roads often have schools, community centres, care homes, day centres on them which is why they are the focus of this programme.

It is important to note that while this project looks to address cut-through traffic, access to all properties (excluding pedestrianised areas during restricted times) has been maintained. This also includes access for emergency services. Other measures include removable features, which emergency services can gain access through when on call. Throughout all Liveable Streets programmes, the emergency services are kept up to date, involved and input into the

proposals. Access for buses is also maintained by including a 'bus gateway'.

Engagement process and steps

Below is the Liveable Streets programme design process which was followed for the Bow project.



Figure 2: Liveable Streets design process

In each area the project starts with early engagement, where the local community is asked to highlight any existing issues and their suggestions for improvements to the area. During the early engagement phase, two drop-in sessions were held, 306 people responded to an online survey and 998 comments were plotted on an interactive map.

Draft concept designs were developed based on the feedback from the early engagement phase and discussed with residents, businesses, stakeholders and other interested parties' through co-design workshops. During this stage plans are shared across the council for comment.



During the workshop phase, 142 people attended four co-design workshops including residents, businesses, traders and stakeholders.

The public consultation ran from 29 June to 29 July 2020. There was a total of 3,814 respondents to the consultation, 2,174 respondents were from within the consultation area. Throughout the consultation period there were concerns raised as well as a number of suggested alternative proposals for the area which have been taken into consideration and changes made, where feasible. Virtual drop-in sessions and/or phone calls with the team were held on Wednesday 8th July 2020, Saturday 11th July 2020, Wednesday 15th July 2020 and Saturday 18th July 2020. A breakdown of the results can be seen in appendix D of the Cabinet report.

The design proposals for Bow have been finalised based on the consultation result and feedback and will be presented to Cabinet for approval in November 2020.

If approved, the proposals and schemes implemented will be monitored in their effectiveness of meeting the aims of the programme and to ensure there are no 'knock on' effects. We will also monitor vehicle volumes, speeds, and recorded collisions, as well as the value of improvements to the walking and cycling environments.

These surveys and studies will enable and support any further changes required within the area and obtain feedback from key stakeholders including emergency services.

Context

This EqlA relates to the final proposals which will be presented to the Cabinet for approval. This document is a 'live draft' as of November 2020. Following the analysis of feedback gathered as part of a formal Public Consultation, the previous EqlA has been updated to reflect the final proposals and the breakdown of those who responded to the public consultation.

COVID-19:

At the time of writing (November 2020), England is in the second national due to the spread of Covid-19. Restrictions and social distancing guidance apply at this time.

The programme has simultaneous benefits for the health of our residents and the sustainability of the borough in the face of both the COVID-19 pandemic and the climate emergency declared by the borough in March 2019. The programme's aim is to reduce short car journeys, make it safer and more convenient to get around by foot, bike and public transport for all residents and visitors to the area (for assessment of a similar programme: see University of Westminster's article on Mini-Holland programme¹¹). Measures such as the widening of footways and pedestrianisation, ensuring an accessible public realm for all, is critical to meet the needs of our children, elderly and disabled – our most vulnerable

residents. The wellbeing of residents is our priority and inclusivity is at the heart of that priority. With 49% of NOx emissions in London coming from road transport, a reduction in unnecessary car journeys through infrastructural change is imperative as this will have positive environmental effects on air quality and therefore positive impacts on human health.

Coronavirus has given a new urgency to the question of how we share our public spaces and how we can champion walking, cycling and the safe use of public transport. For these reasons, there has never been a more important time to move forward with this project.

We are passionate about maintaining an ongoing and robust engagement programme at this time to ensure the public is aware and fully informed of the Liveable Streets objectives. With this in mind, given the current situation, face-to-face public meetings and drop-in sessions are not possible. Therefore, virtual online sessions and phone calls were held during the consultation period.

Project to date:

The Bow project began in April 2019 with early engagement (see Figure 2 for detail). The proposed measures have been designed based on suggestions from local residents, businesses, traders, stakeholders and other interested parties. Further feedback and increased awareness of the scheme came from a temporary trial in July 2019. In late 2019 and early 2020, residents, businesses, traders and stakeholders including schools were invited to co-design workshops to view the background data including vehicles volumes, speeds and collisions and provide more feedback on the 'suggestions' for the area.

These phases of engagement have all shaped the design proposals for Bow to date (September 2020). The scheme is expected to run for approximately 18-24 months depending on the approved measures and associated volume of works required to achieve the scheme outcomes.

Liveable Streets – Bow – Proposals

Our proposals include the following:

- Speed humps
- Raised tables
- Raising pedestrian crossings
- Widening and decluttering footways
- Segregated cycle lanes
- Traffic islands, creation or removal, dependent on location
- Improved crossings for pedestrian and cyclists
- Bus gateways (exemptions outlined in the Cabinet Report)
- Timed closures, including pedestrianised sections (exemptions outlined in the Cabinet Report)
- Modal filters (road closures with cycle and pedestrian access)

- Timed school streets and school initiatives
- Tree and low-level planting
- Converting mini roundabout to T-junctions
- Reinstating or restricting turning movements, where is applicable and safe to do so
- Converting roads to two-way dependent on location
- Cycle parking
- Lighting improvements
- Removal or creation of parking bays, dependent on location
- Pocket parks and parklets
- Behavioural change programmes around active travel in conjunction with the community

The final design proposals to be presented to Cabinet can be seen in Appendix B of the Cabinet report pack. A summary of the proposals per scheme can be found in the Cabinet report under section 3.2.

Complementary measures

Alongside the physical infrastructure changes in the Bow project area, there are a number of complementary measures which will help facilitate the community in taking up active travel.

These include:

- The provision of adult cycle training
- Promotion of walking and cycling events in the area
- Free Dr. Bike and bike marking events
- Workshops with the schools in Bow to provide discussion on the principles of Liveable Streets
- Provision of materials for schools including banners, cycle and scooter training, road safety training and any other ad hoc programmes which fit into this category of work
- Support for residents to run Play Streets
- Cycle hangar provision where appropriate



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?

As mentioned above, the Liveable Streets Programme includes several engagement phases, during each phase additional feedback is received which contributed to the overall development of the project. The early engagement and workshop reports can be found online via talk.towerhamlets.gov.uk/LSBow and the interactive map of comments and suggestions can be found at www.pclconsult.co.uk/liveablestreetsbow

Further development of the scheme has been developed based on evidence and reports from numerous council departments including, but not limited to:

- Public Health Team
- Air Quality Team
- Community Safety Team
- Highways Team
- Planning Team
- Green Team

Additional data was obtained including:

- Collision data
- Traffic count data
- Air Quality data
- ASB mapping

Further data was obtained from

- Early engagement events and surveys
- Meetings with key stakeholder groups, including, but not limited to, Emergency services REAL, Age UK East London, London Vision, Older People's Reference Group, Link Age Plus, Healthwatch Tower Hamlets, Schools, Communities Driving Change and others.
- Consultation and engagement exercises and events including drop-ins, co-design workshops, Accessibility Transport Forum, Accessibility Day and others.

The proposals are also considered in guidance and reference to national and local policies including but not limited to:

- **Tower Hamlets Transport Strategy, 2019-2041** – the London Borough of Tower Hamlets has committed to promote clean, sustainable transport modes and focus on improving safety and accessibility, whilst ensuring sustainable methods are affordable to residents and businesses. This Transport Strategy directly relates to the Mayors Transport Strategy published in 2018 and sets out how Tower Hamlets will achieve the aims and targets of the MTS.
- **Mayors Transport Strategy (MTS), 2018** – The Mayors Transport Strategy sets out the policies and proposals for all London Boroughs to reshape London over the next two decades. The MTS aims to create Healthy Streets and healthy people.
- **Gear Change: a bold vision for walking and cycling** – the Department for Transport's report on actions required to improve streets for people and cycling and empower and encourage local authorities to take initiative in improving conditions for active travel.



- **Emergency Active Travel Fund** – Emergency Government funding allocated nationally and to TfL and local authorities in London to facilitate social distancing pandemic, encouraging a shift towards walking and cycling to relieve pressure on public transport in the near future.
- **Ultra Low Emission Zone** – introduced by the Mayor of London to improve air quality in inner London. The zone is to be expanded in 2021 and will cover the entire borough of Tower Hamlets.
- **Zero Emissions Networks (ZEN)** – the Mayor of London seeks to establish ZENs in Tower Hamlets, Islington and Hackney which provide support, advice, and small grants to help businesses reduce their emissions.

Whilst it has been assessed that some protected groups will not be particularly disproportionately impacted by the Bow proposals, there are other protected characteristic groups who it is likely the changes will benefit once implemented. These are: age (younger and older people), disability, race, pregnancy/maternity, socioeconomic, and positive impacts will be outlined below. Section 4 provides the assessment of impacts on residents and service delivery, which includes an evaluation of impacts on all protected characteristic groups.

Age - Older people

People's ability to use sustainable modes of travel can be reduced because of age-related health conditions. Tower Hamlets has the lowest proportion of residents aged over 65, 6.1% (7.6% of Bow East and West). Older people may find it difficult undertaking short distances on foot or using public transport due to impaired ability and/or poorly maintained footways. Traffic schemes that reduce vehicle speeds, improve the footways and crossings can increase feelings of personal safety and lead to an increased uptake in walking.

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

Older people may be more dependent on private motor cars for their transport needs, often used in conjunction with a Blue Badge parking permit, with the ratio of retired badge holders to all blue badge holders in Tower Hamlets being 4.1 : 1¹. Schemes which limit or reduce car provision could have affect this group, however access to local amenities and use of roads will still be permitted under these proposals. As part of the process, discussions have been held with key groups regarding the proposals and the impacts they could have and the key issues they would like to see addressed by the programme. As a result of these discussions, the proposals allow blue badge holders in the Bow area to register a vehicle/s that will then be able to pass through the bus gateway on Roman Road and timed closure on Coborn Road without incurring a fine. The administration, including the fee to register, will align with the other bus gateways in the borough. Others who do not hold a blue badge therefore may be required to take an alternative route because of changes to the roads and junctions, and journey times may be impacted. Access will be maintained for emergency services through the bus gateway and timed closures.



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

Older people may in some cases have difficulty accessing online material. Hard-copy flyers, consultation packs and reminder postcards were sent to all addresses for early engagement and the consultation within the project area. Guidance due to COVID-19 was adhered to during delivery. Furthermore, in April/May 2019, two drop-in sessions were held and advertised via leaflets delivered to every property within the Bow area. The drop-ins were held at the Idea Store on Roman Road, Bow on Thursday 2 May 2020 and Saturday 10 May 2020. Co-design workshops were held in local venues in the project area. Drop-in sessions were also held during the consultation via phone calls and online on 8, 11, 15 and 18 July 2020. Business door-knocking was carried out during the public consultation period which involved officers visiting businesses on both Roman Road and Old Ford Road to encourage business owners to participate in the consultation. This ensured those who may not have access to the internet had the ability to learn about the project and proposals and could respond to all phases of engagement during the project, particularly the consultation.

Age - Young People & Children

The travel mode of children has changed significantly over the last twenty years, with a decrease in children travelling as pedestrians or cyclists. With 20% of the borough being aged under 16 (18.4% Bow East and West), this is a group that can be particularly affected by changes to transport. To a large extent, parents determine the travel mode choice of children. Traffic infrastructure has a significant impact on parental decision-making concerning children's travel mode choice, by affecting both the real and the perceived traffic safety. Real traffic safety can be quantified in terms of numbers of collisions on the street, whilst perceived traffic safety is dependent upon the characteristics of their children and how safe they feel they will be travelling on the highway unsupervised.

Children require physical activity to ensure their healthy development. A survey published by the Department for Transport (DfT) in 2013², identified that almost half of English primary school children (46%) are driven to school and the average length of trip was 1.8 miles. A National Health Service (NHS) survey³ carried out in 2013 determined that three in ten children aged between two and fifteen are overweight or obese.

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. Physical activity in young people can be encouraged through the development of a safe environment which is not traffic dominated. The Bow proposals aim to reduce the cut-through traffic and improve the pedestrian environment through Bow which in turn should provide a safer environment for children to use more sustainable modes of travel with and without parental supervision.

Additionally, the public transport network in Bow is also likely to be improved by removing non-essential traffic and therefore improving network reliability. The proposed bus gateway at the



Roman Road/St Stephen's Road junction would have a positive impact on public transport travel times.

All areas will still be accessible via motor vehicle and provision of disabled parking adjacent to these areas will be retained. Improvements to footway provision within the area will increase independent travel opportunities for users in this group.

Improved footways and dropped kerbs increase accessibility to independent travel for this group increasing their opportunities to enjoy outdoor space and the benefits that that brings. Proposed pedestrian route works, road safety improvements and street lighting will deliver accessibility advantages to people from this group using sustainable modes.

Additional improvements will be made outside schools to improve pedestrian priority, safety and encourage sustainable journeys which will further benefit users of sustainable modes in this group. Timed closures on "School Streets" at Chisenhale, Olga, Old Ford and Malmesbury Primary Schools, making roads surrounding the schools pedestrian and cycle zones between 8.15am to 9.15am and 3.00pm to 4.00pm on school days will enable children and parents to arrive and depart from school safely. Reductions in traffic dominance will improve conditions for children walking/cycling/scooting to and from school.

The lung condition, asthma is the most common long-term medical condition affecting children and young people⁴. Therefore, a reduction in through-traffic, and therefore congestion and air pollution is likely to improve conditions for young asthma sufferers.

Disability

A disability can reduce an individual's walking range and affect their ability to use the public transport system. In 2011, the disability rate in Tower Hamlets was at 135 per 1,000 residents or 13.5%. During the 2011 census, 7.2% of residents in Bow East and West had a long term health problem or disability limiting the persons day to day activities a lot, while 7.1% of residents had a long term health problem or disability limiting the persons day to day activities a little.

The introduction of equality legislation during the last twenty years and improved access to public spaces means disabled people have greater opportunities, visibility and aspirations than ever before. For many disabled people, having the ability to travel on public transport means independence and the freedom to take control of their own lives. Disability is a key characteristic that determines travel behaviour and is often associated with more negative or problematic experiences of travel, along with more limited perceptions of viable alternatives. It has been found that people with disabilities more frequently used buses and taxis as a mode of transport than other travel modes⁷.

Walking, whether as a means of transport or as a walk to bus and train stops, can be made easier for mobility impaired people through intelligent engineering that incorporates dropped kerbs, controlled pedestrian crossings and tactile paving, within a well-maintained, clutter-free public highway that avoids excessive gradients and crossfalls. Traffic calming schemes that



reduce vehicle speed can increase feelings of personal safety and lead to an increased uptake in walking.

People with disabilities may be more dependent on private motor cars for their transport needs, often used in conjunction with a Blue Badge parking permit. Schemes which limit or reduce car provision without improvements to public transport or considered exemptions could have a negative impact on this group. However, access to local amenities and use of roads will still be available in the Bow area. Although older people, residents, businesses and visitors travelling by motor vehicle may be required to take a longer alternative route.

There is a requirement to ensure disabled people have access to facilities such as hospitals and GPs surgeries and this is considered in accessibility planning carried out by the Council, which stresses the need for these services to be served by good public and private transport facilities.

Taxis will also still be able to operate as access to customers, surgeries, and other amenities will be maintained, via alternative routes.

Disabled people and people with learning disabilities can benefit from community transport services including Shopmobility and the provision of door-to-door transport services (for example the Taxicard scheme). These services will also still be able to access properties via alternative routes.

Proposed continuous and widened footways in the retail area in Bow will provide significant accessibility gains for all users but particularly disabled users.

Improved footways and dropped kerbs will increase accessibility to independent travel for this group increasing their opportunities to enjoy outdoor space and the benefits that that brings. Proposed pedestrian route works, road safety improvements and street lighting will deliver accessibility advantages to people from this group using sustainable modes.

As part of the process, discussions have been held with key groups regarding the proposals and the impacts they could have and the key issues they would like to see addressed by the programme. As a result of these discussions, the proposals allow blue badge holders in the Bow area to register a vehicle/s that will then be able to pass through the bus gateway on Roman Road and timed closure on Coborn Road without incurring a fine. The administration, including the fee to register, will align with the other bus gateways in the borough. Continued engagement will take place with groups, organisations, charities throughout the programme. In general, the proposals will have some impact on people with different disabilities in the Bow area.

Race

Tower Hamlets is a vibrant and diverse borough. The 2011 Census indicated that Black and Minority Ethnic (BAME) communities make up 55% of the borough's population, compared to



the London average of 40%. Tower Hamlets is the borough with the 5th highest proportion of BAME residents⁵. Such residents are more likely to undertake journeys by walking or by public transport than white Londoners but are just as likely to cycle as white Londoners. In addition, BAME Londoners are less likely to use a car than white Londoners, and of the BAME people with cars, the Asian community is more likely to drive a car than the black community⁵.

BAME Londoners, both adults and children are almost twice as likely as white Londoners to be injured on the roads in a car accident⁵ and reducing this statistic is a priority. BAME road users also have the highest risk of being a pedestrian casualty. White Londoners are at higher risk with being involved in a cycle collision than other groups of cyclists.

BAME Londoners account for 40% of the London population and walking is the most commonly used type of transport by this group⁵. The project seeks to improve walking routes in Bow which would have a positive benefit for this group. Use of cars among BAME Londoners is lower than for white Londoners, with 32% and 43% respectively driving a car at least once a week⁵.

In England, there are significantly higher rates of incidence of asthma within BAME groups. In addition, when subdivided, there are even higher rates of asthma incidence in people in BAME groups born inside the UK than those born outside the UK, indicating second and third generation descendants of South Asian and Afro-Caribbean migrants suffer disproportionately from asthma⁶.

With a high proportion of BAME residents who currently make sustainable journeys, the improvements in road safety and to the public realm delivered by the Liveable Streets scheme, will improve existing conditions for these journeys, with a beneficial effect on those communities who are more likely to make journeys on foot. The promotion and provision of cycle training will further help to increase confidence for BAME residents to switch to active travel modes.

As BAME residents are disproportionately affected by respiratory conditions like asthma, a reduction in through-traffic and improvement in air quality is likely to have a positive effect on these groups who are more likely to suffer from health inequalities.

In general, it was considered that people from different racial backgrounds are positively impacted by the proposals for the Bow area.

Socio-economic

At the time of the last Census, 37.9% of the working aged population within the two wards were classified as working in managerial and professional occupations, which is higher than the borough average of 36.1%. Additionally, 10.3% of Bow East and West residents were classified as being long term unemployed, which is lower than the average for the borough of Tower Hamlets at 13.5%.

The approach of the programme is to reduce vehicle numbers on residential streets within the area, improve walking routes, footways and crossings throughout the area on well-known and used routes. The proposals address the existing issues and are in no way influenced by the economic factors of specific localised areas.

There is an established link between poor health due to air pollution and socio-economic deprivation. Respiratory disease rates are strongly influenced by social deprivation and health inequalities – in 2012, asthma rates in the UK were 36% higher in the most deprived communities than in the least deprived⁶. In addition, underprivileged socioeconomic groups are less likely to have access to green space, so introduction of better walking routes and pocket parks is likely to disproportionately benefit disadvantaged groups⁸.

Proposals to introduce timed pedestrianised zones and reduce through-traffic and short journeys made by vehicular traffic will have a positive effect on the above group by reducing health inequalities, as the two most used forms of transport by those on a low income in London are walking and the bus⁵. Londoners on lower incomes tend to make fewer weekday trips⁵, an improvement in the walking environment hopes to make it easier for this group to make journeys. In Bow, the percentages of residents who do not have access to a car are 58% and 62% in Bow West and East respectively¹⁰. A reduction in through-traffic for this group will positively impact them due to lower emissions (reducing health inequalities) and increasing safety.

The proposals will also encourage more walking and cycling which is a low-cost travel option for lower income households⁵.

Therefore, in general, it was not considered that other socio-economic groups were particularly disproportionately impacted by Bow area changes – they will benefit from the project.

Pregnancy and Maternity

The public transport network in Bow will be improved by removing non-essential traffic and therefore improving network reliability.

Reducing through traffic in the area will improve localised air quality which is beneficial to pregnant woman and those on maternity/paternity leave, and also babies and small children. 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 children⁹. Limiting unnecessary car journeys and cutting through-traffic is likely to have a positive effect on air quality in the area, benefitting pregnant women. Additionally, the improved infrastructure for walking will also benefit as trip hazards are removed.

In general, it was not considered that people who are pregnant or on maternity and paternity were particularly disproportionately impacted by Bow area changes – pregnant mothers will benefit from improved air quality and on street infrastructure.

Mitigating Impacts and Rationale



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

The Liveable Streets programme aims to improve the look and feel of public spaces, improve the environment to encourage more walking, cycling and access to public transport, significantly reduce through traffic on local residential streets creating a safer and more pleasant environment. These proposals impact those within the Bow area, or those trying to cut-through the Bow area to reduce their journey time.

Pedestrians:

Those walking through the Bow area will benefit from an improved walking environment, with wider footways, reduced street furniture clutter, better lighting and safer areas to walk and cross, including dropped kerbs. The proposals remove many of the barriers which currently discourage people from walking in the area.

Cyclists:

People wishing to travel within or through Bow on a bicycle will benefit from reduced vehicles volumes and improved cycle crossings and routes throughout the area. The environment for cyclists will be safer and more accessible and will encourage more people to cycle. Tower Hamlets has high numbers of cycle thefts in the borough, the addition of residential cycle hangars and more cycle parking is also likely to encourage people to switch to cycling. Furthermore, the provision and promotion of free cycle training for adults and within schools will help to increase the skills and confidence of those wanting to cycle in the Bow area.

Bus Passengers:

The inclusion of a bus gateway means bus routes will not be impacted through the Bow area. However, during construction bus services may be diverted or be delayed. If diversions are required, bus users trying to access certain destinations within the area will be impacted. During construction, some roads may have temporary signals to manage traffic if one or both lanes of the carriageway require closing, bus services may experience longer journeys during this time but it is expected that following implementation services should return to normal as there will be fewer vehicles in the area, as those 'cutting through' will no longer be able to.

Motorists:

Drivers and passengers of private vehicles will be impacted by the proposals and during construction. During construction, diversions and temporary closures may be required to carry out works, this may involve temporary signals should one or both lanes require closing. Following implementation of the project journey times will increase at peak times for those travelling around the road closures, where cut-through routes are currently taking place. It should be noted that the journeys within the Bow area are likely to be improved with better flowing traffic and less congestion as the number of vehicles will significantly reduce.

Motorcyclists:

Drivers and passengers of motorcycles will be impacted in the same way as private vehicle drivers and passengers. During construction, diversions and temporary closures may be required to carry out works, this may involve temporary signals should one or both lanes require closing. Following implementation of the project journey times will increase at peak times for those travelling around the road closures, where cut-through routes are currently taking place. It should be noted that the journeys within the Bow area are likely to be improved with better flowing traffic and less congestion as the number of vehicles will significantly reduce.



Taxi/Private Hire Vehicles:

Drivers and passengers of taxis and private hire vehicles will be impacted in the same way as private vehicle drivers and passengers. During construction, diversions and temporary closures may be required to carry out works, this may involve temporary signals should one or both lanes require closing. Following implementation of the project journey times will increase at peak times for those travelling around the road closures, where cut-through routes are currently taking place. It should be noted that the journeys within the Bow area are likely to be improved with better flowing traffic and less congestion as the number of vehicles will significantly reduce. All properties will be accessible within the Bow area albeit via an alternative route.

The origin and destination surveys provided information on the number of vehicles cutting through the Bow area (16,000 journeys every day). Information from the collision data, Local Safer Neighbourhood Team, Community Safety Team highlighted incidents between vehicles, and cyclists and pedestrians creating a hostile environment for those walking or cycling through the area.

Discussions with disability and elderly organisations and charities also shared that the environment felt hostile and unsafe, with particular reference to the lack of dropped kerbs, narrow clutter footways with uneven surfaces.

Public Health Teams also shared statistics on the level of obesity and child obesity in the borough, some of which relates to the small number of children who do not walk, scoot or cycle to school due to the unsafe busy roads.

The proposals will reduce cut-through traffic on the internal residential streets of the Bow area, improve road safety and provide health and wellbeing benefits for all.

Name of officer completing the EIA: Chris Harrison

Service area: Public Realm

EIA signed off by: Mehmet Mazhar

Date signed off: 17 November 2020



Section 4 – Assessing the impacts on residents and service delivery

	Positive	Negative	Neutral	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
Age (All age groups)	<p>Additional short-stay parking proposed in the town centre.</p> <p>Improved conditions for active travel – specifically a more inclusive walking environment with continuous crossings, dropped kerbs, raised junctions, tactile paving.</p> <p>Creation of public spaces to stop, sit, and rest.</p> <p>School streets – ensuring safety and allowing children and parents to socially distance at school gates during ongoing coronavirus pandemic.</p>	<p>May have to take longer journeys if using a car to get around.</p>		<p>Some older people have or choose to take journeys by motor vehicle. These journeys may be longer in time and distance, but all destinations will still be accessible. The impact of longer journey times is deemed to be offset by the improvements for independent travel provided by the proposed improvements. Within the area journey times are likely to reduce in time as the volume of traffic falls, with reduced build-up of traffic congestion expected.</p> <p>Younger People (17-25) and Children (5-16):</p> <p>Reduced vehicle numbers, improved footways and crossings will provide positive outcomes for this group. All the above measures create a more pleasant environment which is less polluted, safer, and quieter for younger people and children. Timed closures for “School Streets” would also give a benefit to pupils in terms of safety and better air quality at school. *Age groups categorised as per TfL guidelines. The young and the elderly people experience worse effects of road danger, noise, and air pollution⁵ – reducing through traffic and improved crossing facilities will address this. The proposals are considered to benefit this group.</p>
Disability	<p>Additional short-stay parking proposed in</p>	<p>Some disabled</p>		<p>Longer car journey times for those without a blue</p>



	Positive	Negative	Neutral	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
(Physical, learning difficulties, mental health and medical conditions)	<p>town centre. Extra provision of disabled bays.</p> <p>Aim to improve air quality throughout the area.</p> <p>Improved conditions for active travel – specifically a more inclusive walking environment with continuous crossings, dropped kerbs, raised junctions, and tactile paving.</p> <p>Creation of public spaces to stop, sit, and rest.</p> <p>Road will provide significant accessibility gains for all users but particularly disabled users. Reduced vehicle volumes will also make it easier and safer to cross roads. The reduction in noise and air pollution will also create a better environment for disabled people and carers.</p> <p>Allowing blue badge holders within the Bow area to pass through the Roman Road bus gateway and timed closure on Coborn Road during the hours of operation.</p>	<p>persons need a vehicle to travel, all properties and areas will still be accessible as part of the proposals. It is acknowledged that these routes will be longer, for those without a blue badge permit, in time and distance if travelling north<>south or east<>west.</p>		<p>badge permit are deemed to be offset by an improved walking environment for all. 81% of disabled Londoners walk at least weekly and improvements accessibility for those with reduced mobility will give greater freedoms to those getting around on foot/wheeling.</p> <p>Disabled people experience worse effects of road danger, noise and air pollution⁵ – reducing through traffic and improved crossing facilities will address this.</p> <p>The proposals are likely to benefit this group, although those without a blue badge permit who need to travel by car due to mobility impairments may be required to take a different, lengthier route.</p>
Sex	Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.			The proposals are not considered to have any particular impact on this group.



	Positive	Negative	Neutral	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
Gender reassignment	Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.			The proposals are not considered to have any particular impact on this group.
Marriage and civil partnership	Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.			The proposals are not considered to have any particular impact on this group.
Religion or philosophical belief	Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.			<p>Access to all places of worship are maintained as a part of these proposals however journeys by motor vehicle may increase in distance and time during peak times.</p> <p>Improved walking and cycling routes and access to public transport will be improved by the proposed works thus providing safety and access improvements to these users.</p> <p>The proposals are not considered to have any particular impact on this group.</p>
Race	Those from BAME backgrounds are more likely to suffer with respiratory illnesses as a product of poor air quality and pollution levels. A reduction in pollution through removal of traffic is also considered to have a positive impact for this group.			BAME Londoners are more at risk of being killed or seriously injured in or by cars ⁵ . Some minority ethnic groups experience worse effects of road danger, noise and air pollution ⁵ – reducing through traffic and improved crossing facilities will address this and therefore these proposals are considered to have a positive impact for this group.
Sexual orientation	Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.			The proposals are not considered to have any particular impact on this group.



	Positive	Negative	Neutral	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
Pregnancy and maternity	<p>Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.</p> <p>Reduced risk of respiratory conditions with a removal of through and rat-run traffic.</p>			<p>The proposals are likely to have a positive impact on pregnant women through improved air quality and a safer environment to walk with reduced traffic. A better walking environment will benefit mothers and fathers of young children who may need to use a push chair.</p>

Other				
Socio-economic	<p>Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.</p>			<p>The proposals are likely to have a positive impact on those from all other socio-economic groups due to improved air quality and the creation of pleasant public spaces free of vehicular congestion.</p>
Parents/ Carers	<p>Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.</p> <p>Road will provide significant accessibility gains for all users but particularly disabled users. Reduced vehicle volumes will also make it easier and safer to cross roads. The reduction in noise and air pollution will also create a better environment for disabled people and carers.</p>	<p>It is acknowledged that these routes will be longer, for those in time and distance if travelling north<>south or east<>west</p>		<p>The proposals are not considered to have any particular impact on this group.</p>



	Additional short-stay parking proposed in town centre. Extra provision of disabled bays.			
People with different Gender Identities e.g. Gender fluid, Non-Binary etc	Improvements to the public realm and reduction in traffic volumes will create a healthy environment for all.			The proposals are not considered to have any particular impact on this group.
AOB				

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.	November 2020		
Monitor and review the scheme, during implementation and completion over an 18-month period in which experimental traffic orders are in place.	Carry out surveys to obtain information for monitoring the scheme	2020/2021		
Full review to take place 3 years after the commencement of the project.	Independent review to be carried out.	2022		

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:

This is a live document as of November 2020, which relates to the proposals produced for Cabinet. Should the proposals go ahead, this EqlA will be superseded and a revised version created which reflects the decision of Cabinet and the proposals on the protected groups.

Furthermore, the scheme will be monitored over an 18-month period and reviewed post implementation, should any amendments be required. The EqlA will again be updated based on the actual project build as the scheme progresses. This is to reflect any changes which may take place on site due to unforeseen complexities. As part of the implementation process other bodies and partners will be included to ensure further assessment of possible impacts is reviewed.

Appendix A

Equality Impact Assessment Decision Rating

Decision	Action	Risk
As a result of performing the EIA, it is evident that a disproportionately negative impact (direct, indirect, unintentional or otherwise) exists to one or more of the nine groups of people who share a Protected Characteristic under the Equality Act. It is recommended that this proposal be suspended until further work is undertaken.	Suspend – Further Work Required	Red 
As a result of performing the EIA, it is evident that there is a risk that a disproportionately negative impact (direct, indirect, unintentional or otherwise) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. However, there is a genuine determining reason that could legitimise or justify the use of this policy.	Further (specialist) advice should be taken	Red Amber 
As a result of performing the EIA, it is evident that there is a risk that a disproportionately negative 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.	Proceed pending agreement of mitigating action	Amber 
As a result of performing the EIA, 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.	Proceed with implementation	Green: 

References

- 1 Blue Badge scheme statistics and data, Department for Transport, 2018
- 2 National Travel Survey, 2012
- 3 Health Survey for England, 2013
- 4 DHP Healthy London Partnership Evaluation Report, 2020
- 5 Travel In London: Understanding our diverse communities, a summary of existing research, 2019
- 6 Asthma UK, On the Edge: How inequality affects people with asthma 2018
- 7 DfT Road risk and vulnerable road user working paper (n.d)
- 8 Public Health England, Improving access to greenspace 2020
- 9 NICHD Consecutive Pregnancy Study, 2010
- 10 Tower Hamlets ward profiles, Corporate Research Unit, 2014
- 11 Impacts of an active travel intervention with a cycling focus in a suburban context: One-year findings from an evaluation of London's in-progress mini-Hollands programme, University of Westminster & London School of Hygiene and Tropical Medicine, 2018