



# Equality Impact Analysis: (EqIA)

See  
Appendix A



Current  
decision rating

## Section 1: Introduction

**Name of Proposal** **Liveable Streets Bethnal Green**

*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** **Mehmet Mazhar and Chris Harrison**

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

**Date of approval** **31/03/2021**

## **Conclusion**

When considering these proposals for the Bethnal Green area, the aims of the Liveable Streets programme and final scheme proposals have been taken into consideration. The programme aims are to improve the look and feel of public spaces in neighbourhoods across the borough and make it easier, safer, and more convenient to get around by foot, bike and public transport. Also, to reduce the number of people making 'rat runs' and shortcuts through residential streets to encourage more sustainable journeys and to improve air quality and road safety. The proposal includes traffic changes, calming measures and public realm improvements to make local streets safer and more pleasant for everyone.

These proposals are also in line with the Transport Strategy, Climate Emergency declaration, and Public Health campaigns within the borough. The recommendations and updates in this EqIA are:

- 1. The road closure on Wellington Row/Barnet Grove and Quilter Street/Ravenscroft Street as presented in option 2 of the Barnet Grove area consultation*
- 2. The existing liveable street proposals for Bethnal Green in line with the proposals in point 1 above.*

Evidence has been drawn upon through existing studies, data sets, as well as data and evidence collected as part of this programme through each engagement stage, consultation, and surveys in order to make the assessment.

## **Positive impacts**

This EQIA assessment has highlighted the potential for positive impacts on the protected groups.

The final proposals for the Bethnal Green area provide overall improvements for the environment. A key competent of the measures are the full road closures which help in reducing through-traffic to offer improved safety and a better environment (improved air quality and noise



reduction) for vulnerable road users, including those who walk and cycle and those within the protect groups identified within this assessment.

For example, the borough's Transport Strategy showed a disproportionately low take up of cycling amongst women, often in relation to fear of traffic/roads which this scheme would help to resolve by creating a safer network of cyclable roads. BAME groups are identified as more likely to be a casualty in a road collision, particularly as a pedestrian which this scheme would help improve by removing the conflict with motor vehicles and improvements to crossings and accessibility through the area. Those who are BAME and elderly are also more likely to have a respiratory condition, as outlined in the Transport Strategy<sup>3</sup>. The elderly and young are also the most likely groups to be involved in a collision<sup>7</sup>, as well as being impacted by the poor air quality, walking environment and outdoor space.

For those using a motor vehicle, all properties will remain accessible via alternative routes even with the full time and part time road closures in place. The associated benefits of the road closures relate to the opportunity it creates for further measures in the area to be implemented which would not otherwise be possible without the reduction in traffic levels. This includes improvements such as continuous crossings, dropped kerbs, public spaces, additional planting and trees, bus stop upgrades and disabled parking provision in key locations. Overall, these measures provide greater accessibility for those who walk, cycle and use public transport across the area as well as improving the look, feel and safety of the area. Furthermore, this is likely to provide health benefits and mental wellbeing in relation to an increase in physical activity as recommended by NHS to help us continue to be independent and healthier for longer in our lives.

### **Negative impacts**

This EqIA assessment did highlight some potential negative impacts on the protected groups.

The negative impacts are related to the requirement for those using a motor vehicle to use alternative routes to reach their destination in the area. The negative impact is associated with the increased time, distance and cost for those using a motor vehicle to access the area. The maximum distance has been estimated during the morning peak to be 6-14 mins southbound (1.4miles) and 9-18 mins northbound (1.7miles).

It should be noted that all properties remain accessible by motor vehicle and there are other travel methods which will be improved by the proposals such as access to public transport, the environment for those who walk and cycle. The main negative impact therefore lies with those that must use motor vehicle to travel across the area to reach their destination.

As part of this assessment, it is recognised this could be those that are disabled, elderly, mobility impaired, and care for a relative or friend that need to use a motor vehicle to travel across Bethnal Green.

Specifically, this assessment recognises that certain categories are more likely to be in a position to need a motor vehicle to travel with the area. This could be the case for the elderly who have mobility impairments, age related conditions or diseases and are more likely to be reliant on a motor vehicle for essential journeys. Those supporting or caring for an elderly relative or friend, would also likely be impacted by the longer alternative routes as they fit caring into their day-to-day activities. The impacts are those persons using a motor vehicle will have to use alternative routes, which will take more time to reach their destination, increase their journey distance and overall journey cost when using a private or hired (taxi/PHV) vehicle to travel.



Further to this, people with a disability, or those supporting or caring for a relative or friend with a disability, who require a vehicle to travel will have to use alternative routes, which will take more time to reach their destination, increase their journey distance and overall journey cost when using a private or hired (taxi/PHV) vehicle to travel.

## **Considerations**

Those who must use a vehicle to travel will need to use alternative routes on the surrounding road network. The alternative routes are mainly A roads and these roads are designed to carry more vehicles and often with wider footways reducing the impact of air pollution as studies have shown. It is recognised that more vehicles may therefore be using these roads, but some will also find routes outside of this area. The scheme is likely to encourage a change of behaviour too and journeys by motor vehicle journeys will reduce.

Access onto the main roads is a short distance from each property and as the parking zones allow residents to park within the A1 minizone, persons can park on either side for the closure points depending on the direction they travelled from or are due to travel to next. It is recognised that for some this may not be possible, in this instance alternative routes will be required, but all properties remain accessible.

As part of the scheme improvements to key junctions will be considered. This will help improve the flow of traffic into and out of the area. Consideration will be given to the main junctions and if there are gained efficiency at signals from a change in levels of traffic movements or if further traffic management such as yellow box junctions will improve traffic flow.

The assessment identifies that the elderly or disabled who require a motor vehicle is likely to be negatively impact and will need to travel a further distance to reach their destination however the assessment also shows that the reduction of vehicles is likely to benefit those who are elderly, as this group are more likely to be involved in a road traffic collision. Additionally, those who are disabled suffer disproportionately from air and noise pollution, which this scheme addresses. This is likely to benefit those using nearby centres and services who currently experiencing excessive noise and air pollution.

This project has been undertaken on an area basis to ensure that benefits are gained equally. The removal of traffic on Gosset Street and Squirries Street which has the most vehicles on is close to residential housing estates and an area of lower income. Therefore, by introducing these proposals those living in this area will benefit and experience the quieter safer streets which the residential streets north of Gosset Street already have. Noting that closures are needed to protect the existing quiet streets from becoming new rat-run routes for vehicles.

Overall, the assessment has shown a negative and positive impact for a number of the protected groups. This is also reflected in the consultation results where a majority positive response was provided by the elderly, disabled and BAME groups, with some concerns raised. Concerns such as access have been addressed to ensure all properties are accessible by motor vehicle.

As the first of the Liveable Street areas, it is a key that a review is carried out to understand fully the impacts and ensure that changes can be made where necessary.

## **Review**

As part of the scheme implementation, it has been recommended that this is undertaken on an experimental basis to ensure a review of the scheme is carried out. This will include the monitoring of the potential positive and negative impacts identified through the assessment and



where necessary alterations made to the scheme. As part of this review the EqIA will be updated with results from any surveys and feedback provided from all road users and the local community.

As part of the experimental traffic order, any necessary alterations are made within 6 months and are reviewed between 6 and 18 months after implementation.

A further consideration will be given on the surrounding road network, liaison with LB Hackney on further measures to help traffic flow on Hackney Road.

A Health Impact Assessment is being developed as part of the Liveable Streets programme and will assist in the development of schemes.

The ongoing review of detailed designs and subsequent engagement sessions, where applicable, will continue to understand and mitigate any additional unforeseen adverse impacts. Actions to mitigate and monitor these impacts have been outlined in section 5 of this assessment.



**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 Councils commitment to equality; please visit the Council’s website.

## **Section 2 – General information about the proposal**

### **COVID-19:**

At the time of writing (March 2021), England is in the third national lockdown due to the spread of Covid-19. Restrictions and social distancing guidance apply at this time. 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.

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.

### **Liveable Streets programme:**

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. Also, to reduce the number of people making ‘rat runs’ and shortcuts through residential streets to encourage more sustainable journeys and to improve air quality and road safety.

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. These are some key priorities outlined in the Tower Hamlets Transport Strategy which the Liveable Streets programme will address across 17 different neighbourhoods in the borough which have been selected for interventions. Further council campaigns such as Breathe Clean, anti-idling, school streets also align with this programme and where possible measures are included as part of the overall project. These programmes are informed by evidence showing adverse impact of air pollution on particular groups such as children, unborn children, elderly, those with respiratory conditions.



### **Climate Emergency<sup>2</sup>:**

As mentioned above, the programme's aims also align with the climate emergency declared in March 2019.

### **Tower Hamlets Transport Strategy<sup>3</sup>:**

The Transport Strategy, 2019-2041, outlines a number of key issues within the borough, data and future steps to improve transport and the environment for all who live, work and study. This consultation highlighted the need for inclusive cycling, safe infrastructure to encourage more walking, cycling and the use of public transport in the borough.

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 programme<sup>4</sup>). 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<sup>3</sup>.

### **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 to improve air quality and road safety.

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, shown in figure 1.

The Liveable Streets project in Bethnal Green 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 (complementary 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.



**Figure 1 - Liveable Streets programme map**

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 Automatic Number Plate Recognition (ANPR) or removable features, which emergency services can gain access through. Throughout all Liveable Streets programmes, the emergency services are kept up to date, involved and input into the proposals.

**Project to date:**

The Bethnal Green project started in April 2019 and since then has undergone rigorous engagement and consultation with residents, businesses and other local stakeholders.

The scheme is expected to run for approximately 18-36 months depending on the approved measures and associated volume of works required to achieve the scheme outcomes. The timescale has been updated due to the impact of Covid-19 on the construction timetable.

Prior to the early engagement phase of the project, background data is gathered for the project, including key places of interest, venues, organisations and stakeholders.

## Engagement process and steps

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



**Figure 2 - Liveable Streets design process**

### Engagement and consultation

A three-stage engagement process is followed which broadly involves an early engagement period, co-design workshops, and a formal public consultation, shown in figure 2. Throughout these stages the team engages with a number of stakeholders such as community groups, schools, businesses, tenants and residents' associations, local organisations, market traders, places of worship. Hard-copy information has been delivered to every property in the project area and to key stakeholders throughout the project, at each engagement stage (on request these were made available to those outside the area).

Prior to the Covid-19 pandemic all engagement and consultation was carried out face-to-face, the team held and attended events. Persons also attended Cabinet at the Town Hall on Wednesday 25 January 2020. During the Covid-19 pandemic it has also been possible to contact the team on the phone, or by writing to us. Where sessions were not able to take place face-to-face they have been held online, these relate to co-design sessions following consultation.



## 1. Early engagement

A perception survey was carried out from 21 April to 23 May 2019. This was using an online survey, interactive map and feedback gathered from meetings and drop-in sessions.

There were 287 respondents to the survey. 284 people answered this question '*are you responding as...*', 70% of respondents identified as residents.

Of those who provided the information (this was not mandatory so not everyone provided an answer):

- 5% were 65 years or older
- 7% have a health problem or disability which limit their day-to-day activities.

Of those who states they has a health problem or disability:

- 9% have a physical impairment
- 12% had a sensory impairment
- 21% had a mental health condition
- 15% had a long-standing illness or health condition
- 53% were male and 41% female
- 12% were pregnant
- 34% stated they have caring or parenting responsibilities

279 people gave answers as to what would encourage them to walk, cycle or use public transport more, the top five answers were (note respondents could pick more than one option):

- Less traffic – 180 respondents selected this option
- Cycle lanes – 175 respondents selected this option
- Better driver behaviour – 161 respondents selected this option
- Greener public spaces – 153 respondents selected this option
- More trees and planting – 153 respondents selected this option

Feedback, suggestions and issues could also be plotted on an interactive map. 649 suggestions/comments were plotted, by more than 145 respondents.

The top suggestions were:

- Improve public realm – 112 suggestions plotted across the area
- Cycle lanes – 80 suggestions plotted across the area
- Other – 79 suggestions plotted across the area\*
- Road closure – 68 suggestions plotted across the area
- Traffic calming – 47 suggestions plotted across the area

\*other included a variety of comments

Respondents were able to ask queries or make their views on the proposals via a number of ways:

- Completing the online survey at <https://www.pclconsult.co.uk/liveablestreetsbethnalgreen>
- Attending the drop-in sessions to share feedback (two took place during the early engagement period)
- Writing to the team at Liveable Streets, 6th Floor Mulberry Place, PO Box 55739, 5 Clove Crescent, E14 2BG
- Emailing the team at [Liveablestreets@towerhamlets.gov.uk](mailto:Liveablestreets@towerhamlets.gov.uk)



- Calling the team on **0203 092 0401**

A number of channels were used to raise awareness and encourage people to respond:

- Door knocking was also carried out by the team
- Social media posts
- Emails from the Liveable Streets team
- Through ward councillors
- Attending meetings at places of worship
- Discussions with local stakeholders, schools
- Delivery of flyers to market traders
- Flyering at key locations such as schools, transport hubs and key walking/cycling routes

A report detailing the findings of the early engagement stage can be found at <https://talk.towerhamlets.gov.uk/lsbethnalgreen>

### **3. Co-design workshops**

Co-design workshops were held on 27 June 2019 and 2 July 2019. Attendees sat together in groups around tables and were presented with a map for each exercise so that they could provide their opinions / suggestions on the current suggestions or ideas by writing notes, highlighting suggestions or drawing on the map as they wished. Two exercises were carried out:

- Exercise 1 - The first exercise concentrated on traffic management and possible measures to improve the area for pedestrians and cyclists.
- Exercise 2 - The second exercise looked at improving the pedestrian environment.

Overall, there was high levels of support for ideas to reduce traffic cutting through the area, improving safety, and creating more space for pedestrians and cyclists.

There were some recurring themes and points of discussion that came up throughout the two workshops which will be a point of focus during the next stage of design. These included the following:

- Many attendees thought that drug dealing and anti-social behaviour in the area was a major issue that required addressing. They thought stricter interventions were needed to control the problem.
- Improvements to the footways and carriageways was supported by the attendees as it would have multiple benefits, i.e. Improving the pedestrian environment and public spaces.
- The lack of adequate lighting in certain areas of the borough was discussed by several attendees.

A report detailing the findings of the workshop stage can be found at <https://talk.towerhamlets.gov.uk/lsbethnalgreen>

### **5. Public consultation**

Designs developed using resident and stakeholder suggestions and were put out to formal public consultation from 28 October to 25 November 2019. The proposals presented at public consultation were based on solving ongoing issues, suggestions and feedback received throughout the project, with the majority being received at the engagement phases.



Respondents were able to ask queries or make their views on the proposals via a number of ways:

- Completing the online survey at <https://www.pclconsult.co.uk/liveablestreetsbethnalgreen/consultation>
- Completing the paper survey provided to all properties in the project area (over 10,500) or made available at key locations i.e. Bethnal Green library. A freepost envelope was also included in these packs.
- Attending the drop-in sessions (two took place during the consultation period)
- Writing to the team at Liveable Streets, 6th Floor Mulberry Place, PO Box 55739, 5 Clove Crescent, E14 2BG
- Emailing the team at [Liveablestreets@towerhamlets.gov.uk](mailto:Liveablestreets@towerhamlets.gov.uk)
- Calling the team on **0203 092 0401**

A number of channels were used to raise awareness and encourage people to respond:

- Door knocking was also carried out by the team
- Social media posts
- Emails from the Liveable Streets team
- Through ward councillors
- Attending meetings at places of worship
- Discussions with local stakeholders, schools
- Parent and teacher coffee morning at two schools who agreed to host these sessions
- Delivery of packs to market traders
- Flyering at key locations such as schools, transport hubs and key walking/cycling routes

### **Decision by Cabinet**

Feedback and alternative suggestions presented to the team from the consultation was reviewed and the proposals were further amended to reflect the feedback. Alternative suggestions which aligned with the aims of the project were included.

The final design proposals were presented, and recommendations were amended and then agreed by the Mayor in Cabinet in January 2020 are listed below. The supporting appendices presented to Cabinet as part of the Cabinet Pack, are available at:

<https://talk.towerhamlets.gov.uk/LSBethnalgreen> and  
<https://democracy.towerhamlets.gov.uk/ieListDocuments.aspx?CId=720&MID=10197>

This includes:

- Appendix A – consultation document
- Appendix B – final proposals plan
- Appendix C – engagement and consultation summary
- Appendix D – consultation results
- Appendix E – alternatives considered
- Appendix F – EqIA (superseded by this, March 2021 version)



## **Liveable Streets – Bethnal Green Proposals**

These proposals per scheme, approved by the Mayor and Cabinet area are as follows:

### **Scheme 1**

The closure of Arnold Circus to motorised traffic, and extension of the existing public space, with a one-way system created for access purposes on Calvert Avenue, Navarre Street and Boundary Road.

Modal filters are proposed at the following locations:

- Virginia Road – east of its junction with Hocker Street and another at its junction with Chambord Street
- Hocker Street – at its junction with Arnold Circus
- Palissy Street – at its junction with Arnold Circus
- Rochelle Street – at its junction with Arnold Circus
- Club Row – at its junction with Arnold Circus
- Camlet Street – at its junction with Arnold Circus
- Arnold Circus – at its junction with Navarre Street
- Arnold Circus – at its junction with Calvert Avenue
- Old Nichol Street – at its junction with Boundary Road

### **Scheme 1 updates:**

#### **March 2021**

- In Arnold Circus, works began on the carriageway in late October, but in response to concerns raised in relation to some heritage aspects, further works were subsequently paused in order to provide full reassurance in relation to this and some other issues raised by concerned residents. An interim scheme was put in place in December 2020 following discussions with resident groups and stakeholders, information on the session dates, feedback and latest plan can be found online at [https://talk.towerhamlets.gov.uk/lsbethnalgreen/news\\_feed/arnold-circus](https://talk.towerhamlets.gov.uk/lsbethnalgreen/news_feed/arnold-circus). Following final discussions with stakeholder and residents the detailed design will be shared and published.

### **Scheme 2**

Conversion of Ravenscroft Street to be one-way northbound between Columbia Road and Ezra Street

Modal filters are proposed at the following locations:

- Gosset Street - between the junctions of Wellington Row and Columbia Road with creation of a new public space outside the Birdcage pub (allowance for emergency service access) – see February update below
- Ropley Street – at its junction with Columbia Road (allowance for emergency service access) – see February update below
- Barnet Grove closure – see February update below

### **Scheme 2 updates:**

#### **March 2021**



- Gosset Street – works are being undertaken and will be completed within the next three to four weeks. Information on the session dates, feedback and latest plan can be found online [https://talk.towerhamlets.gov.uk/lsbethnalgreen/news\\_feed/gosset-street](https://talk.towerhamlets.gov.uk/lsbethnalgreen/news_feed/gosset-street)
- Ropley Street - Further engagement has taken place on the design of the Ropley Street closure. Information on the session dates, feedback and latest plan can be found online at [https://talk.towerhamlets.gov.uk/lsbethnalgreen/news\\_feed/ropley-street](https://talk.towerhamlets.gov.uk/lsbethnalgreen/news_feed/ropley-street). Emergency access will remain at all times.
- Barnet Grove, in reference to 2a of the January 2020 Cabinet decision, although the original location was supported by the local community, (62% with 1018 respondents within the Bethnal Green project area, 64% within the scheme area of which the closure location was within) it was agreed to review the locations and propose alternatives that may better suit to area. The proposals have not been fundamentally revisited but further consultation on the location of the Barnet Grove closure has been carried out. The consultation took place from 13 July to 9 August 2020, the majority of respondents favoured option 2, 63 people out of 151 respondents, which is recommended to proceed with the accompanying report. The consultation and results can be seen at [https://talk.towerhamlets.gov.uk/lsbethnalgreen/news\\_feed/barnet-grove-proposals](https://talk.towerhamlets.gov.uk/lsbethnalgreen/news_feed/barnet-grove-proposals)

### **Scheme 3**

Conversion of the following streets to be one-way:

- Squirries Street – northbound, from Bethnal Green Road to Gosset Street
- Gosset Street – westbound one-way

Pocket park and modal filter at Gosset Street – between the junctions of Warner Place and Squirries Street

### **Scheme 4**

- Footway widening, new public space, streetscaping, planting, and a cycle track on Old Bethnal Green Road outside the shops and school.
- Crossing improvements outside Bethnal Green Nature reserve

Conversion of the following streets to one-way:

- Mansford Street – southbound from its junction with Hackney Road to its junction with Old Bethnal Green Road
- Old Bethnal Green Road – eastbound from Mansford Street to Temple Street
- Old Bethnal Green Road – westbound from Mansford Street to Warner Place
- Temple Street – northbound from Old Bethnal Green Road to Hackney Road
- Warner Place – northbound from Gosset Street to Hackney Road

Pocket parks (and modal filter with no motor vehicle access):

- Old Bethnal Green Road – between the junctions of Temple Street and the THCH housing estate entrance (85 Old Bethnal Green Road) (allowance for emergency service access)
- Teesdale Street – at its junction with Old Bethnal Green Road
- Canrobert Street – at its junction with Old Bethnal Green Road

Modal filters:

- Clare Street – south of its junction with West Street



- Pundersons Gardens – outside the Tower Hamlets Homes estate garages (nr 20 Pundersons Gardens)
- Pollard Row – from the junction of Ivimey Street to the junction with Pollard Street (allowance for emergency service access)
- Clarkson Street – at the south eastern corner of Middleton Green
- Pollard Street – Streetscape – restriction of motor vehicles on Pollard Street from Pollard Row to the entrance to Elizabeth Selby Infant School

Creation of community garden in conjunction with Tower Hamlets Homes' Hollybush Estate.

### **Scheme 5**

- St Matthews Row – conversion to northbound
- Modal filter on Sale Street – from its junction with Buckfast Street to its junction with Hereford Street

Further proposals include provision for cycle hangar parking, CCTV, electric vehicle charge points, tree planting and lighting improvements.

### **Complementary measures**

Alongside the physical infrastructure changes in the Bethnal Green 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
- The provision of disability cycle training
- Promotion of walking and cycling events in the area
- Free Dr. Bike and bike marking events
- Workshops with the schools in Bethnal Green 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

### **Monitoring**

At the start of every project baseline data is gathered to understand the composition of local communities, how current traffic operates, volumes, speeds, routes, collisions, as well as pedestrian, cycle movements air quality, bus impact, community feedback. The impacts on the protected characteristics, most likely relating to those with mobility impairments or disabilities, will be monitored through continued engagement, amendments to design where required relating to ongoing feedback and a feedback survey following the implementation of the measures.

Details of data collected as part of this scheme can be found within documents at <https://talk.towerhamlets.gov.uk/lsbethnalgreen> or on the Tower Hamlets website, such as Air quality monitoring which is available at the below address [https://www.towerhamlets.gov.uk/lgn/environment\\_and\\_waste/environmental\\_health/pollution/air\\_quality/Monitoring.aspx](https://www.towerhamlets.gov.uk/lgn/environment_and_waste/environmental_health/pollution/air_quality/Monitoring.aspx) or ward profile information is available at [https://www.towerhamlets.gov.uk/lgn/community\\_and\\_living/borough\\_statistics/Area\\_profiles.aspx](https://www.towerhamlets.gov.uk/lgn/community_and_living/borough_statistics/Area_profiles.aspx)



The proposals and schemes implemented will be monitored in their effectiveness of meeting the aims of the programme and to understand any '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.

Feedback on the schemes are welcomed throughout the project. All feedback received will be included and inform the monitoring review process. This includes all feedback sent to the council, and meetings held with stakeholders and internal departments.

### **Construction and engagement**

Prior to the construction works starting, a results booklet was sent to all properties in the area. This detailed the results of the consultation and can be found at <https://talk.towerhamlets.gov.uk/lrbethnalgreen>

Guidance due to COVID-19 was and continues to be adhered to during delivery of update documents and notification letters. Due to Covid-19 the start of works were pushed back by three weeks and the workforce impacted due to social distancing requirements.

Where applicable, localised meetings with the community and/or stakeholder will be held in order to gain specific feedback regarding detailed designs within the constraints of the site. These sessions will be carried out in relation to Arnold Circus, Gosset Street and Ropley Street and school streets. Sessions will be held online or face-to-face, depending on the restrictions in place due to the Covid-19.

Throughout the construction period, letters will be sent to each property in the vicinity of the works with information regarding start date, possible disruption including noise, working hours, access implications. Information will also be sent to the mailing list and key stakeholders in the area such as schools, for those accessing the area. A construction communications strategy has been developed to ensure information is circulated in good time. A copy of the notification letters sent to date can be found at <https://talk.towerhamlets.gov.uk/lrbethnalgreen>

At times during the construction, alternative routes will be in place for drivers, cyclists and pedestrians. Where such measures are required, management of all road users will be put in place such as temporary ramps. Signage will be erected prior to works starting.

During the construction period, it is acknowledged there may be localised disruption which is expected to resolve as the scheme finishes construction and settles in. Throughout this period, people are able to contact the team via email, phone, or writing to team with their concerns which will be addressed and resolved in a timely manner.

Once construction is complete each individual scheme within the project will be monitored in their effectiveness of meeting the aims of the programme. 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.

Following implementation of the scheme, additional surveys will be undertaken to monitor and assess its operation within 18 months. These will be compared to the baseline collected at the



start of the project. Schemes will be implemented under an experimental basis, further details can be found in the Cabinet report.



## **Section 3 – Evidence (Consideration of Data and Information)**

The data used in this section is from the ward profile (corporate research unit, 2014), general population (Census 2011), it should be noted that the project area is not the entirety of these two wards. The information obtained from the engagement and consultation phases (outlined in section 2) or surveys undertaken as part of the project (data outlined below) is also where possible. However further information and data collection will continue as part of the project, this is detailed under monitoring and section 5.

The early engagement and workshop reports can be found online via <https://talk.towerhamlets.gov.uk/LSBethnalGreen> and the interactive map of comments and suggestions can be found at <https://www.pclconsult.co.uk/liveablestreetsbethnalgreen/consultation>

As mentioned in section 2, the Cabinet pack presented in January 2020 and decisions can be found at

<https://democracy.towerhamlets.gov.uk/ieListDocuments.aspx?CId=720&MId=10197&Ver=4>

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
- Network Management Team
- Planning Team
- Green Team
- Parking Team
- Passenger Services

Additional data was obtained including:

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

Information was shared with a number of stakeholder and responses and comments were invited as well as meetings offered:

- Meetings with key stakeholder groups, including, but not limited to, Emergency services REAL, London Vision, Schools, local businesses, market traders, places of worship and others.
- Consultation and engagement exercises and events including drop-ins, virtual 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.

- **School Streets** - The Mayor of Tower Hamlets has committed to delivering 50 School Streets by 2022. This aims to create areas where children can safely walk or wheel to and from school. For streets with timed closures, residents and businesses can apply for a school street permit to retain access at all times.
- **Electric Vehicle Charge Points** – facilitated by the TfL, the Mayor of London and Local Authorities, EV charging points are being rapidly rolled out in order to increase capacity for electric vehicles and shift to zero emission technologies. Electric Vehicle Charging Point Delivery Plan detailed the strategy and delivery for these works. Tower Hamlets Electric Vehicle Charging Point Delivery details the borough's strategy for installation.
- **Air Quality Action Plan 2017-2022** – produced as part of the duty to London Local Air Quality Management. It outlines the action the council will take to improve air quality in Tower Hamlets between 2017-2022.
- **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.
- **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.
- **Tower Hamlets Green Grid Strategy 2017** – creation of a cohesive network of appealing walking routes and associated green infrastructure across Tower Hamlets, to secure a healthy and attractive environment for residents, workers and visitors.

The proposals will impact all those who live, work and use the Bethnal Green area. The Bethnal Green area spans St Peters and Weavers wards within the borough of Tower Hamlets.

Demographic data used in the following section will reflect this. This data will be used in order to contextualise the project area and proposals.

The programme aims to reduce the number of people cutting through residential streets, to encourage more sustainable journeys and to improve air quality and road safety. 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. To achieve this, the project does include some restrictive measures outlined in section 2 such as modal filters (road closures) and pedestrianised areas. These



measures will aid the environment improvements, but it is recognised that this will disbenefit those who require a vehicle, through longer journeys in distance and time with a possible increase in cost.

At the time of the 2011 census, 56% of residents in Tower Hamlets did not have access to a car or van. This was the 5<sup>th</sup> highest proportion of persons without access to a car in the country (after City of London, Islington, Hackney and Westminster)<sup>6</sup>, and 1/3 of car trips in the borough are less than 1.2 miles long<sup>3</sup>.

The 2011 census results show that Bangladeshi (48% of the total Bangladeshi households), Pakistani (41%) and White British (39%) households were the top 3 ethnic groups that own one or more cars in the borough<sup>6</sup>.

In 2011, Pakistani occupied 1% of the borough population and the group was much smaller than Bangladeshi (32%) and White British (31%)<sup>7</sup>. The number of cars owned by Pakistani households were therefore much smaller than the other two groups in the borough<sup>7</sup>.

In the resident phone survey, only 'Asian or Asian British: Bangladeshi', and 'White: British' had substantial numbers of samples and data of these groups may depict some picture of car ownership by these groups<sup>7</sup>. Compared to the car ownership by the total samples (37%), a higher proportion of 'Asian or Asian British: Bangladeshi' respondents owned cars (45%)<sup>7</sup>.

The 2011 census shows that households that included members who were aged between 0 and 15 were the most likely to have cars (53%) in the borough<sup>7</sup>.

The residents phone survey data show a higher level of car ownership among those aged between 35 and 64 (43-44% vs 37%)<sup>7</sup>. It should be noted, however, that sample numbers for these group were not large. The Transport Strategy evidence pack also noted that there has been an increase in car ownership in the last few years<sup>7</sup>.

It should also be noted, the evidence pack for the Transport Strategy states, whilst 40% of trips in the borough are made on foot, rates have been falling<sup>3</sup>. These proposals will help provide better, safer and more pleasant routes for undertaking journeys on foot or using the footways.

### **Schools**

The team have met with the schools within the project area throughout the project. As detailed design progresses, they will continue to be involved in the shaping of their school street or school initiative.

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 team are working with the Public Health team to further engage with schools.

### **Emergency services**

Engagement with emergency services has been carried out throughout the project and will continue after implementation. Access has been identified at key locations and remain during construction where requested.

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



## **1. Age (all age groups)**

### **Older persons**

For all age groups, the proposed continuous and widened footways in the area will provide significant accessibility gains for all users but particularly those with mobility impairments, who may be hindered by uneven or narrow footways, a lack of dropped kerbs/continuous crossings, and street clutter. Improvements to footways 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.

It is also likely that people will increase their physical activity. In particular those who are older, will find they feel more healthy, energetic and independent, according to the NHS guidance<sup>33</sup>. They state that 'as you get older, it becomes even more important to remain active if you want to stay healthy and maintain your independence<sup>33</sup>. These proposals will encourage people to be more active, and it will be in a safer, nicer and more pleasant environment.

People's ability to use sustainable modes of travel can be reduced because of age-related health conditions. According to the borough profile, 6% of the borough's population are aged 65+ compared to 12% in London and 18% in England<sup>6</sup>. St Peters and Weavers wards are home to 6.4% (1,175) and 7.1% (915)<sup>6</sup> respectively, of residents over the age of 65 respectively, marginally higher than the borough average.

Inequalities exist between ethnic groups and asthma registrations in the older age groups. 12.9% of the Tower Hamlets South Asian population who are over 70 years old have been diagnosed with Asthma, compared with 8.3% of the white and 5.2% of the black population over 70 years old<sup>7</sup>.

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 bus stop accessibility programme, over 90% of all bus stops in Tower Hamlets are fully accessible<sup>8</sup>.

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 be more dependent on motor vehicles for their transport needs, often used in conjunction with a Blue Badge parking permit and taxicard scheme, with the ratio of retired badge holders to all blue badge holders in Tower Hamlets being 2.7:1 and 4.7% of the retired population hold a blue badge<sup>9</sup>. There are over 7,000 blue badge holders within the borough.

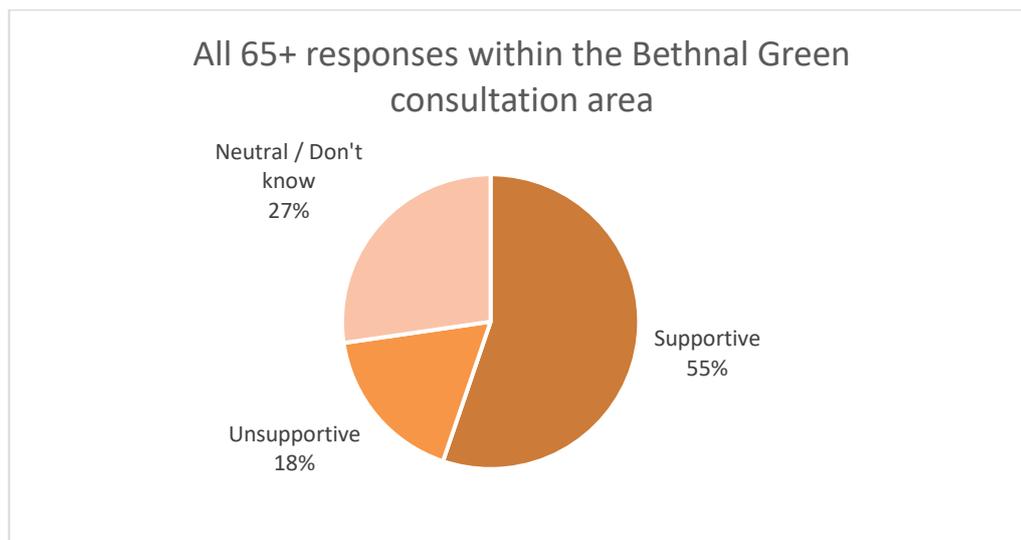
There are 1,634 taxicard members within the borough and approximately 284 taxicard holders within the Bethnal Green area.



The project area incorporates all of the A1 and A5 (within Weavers ward) controlled parking zones (CPZ) and part of A3 (within St Peters ward). The boundary between CPZ A1 and A3 is the ward boundary along Squirries St and Warner Place. People who reside near a closure point, are generally able to park either side of closures within their CPZ. For those who need to access their destination and mobility impairments mean they cannot walk far, provision of double yellow lines remains throughout the project area so blue badge holders, can park in these locations for the designated time.

Older people may find it difficult undertaking short distances on foot or using public transport due to impaired mobility and/or poorly maintained footways. Schemes that reduce vehicle speeds, improve the footways and crossings increase safety and are likely to lead to an increased uptake in walking as people are less anxious about walking on wider and even footways with good crossing points. These proposals in this respect are positive to all those in the area within this group. Monitoring and enforcement of street furniture and advertising signage cluttering footways will be undertaken in partnership with the appropriate council teams. As part of the proposals an audit on street furniture will be carried out to remove unnecessary obstacles providing more space for those using the footways.

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. As mentioned in Section 2, a robust engagement programme included face to face drop-ins (when possible), phone line, and address provided to write to us. All consultation and engagement activities including drop-in sessions were held before the Coronavirus pandemic, between April 2019 and November 2019. This included the team attending Accessible Transport Forum meetings and accessibility day to discuss the proposals with those in attendance.



14% of the respondents who declared this information stated they were 65 years or older, of which 55% were supportive of the proposals overall.

Of the 18% who were unsupportive, the feedback included:

- I cannot get to my community centre which helps me with my health conditions



- Will restrict all my mobility managing appointments etc longer journeys
- These proposals will make my road busier, people already come here to party
- Closing roads bringing more cyclists and danger to walkers
- Putting up barrier is dividing the community
- Motorists pay for the road
- I am not able to get to my GP and hospital
- I do not support any road closures as it will make it harder for family members who come to help me 2-3 times a day
- I'm afraid of bikes
- The borough doesn't need this
- This will cause more traffic and there will still be pollution
- Uncontrolled cyclists cause danger to pedestrians
- It will be difficult to get to appointments
- Better lighting yes. Cycle Parking yes. Everything else NO.
- Overall it will affect daily life of getting to important places/events
- 5 minute journey to doctors would be half an hour

It is acknowledged that journeys for those who need to use a vehicle will be longer with the added implication of additional cost and time. Some 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 by private vehicle, taxis, private hire vehicles and passenger transport services.

Those who must use a vehicle to travel will need to use alternative routes on the surrounding road network. The alternative routes are mainly A roads and these roads are designed to carry more vehicles and often with wider footways reducing the impact of air pollution as studies have shown. It is recognised that more vehicles may therefore be using these roads but some will also find routes outside of this area. The scheme is likely to encourage a change of behaviour too and journeys by motor vehicle journeys will reduce.

Furthermore, the estimated distances are based on travelling from one side of the closure to the other however it is expected that this is unlikely for many as they travel to and from other destinations rather than either side of a closure.

Access onto the main roads is a short distance from each property and as the parking zones allow residents to park within A1, persons can park on either side for the closure points depending on the direction they travelled from or are due to travel to next. It is recognised that for some this may not be possible, in this instance alternative routes will be required, but all properties remain accessible.

As part of the scheme improvements to key junction will be considered. This will help improve the flow of traffic into and out of the area. Consideration will be given to the main junctions and if there are gained efficiency at signals from a change in levels of traffic movements or if further traffic management such as yellow box junctions will improve traffic flow.

It is recognised that some elderly persons including those with mobility issues, neurocognitive conditions or other may require door-to-door services. The proposals will still allow those who need to book a taxi or PHVs to do so, these vehicles will still be able to access their pick-up location or destination. It also means vehicles 'plying for hire' can do as all areas are accessible,



but it does mean taxis 'plying for hire' will be required to enter and exit an area via the same or nearby main road and not exit onto other main roads by travelling through the area. Those who need to use this accessible form of transport, will have to use alternative routes, which is likely to add to distance, time and cost, depending on their location.

Additionally, community transport services such as Dial-a-Ride will continue to be able to access properties within the area, however they will be required to take alternative routes, as will PHVs, Taxis and private vehicles. Where it is currently difficult for some to access public transport services because of poor accessibility provisions, including dropped kerbs and wide footways within the area, the walking route and lighting improvements are likely to reduce barriers to these modes and may result in persons feeling they are able to travel more.

Furthermore, those supporting people in the area who require care by family or friends will also need to use alternative routes the travel.

The estimated time from one side of the project area to the other is 6-14 mins southbound and 9-18 mins northbound.

### **Age - Young People & Children**

The proposals aim to reduce traffic volumes/speeds and improve the pedestrian environment which in turn should provide a safer environment for children to use more sustainable modes of travel with and without parental supervision. There are seven schools and two nurseries located within the project area and improving conditions for children to travel actively to school is a priority.

The travel mode of children has changed significantly over the last twenty years, with a decrease in children travelling as pedestrians or cyclists. 19.7% of the borough are aged under 16, which is roughly representative of the Bethnal Green area (17.3% in Weavers and 17.8% in St Peters wards are aged under 16)<sup>10</sup>. According to the borough profile, Tower Hamlets has equal fifth youngest median age in the country (31.6), with 79,625 people aged 0-19<sup>21</sup>. That's 25% of its population, on par with England and London (24 and 25 respectively).

This is a group that can be particularly affected by changes to transport. To a large extent, parents determine the mode choice of children. Traffic infrastructure has a significant impact on parental decision-making concerning children's travel mode choice, by affecting both the real and the perceived traffic safety. Real traffic safety can be quantified in terms of numbers of collisions on the street, whilst perceived traffic safety is dependent upon the characteristics of their children and how safe they feel they will be travelling on the highway unsupervised<sup>11</sup>.

Children require physical activity to ensure their healthy development. A survey published by the Department for Transport (DfT) in 2013<sup>12</sup>, identified that almost half of English primary school children (46%) are driven to school and the average length of trip was 1.8 miles. By Year 6, the proportion of children who are overweight or obese doubles to more than 2 in 5 children (42.1%); and has not fallen for many years<sup>13</sup>. This rate is significantly higher than London (37.7%)<sup>13</sup>. In Tower Hamlets as childhood obesity levels of our 4-5 year olds and 10-11 year



olds are significantly higher than national levels (although levels have been decreasing for those aged 4-5, but not 10-11) <sup>14</sup>.

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<sup>34</sup>. Physical activity in young people can be encouraged through the development of a safe environment which is not traffic dominated.

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. "School Street initiatives" at Elizabeth Selby Infant, Lawdale Junior, Virginia Primary and Columbia Primary School. This will make roads which surround school's safer for those walking and cycling and will enable children and parents. Reductions in traffic dominance will improve conditions for children walking/cycling/scooting to and from school. Access to the school entrances/gates are not impacted by the proposals, except for Elizabeth Selby and Lawdale gate onto Pollard Street, however both schools have other main entrances and side gates for different year groups. Further discussions with schools be held in the development of these initiatives. Those with blue badges, taxi cards or passenger transport needs will still be able to access the school entrances as mentioned above.

Community transport and school buses will also be able to reach their destinations, however alternative routes will be required. Discussions with the passenger transport services in the borough will continue to take place, should any unforeseen impacts arise these will be shared with the team and action will be taken to reduce the impact.

The lung condition, asthma is the most common long-term medical condition affecting children and young people<sup>15</sup>. Therefore, a reduction in through-traffic, and therefore congestion and air pollution are likely to improve conditions for young asthma sufferers, as it has been acknowledged that air pollution from road transport is linked to tens of thousands of early deaths every year<sup>16</sup>.

The impact of longer journey times is deemed to be offset by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits to this group. 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. Therefore, those in the area are likely to experience less traffic build up on their street and the associated noise and air pollution.

There will be some offset on the journey's times and experience within the area, as the volume and type of vehicle within the area will be for access only, or sustainable travel methods such as walking and cycling. Where possible, one-ways have been used to improve the existing conflict of vehicles travelling in both directions on narrow residential streets, this will further improve the provision for drivers for those who need to as well as the environment for vulnerable road users, walking and cycling.

The lung condition, asthma is the most common long-term medical condition affecting children and young people<sup>10</sup>. Therefore, a reduction in through-traffic, and therefore congestion and air



pollution are likely to improve conditions for young asthma sufferers, as it has been acknowledged that air pollution from road transport is linked to tens of thousands of early deaths every year<sup>13</sup>.

Access to some areas of the highway, where no motor vehicle access applies with the creation of a new public space or pedestrianised areas is proposed to be removed. However vehicular access is possible up the circus or access points at the ends of the public space, it has also been reviewed and confirmed that accesses are improved, level or with sufficient dropped kerbs for those who may have difficulty walking long distances or use a mobility aid. This will provide a more accessible area for those who currently find it challenging to navigate the streets due to lack of dropped kerbs and uneven surfaces.

Emergency services have a number of routes through the area either operated by ANPR or removeable bollards. These act as full closures, but also access for emergency services responding to a call. Ongoing discussions will continue to take place and any issues which arise will be addressed immediately with the emergency services to mitigate any impact to the community, health and safety.

The impacts of the proposals will continue to be reviewed, particularly the full road closures and one-ways which have been identified as having the most impact on older and younger persons. Further feedback will be obtained through partnership boards and stakeholder engagement sessions, including schools, throughout the construction and review period.

## **2. Disability (Physical, learning difficulties, mental health and medical conditions)**

Proposed continuous and widened footways in the area will provide significant accessibility improvements for all users but particularly disabled users, who may be hindered by uneven or narrow footways, a lack of dropped kerbs/continuous crossings, and street furniture clutter. Improvements to footways will increase accessibility to independent travel for this group increasing their opportunities to enjoy outdoor space and the health and wellbeing benefits associated. Proposed pedestrian route works, road safety improvements and street lighting will deliver accessibility advantages to people from this group using sustainable modes.

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%<sup>17</sup>. It has been found that people with disabilities more frequently used buses and taxis as a mode of transport than other travel modes<sup>7</sup>. These proposals will help to reduce the barriers to travel and accessibility for this group.

The data in the table below is sourced from the 2011 census and provides information persons living with health limiting illness or disability<sup>6</sup>.



Area	Day-to-day activities limited a lot	Day-to-day activities limited a little	Day-to-day activities not limited
<b>St Peter's</b>	1,424	1,316	15,636
<b>St Peter's (%)</b>	7.7%	7.2%	85.1%
<b>Weavers</b>	1,013	950	10,922
<b>Weavers (%)</b>	7.9%	7.4%	84.8%
<b>Tower Hamlets (%)</b>	6.8%	6.7%	86.5%
<b>London (%)</b>	6.7%	7.4%	85.8%
<b>England (%)</b>	8.3%	9.3%	82.4%

According to a 2007-2014 study<sup>18</sup>, for those whose health problems make it hard to use buses, the most common problem is getting to the bus stop. 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 the proposals incorporate dropped kerbs, controlled pedestrian crossings and tactile paving, within a well-maintained, clutter-free public highway that avoids excessive gradients and crossfalls. This is in addition to the measures to reduce through traffic which will improve road safety.

People with disabilities may be more dependent on private motor cars for their transport needs, often used in conjunction with a blue badge permit or taxicard scheme. There are over 7,000 blue badge holders within the borough. There are 1,634 taxicard members within the borough and approximately 284 taxicard holders within the Bethnal Green area.

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 could have a negative impact on this group. However, access to local amenities and all properties will still be available in the Bethnal Green area. Although residents, businesses and visitors travelling by motor vehicle may be required to take a longer alternative route.

There is an impact to those who need to use a vehicle due to their disability, however the impact is reduced because of the improved accessibility and environment of the area and the improvements travelling in a vehicle within the area. the reduction of vehicle within the area also means existing and entering the area will be easier for drivers. The impacts will be monitored and continued engagement with these groups will take place. Continued engagement will take place with groups, organisations, charities throughout the programme to further mitigate any impacts which arise.

According to Department for Transport data from 2019, those without car access make around four times as many taxi/PHV trips and travel twice as far as those with access to a car. DfT also stated there are 108,200 taxi/private hire vehicles registered in London<sup>19</sup> and 20,100 London taxis (as required by TfL's Conditions for Fitness') and 600 private hire vehicles are wheelchair accessible vehicles<sup>19</sup>. Taxi and PHV usage makes up 3% of all trips for those with mobility difficulties compared to 1% for those without mobility difficulties' per the data shared by DfT, taxis (including hackney carriages) can 'ply for hire' or be pre-booked, whereas PHVs must be



pre-booked. The proposals therefore still enable those who need to book a taxi or PHVs to do so, it also means vehicles 'plying for hire' can do as all areas are accessible, but it does mean taxis 'plying for hire' will be required to enter and exit an area via the same main road and not exit onto other main roads travelling through the area. It is recognised that taxis and private hire vehicles are a key accessible transport for persons with a disability, with the number of trips being taken having increased from 16 per person per year to 21 per person per year made by adults (16 or over) with mobility difficulties<sup>19</sup>.

Additionally, community and passenger transport services such as Dial-a-Ride, school buses will continue to be able to access properties within the area. Discussions with the passenger transport services in the borough will continue to take place, should any unforeseen impacts arise these will be shared with the team and action will be taken to reduce the impact. It is important to note that younger people who require a vehicle due to a disability to get to school, will still be able to travel either via alternative routes by a car, school bus or taxi.

Those who must use a vehicle to travel will need to use alternative routes on the surrounding road network. The alternative routes are mainly A roads and these roads are designed to carry more vehicles and often with wider footways reducing the impact of air pollution as studies have shown. It is recognised that more vehicles may therefore be using these roads but some will also find routes outside of this area. The scheme is likely to encourage a change of behaviour too and journeys by motor vehicle journeys will reduce.

Furthermore, the estimated distances are based on travelling from one side of the closure to the other however it is expected that this is unlikely for many as they travel to and from other destinations rather than either side of a closure.

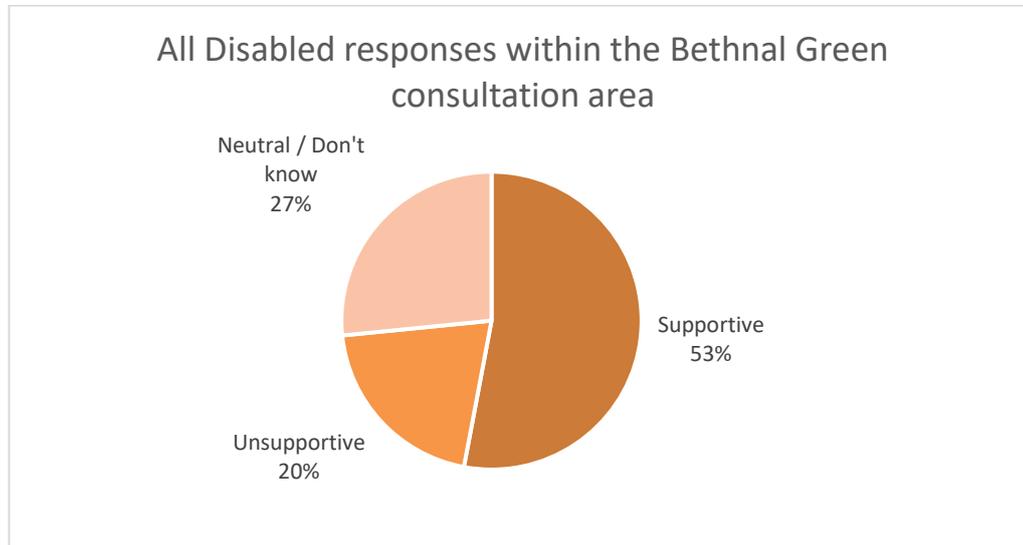
Access onto the main roads is a short distance from each property and as the parking zones allow residents to park within A1, persons can park on either side for the closure points depending on the direction they travelled from or are due to travel to next. It is recognised that for some this may not be possible, in this instance alternative routes will be required, but all properties remain accessible.

As part of the scheme improvements to key junction will be considered. This will help improve the flow of traffic into and out of the area. Consideration will be given to the main junctions and if there are gained efficiency at signals from a change in levels of traffic movements or if further traffic management such as yellow box junctions will improve traffic flow.

It is suggested that interventions to improve accessibility/enable cycling by disabled people are also likely to support a growth in cycling by all. Installation of segregated cycle facilities and removal of through traffic on residential streets amongst other measures mentioned in the above paragraph provide an integrated, less hostile environment in which vulnerable users can travel actively. Additionally, research suggests that there is little awareness amongst transport professionals, including within local authorities, of the fact that Disabled people can and do cycle<sup>20</sup>. Traffic calming schemes that reduce vehicle speed can increase feelings of personal safety and may lead to an increased uptake in both walking and cycling. It will also improve conditions for those using mobility scooters<sup>20</sup>.

Schemes that reduce vehicle speeds, improve the footways and crossings can increase feelings of personal safety and are likely to lead to an increased uptake in walking. These proposals in

this respect are positive to all those in the area within this group. Monitoring and enforcement of street furniture and advertising signage cluttering footways will be undertaken in partnership with the appropriate council teams. As part of the proposals an audit on street furniture will be carried out to remove unnecessary obstacles providing more space for those using the footways.



15% of the respondents declared this information and of those 53% were supportive of the proposals.

Of the 20% who were unsupportive, the feedback was:

- Need more crossings and more footways are needed
- Increase in traffic on other roads causing even more congestion and pollution
- Closing roads will put pedestrians in more danger
- It will remove parking spaces which are needed for residents, especially for people with disabilities
- Access to local amenities including community centres, GP, appointments will be harder to reach
- Unsafe having to walk extra 10 minutes from car to home with children
- No thought for emergency services
- My street will have more traffic
- Danger from cyclists using the area, charge cyclists to use cycle lanes and create a proficiency test
- This will make it hard for family and friends to visit and help
- Roads are already too narrow and cars will use the footway
- This is a residential area with no cycles

The impact of longer journey times is deemed to be reduced by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits to this group. 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. Therefore, those in the area are likely to experience less traffic build up on their street and the associated noise and air pollution. It is recognised that the changes will affect different people in different ways, whilst a short walk for one person may be manageable is may not be for another.



Additionally, an assessment will be carried out with key members of disability organisations, groups within the area to determine any areas which still require work and weren't noted in previous engagement or studies. This is scheduled to take place on site and due to covid has been pushed back until it is a safe time to be carried out. This status has been shared at Accessibility Transport Forums over the last year.

Emergency services have a number of routes through the area either operated by ANPR or removeable bollards. These act as full closures, but also access for emergency services responding to a call. Ongoing discussions will continue to take place and any issues which arise will be addressed immediately with the emergency services to mitigate any impact to the community, health and safety.

The impacts of the proposals will continue to be reviewed, particularly the full road closures and one-ways which have been identified as having the most impact on older and younger persons. Further feedback will be obtained through partnership boards and stakeholder engagement sessions, including schools, throughout the construction and review period.

### **3. Sex**

According to the 2011 Census, the gender split in Weavers wards is 51.9% and 48.1% and St Peters 50.7% and 49.3% (male to female). The borough's gender split is 52.1% male and 47.9% female<sup>5</sup>. Therefore, it is similar in proportion of genders across the borough.

In London data published by TfL, shows women are less likely to drive (35% compared to 45% of men drive once a week) and are less likely to cycle or travel by train, Tube or motorbike<sup>21</sup>. They are also more likely to travel with buggies which can impact their travel choices.

TfL data also shows cyclists are more likely to be male. The study also found that 87% of women never use cycling as a mode of transport around London<sup>21</sup>.

According to the Tower Hamlets Annual Residents Survey, 2018<sup>10</sup>, women are less likely to cycle in London due to road safety concerns, the safer cycle routes are likely to positively benefit women for this purpose. Similarly, this is reflected across all adults in London, the NTS showed that the barrier to cycling it predominately due to safety concerns on the road<sup>21</sup>.

These proposals improve the infrastructure for cycling, thus removing the barriers and are likely to positively impact both males and females.

There are perceived concerns relating the removal of traffic and reduced 'passive surveillance'. At the time of writing data is not available to corroborate this, however this will be monitored as it has been raised through engagement with the community.

The Safer Neighbourhood Teams have been engaged as part of the programme, Designing Out Crime Officers. Ongoing discussions and engagement will take place throughout and be monitored.

On average in 2018, women made more journeys via taxi or PHVs compared to men (11 trips per person per year to 10 trips per person per year respectively)<sup>19</sup>. However, men travel further distances than women. Those who need or want to use a taxi will be able to do however alternative routes may be required, depending on the direction the taxi is coming from and going



to. The majority drivers of taxis and PHVs are male (98%) compared the women (2%)<sup>19</sup>. Although this means more of an impact to drivers who the majority are male, routes are still accessible, and passengers can be collected from all properties where vehicle access is permitted.

The proposals will still allow those who need to book a taxi or PHVs to do so, these vehicles will still be able to access their pick-up location or destination. It also means drivers 'plying for hire' can do as all areas are accessible, but it does mean taxis 'plying for hire' will be required to enter and exit an area via the same main road and not exit onto other main roads travelling through the area. Those who need to this accessible form of transport, will have to use alternative routes, which is likely to add to distance, time and cost, depending on their location. Ongoing review of feedback in relation to person using taxis and PHVs will be undertaken, including a review survey.

Additionally, the programme looks to work with partners in the creation of women's cycling groups, to address the gender imbalance observed at present.

The impacts of the proposals will continue to be reviewed, particularly the full road closures and one-ways which have been identified as having the most impact on older and younger persons. Further feedback will be obtained through partnerships boards and stakeholder engagement sessions, throughout the construction and review period.

#### **4. Gender reassignment**

There are no identified impacts to the characteristic of this group in relation to the proposals.

Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

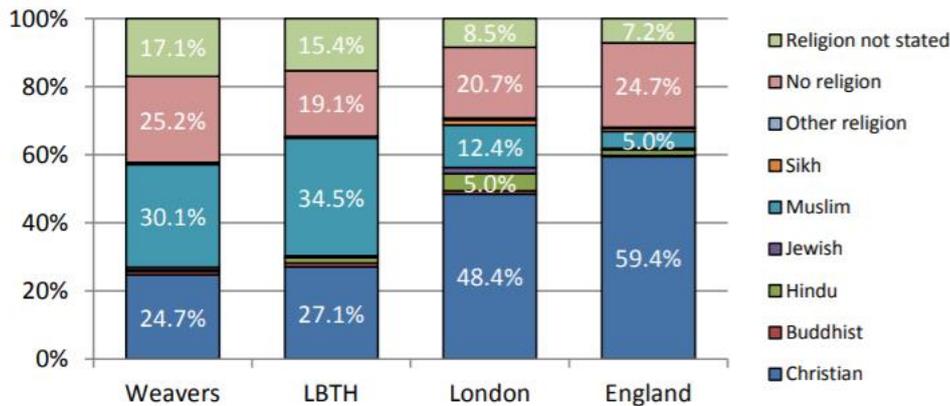
#### **5. Marriage and civil partnerships**

This assessment recognises that alternative routes to establishments for marriages and civil partnerships may be impacted. But all properties remain accessible.

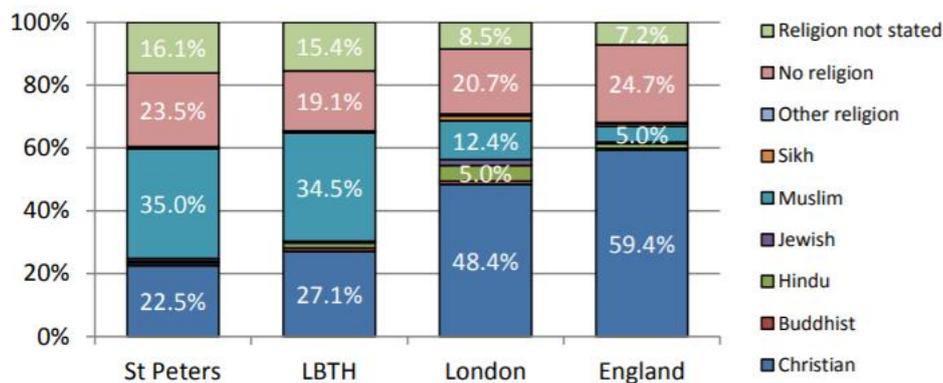
Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

## 6. Religion or philosophical belief

### Weavers:



### St Peters:



The tables above show the variety of religions or philosophical beliefs within both wards<sup>4</sup>.

The local places of worship will still be accessible by motor vehicle, but those visiting these establishments by vehicle may need to take an alternative routes.

As part of the programme cycle training with groups from places of worship are being organised, some sessions are on hold due to covid-19 measures. The improved environment should help encourage people who can and want to travel via alternative modes.

The proposals will still allow those who need to book a taxi or PHVs to do so, these vehicles will still be able to access their pick-up location or destination.

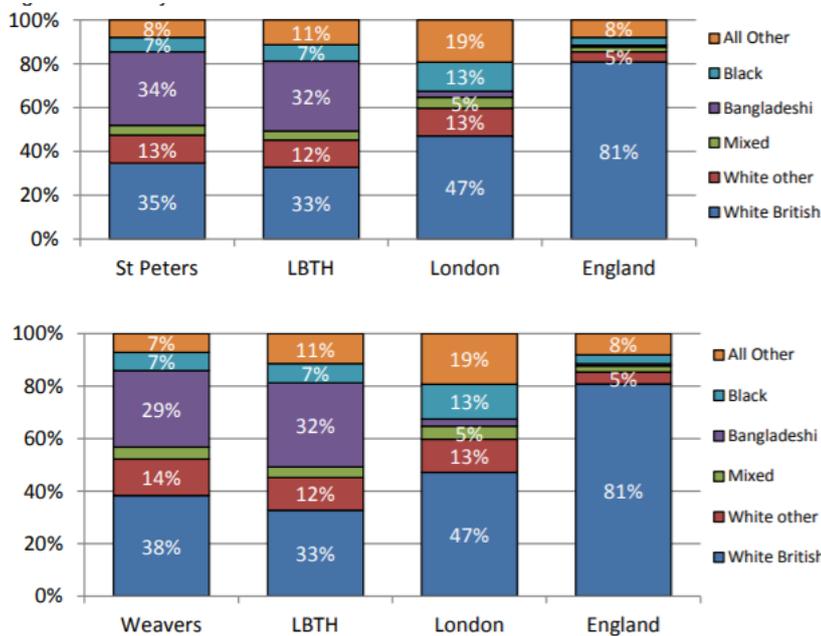
In comparison to the ward profiles, there was an under representation of all groups expect for those with no religion.

The impacts of the proposals will continue to be reviewed, particularly the full road closures and one-ways which have been identified as having the most impact on older and younger persons. Further feedback will be obtained through partnership boards and stakeholder engagement sessions, including schools, throughout the construction and review period.



Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

## 7. Race



Tower Hamlets is a vibrant and diverse borough. The 2011 Census indicated that Black Asian and Minority Ethnic (BAME) communities make up 55% of the borough's population, compared to the London average of 40%<sup>6</sup>. Tower Hamlets is the borough with the 5<sup>th</sup> highest proportion of BAME residents<sup>5</sup>. 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 community<sup>22</sup>.

BAME Londoners, both adults and children are almost twice as likely as white Londoners to be injured on the roads in a car accident<sup>22</sup> 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.

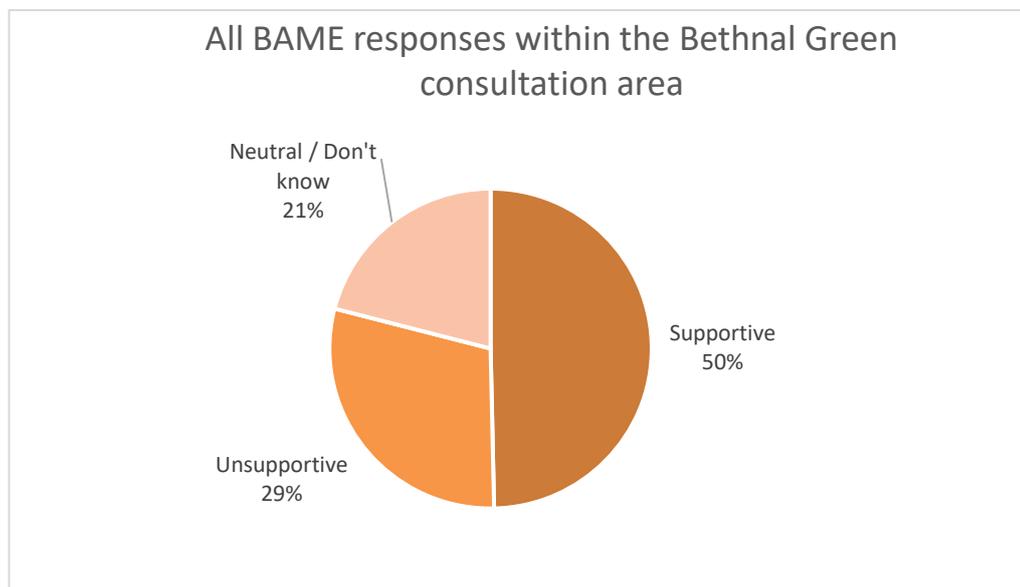
BAME Londoners account for 40% of the London population and walking is the most commonly used type of transport by this group<sup>22</sup>. The project seeks to improve walking routes in the area which would have a positive benefit for this group. Providing safe and affordable travel options to people from all demographic and socio-economic backgrounds, particularly those on lower income and without access to a car, is essential to improving equity in access to transport as well as reducing infection risk. The proposals will help, locally, address these imbalances and over representation associated with BAME groups, encouraging and supporting increased walking and cycling participation and active lifestyles, reducing road danger and exposure to poor air quality, and providing alternatives to public transport use and the associated risks.

Use of cars among BAME Londoners is lower than for white Londoners, with 32% and 43% respectively driving a car at least once a week<sup>22</sup>. The use of cars is higher amongst Asian Londoners compared to other minority ethnic groups (38% of Asian Londoners drive a car at

least once a week compared to 25% of black Londoners)<sup>22</sup>. In contrast, higher proportions of white Londoners travel by bike, car, black cab, National Rail and motorbike than BAME Londoners<sup>22</sup>.

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 asthma<sup>23</sup>.

A higher proportion of BAME Londoners have access to the internet (92%) compared to 87% of white Londoners<sup>22</sup>.



20% of the respondents declared this information, and of those 50% were supportive.

Of the 29% of respondents who were unsupportive, the feedback was:

If the roads are closed, it is hard for us to travel and get to places quickly

- Cutting off vehicle access will only lead to more congestion along Bethnal Green Road and will impact the whole area
- Closing individual streets just moves the problems elsewhere and create increased congestion which in turn actually makes air quality worse
- Please don't carry out any of the proposals in this consultation, you will increase journey times in the area for every one in the area including elderly & disabled , young families taking kids to / from school , only small minority of cyclists will benefit
- This is just plain gentrification of making life inaccessible for people on low income, older aged people and even stopping minicab, taxis getting access to come with shopping etc. How many older people with kids you see on bikes?
- You will never make cycling safe enough in a city like london you may entice the cyclists with the some cycle lanes but when a large proportion of them go on to the roads and have no idea how to behave on the road
- Residents need taxi access



- closing these roads will just move traffic to Hackney road and Bethnal green road making these already congested road more polluted
- Blocking off streets will cause hassle for emergency services, traders, delivery people and residents
- Shutting off a street for a pocket park is a waste of money
- Closing roads and making cars travel longer distances to get to the same destination just incurs more fuels cost and more pollution, completely negating the very reason why this scheme is being implemented

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.

Materials during the consultation were also created in other languages where requested and discussion sessions were held in community venues such as places of worship to obtain feedback.

We will continue to review the impacts of the proposals and further feedback will be obtained through partnership boards and stakeholder engagement sessions, including schools, throughout the construction and review period.

Additionally, the programme looks to work with partners in the creation groups through existing communities such as cycle training which will likely improve health and wellbeing and may reduce individual's likelihood of being affected by certain conditions.

## **8. Sexual orientation**

There are no identified impacts to the characteristic of this group. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

## **9. Pregnancy and Maternity**

The vehicular access within the area will be improved by removing non-essential traffic. Those who want or need to drive within the area may be required to use alternative routes. Through discussions with emergency services, a number of locations have been identified to include emergency access, therefore services can use these 'non congested' routes to travel to destinations in the area.



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 NO<sub>2</sub> levels in particular having potential detrimental effects on unborn children<sup>24</sup>. 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.

A total of 28 respondents to the consultation stated they were pregnant and were supportive to the proposals.

It is acknowledged that journeys for those who need to use a vehicle will be longer with the added implication of additional cost and time. Some 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 by private vehicle, taxis, private hire vehicles and passenger transport services.

The proposals will still allow those who need to book a taxi or PHVs to do so, these vehicles will still be able to access their pick-up location or destination.

Emergency services have a number of routes through the area either operated by ANPR or removeable bollards. These act as full closures, but also access for emergency services responding to a call. Ongoing discussions will continue to take place and any issues which arise will be addressed immediately with the emergency services to mitigate any impact to the community, health and safety.

The impacts of the proposals will continue to be reviewed, particularly the full road closures and one-ways which have been identified as having the most impact on older and younger persons. Further feedback will be obtained through partnerships boards and stakeholder engagement sessions, throughout the construction and review period.



## **10. Parents/Carers**

Information from the council has been obtained to suggest that carers, where possible, are generally given localities to work within reducing the distance between clients and encouraging active travel. The ward profile data show the number of unpaid carers below<sup>5</sup>:

Area	Provides no unpaid care	Provides 1 to 19 hours unpaid care a week	Provides 20 to 49 hours unpaid care a week	Provides 50 or more hours unpaid care a week
<b>St Peter's</b>	17,023	740	277	336
<b>St Peter's (%)</b>	92.6%	4.0%	1.5%	1.8%
<b>Weavers</b>	11,925	550	157	253
<b>Weavers (%)</b>	92.5%	4.3%	1.2%	2.0%
<b>Tower Hamlets (%)</b>	92.4%	4.3%	1.4%	1.9%
<b>London (%)</b>	91.6%	5.3%	1.3%	1.8%
<b>England (%)</b>	89.8%	6.5%	1.4%	2.4%

The National Travel Survey (2019)<sup>12</sup> suggests one barrier preventing children walking to school is their parents not allowing them to do so. The project tackles existing road safety issues through a series of measures, eliminating through traffic outside some primary schools, general traffic reduction throughout the area through a series of road closures, additional safe crossing points, and improved walking routes. A key aim of these interventions is to enhance opportunities for independent travel for school children by providing safer routes to travel actively. In turn this benefits parents who may decide that their children will be safe travelling alone.

A study suggests parents might be less likely cycle with their children due to perceived road safety risks<sup>25</sup> and as a result may opt to drive short journeys, that could otherwise be travelled actively. The measures outlined above will benefit parents who want to travel actively with their families but currently struggle to do so due to busy, congested roads and bad driver behaviour, addressing their concerns with dramatic decrease in traffic levels and reallocation of space on residential streets for cycling and walking.

Some parents have or choose to take journeys by motor vehicle. Vehicle access to every property will be maintained, but we acknowledge that with road closures the potential for longer alternative journeys which can include additional time and cost. Longer car journey times for those who need or want to use a vehicle, are deemed to be offset by an improved environment for all, including better provision and infrastructure for those who wish to walk and cycle. Those using a vehicle for the school run would need to use an alternative route, and the proposals will provide a better environment for those parents (and their children) to walk and cycle through a safer area.

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. Therefore, those in the area are likely to experience less traffic build up on their street and the associated noise and air pollution.

Within the E2 area there are 80 people who have assistance with health and care needs (this covers Bethnal Green, Old Ford Road/Roman Road area through the council). This is not representative of those who receive care from a relative or friend who often have other day to day commitments.



The impacts of the proposals will continue to be reviewed, particularly the full road closures and one-ways which have been identified as having the most impact on older and younger persons. Further feedback will be obtained through partnerships boards and stakeholder engagement sessions, throughout the construction and review period.

### **11. People with different Gender Identities e.g. Gender fluid, Non-Binary etc**

There are no identified impacts to the characteristic of this group. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

### **12. Socio-economic**

At the time of the last Census (2011) 55% of working age residents in St Peters and 60% of residents in Weavers wards were employed. This is similar with the borough overall (57%), and slightly less than London overall (62%) and England overall (62%). Weavers and St Peters have the 9<sup>th</sup> and 10<sup>th</sup> lowest unemployment rate in any wards in the borough.

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 households<sup>26</sup>. According to a report, low-income households are often found to lack resources to own and run a private car<sup>28</sup>.

These proposals 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 bus<sup>29</sup>. Londoners on lower incomes tend to make fewer weekday trips<sup>29</sup> an improvement in the walking environment hopes to make it easier for this group to make journeys.

There is an established link between poor health due to air pollution and socio-economic deprivation. Respiratory disease rates are strongly influenced by social deprivation and health inequalities – in 2012, asthma rates in the UK were 36% higher in the most deprived communities than in the least deprived<sup>27</sup>. 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 groups<sup>30</sup>.

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 not influenced by the economic factors of specific localised areas, although, it is noted that walking routes to and from the business area to the north could be improved and encourage residents to walk to work.

Private and social housing in the borough is located along some of the roads with high volumes of traffic, it is recognised that some traffic may disperse to the main roads where people live and



there is negative impact to those people. The difference between the residential and main roads, is generally the size of the entire space. The closer a person is the carriageway and traffic the more exposed to the toxic air they are. By introducing cycle lanes, this offers cyclists more distance from vehicles through physical barriers, prevents them from being directly behind a vehicle and exhaust. Also, for pedestrians, walking away from the carriageway and closer to the buildings often on wider footways, is also better.

Furthermore, the benefits of these proposals which include, high street walking, cycling and public realm improvements can increase retail sales by up to 30%. People who walk to the high street visit more regularly and spend up to 40% more than people who drive to the high street<sup>31</sup>.

If every Londoner walked or cycled for 20 mins every day, this would save the NHS £1.7bn in treatment costs every year<sup>31</sup>.

**Name of officer completing the EIA: Mehmet Mazhar and Chris Harrison**

**Service area: Public Realm**

**EIA signed off by: Dan Jones**

**Date signed off: March 2021**



## 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?
<b>Age (All age groups)</b>	<p>Improved conditions for active travel:</p> <ul style="list-style-type: none"> <li>continuous crossings,</li> <li>dropped kerbs,</li> <li>raised junctions,</li> <li>tactile paving,</li> <li>Creation of public spaces to stop, sit, and rest,</li> <li>improved conditions for cycling.</li> </ul> <p>Improved environment:</p> <ul style="list-style-type: none"> <li>reduced air pollution affecting young and elderly persons (particularly those with respiratory health problems, and children who disproportionately suffer from reduced lung capacity<sup>13</sup>)</li> <li>reduction in noise pollution</li> <li>safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)</li> <li>School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).</li> <li>Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments)</li> <li>Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users</li> </ul> <p>Access:</p> <ul style="list-style-type: none"> <li>Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets</li> <li>All properties remain accessible</li> <li>Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely</li> <li>Introduction of formalised crossings such as zebra crossings outside shops in certain locations</li> </ul> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p> <p>Providing these routes for active travel also has the potential to address issues of obesity and well-being, improved air quality for all travelling within and around the area.</p> <p>Those persons using services such as dial-a-ride or school buses will still be able to provide door to door as all properties.</p>	<p>Persons who need to use a vehicle will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi) vehicle to travel. The greatest distance has been estimated to be 9-18 minutes northbound.</p> <p>The negatives impact relates to those who have an age-related impairment, an older person is classed as someone over 65 years old.</p> <p>This assessment recognises there are a number of old age-related conditions or diseases which will mean persons travelling through or around the area will be negatively impacted. The following list is not exclusive but considers some of the most impacted conditions or diseases:</p> <ul style="list-style-type: none"> <li>Mobility impairments</li> <li>Visual impairments or blindness</li> <li>Dementia and Alzheimer's</li> <li>Arthritis or osteoarthritis</li> <li>Osteoporosis</li> <li>Anxiety</li> </ul> <p>The introduction of a road closure will mean that vehicle access is reduced to specific points, although all areas are still accessible by motor vehicles. This means depending on direction of travel those using a motor vehicle to access the area may have to use an alternative route. This route maybe longer in distance and time.</p> <p>The proposals provide improved alternatives to using a motor vehicle for those who can.</p> <p>The elderly are more likely to be reliant on a motor vehicle for essential journey due to mobility issues. Those supporting or caring for an elderly relative or friend, would also be likely to be impact by the longer diversion route.</p> <p>This assessment recognises that there are negative impacts relating to changes to the environment which can cause confusion, anxiety, and stress to those with neurodegenerative, neurodivergent conditions, poor mental, those with sensory impairments or similar conditions/diseases.</p> <p>Wayfinding will be included as part of the project as well as further engagement with the community, update communications is included throughout the project.</p> <p>Additionally, those with visual or hearing impairments may be negatively impacted by the changes. The detailed designs will include sufficient dropped kerbs, tactile paving, contract of materials and clearly defined spaces for pedestrians, cycles and vehicles.</p> <p>Those with hearing impairments may be disorientated by the changes where noise is reduced or increased on different roads.</p>		<p>Older People</p> <p>According to the NHS<sup>33</sup>, 'Physical activity and exercise can help you stay healthy, energetic and independent as you get older. Many adults aged 65 and over spend, on average, 10 hours or more each day sitting or lying down, making them the most sedentary age group. Recent evidence suggests that regular exercise can reduce the risk of falling in older adults..' They're paying a high price for their inactivity, with higher rates of falls, obesity, heart disease and early death compared with the general population. As you get older, it becomes even more important to remain active if you want to stay healthy and maintain your independence'.</p> <p>Reduced vehicle numbers, improved footways and crossings will provide positive outcomes for this group. 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 1,000 population<sup>7</sup>.</p> <p>All the measures noted under 'positives' will create a more pleasant environment which is less polluted, safer, and quieter for all but particularly benefit those in the most likely to be injured category.</p> <p>According to the borough profile 2018/2019, 19% of over 65year olds<sup>5</sup> were in receipt of social care for physical support access and mobility or physical support personal care.</p> <p>Within the E2 area there are 80 people who have assistance with health and care needs (this covers Bethnal Green, Old Ford Road/Roman Road area through the council). This is not representative of those who receive care from a relative or friend who often have other day to day commitments.</p> <p>Vehicle access to every property will be maintained, but we acknowledge that with road closures comes additional time and cost for the journey. We will monitor this closely and officer discretion could be applied in exceptional circumstances.</p> <p>The impact of longer journey times is deemed to be reduced by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits to this group. Those who must use a vehicle to travel will need to use alternative routes on the surrounding road network. The alternative routes are mainly A roads and these roads are designed to carry more vehicles and often with wider footways reducing the impact of air pollution as studies have shown. It is recognised that more vehicles may therefore be using these roads, but some will also find routes outside of this area. The scheme is likely to encourage a change of behaviour too and journeys by motor vehicle journeys will reduce.</p> <p>Furthermore, the estimated distances are based on travelling from one side of the closure to the other however it is expected that this is unlikely for many as they travel to and from other destinations rather than either side of a closure.</p> <p>Access onto the main roads is a short distance from each property and as the parking zones allow residents to park within A1, persons can park on either side for the closure points depending on the direction they travelled from or are due to travel to next. It is recognised that for some this may not be possible, in this instance alternative routes will be required, but all properties remain accessible.</p> <p>As part of the scheme improvements to key junction will be considered. This will help improve the flow of traffic into and out of the area. Consideration will be given to the main junctions and if there are gained efficiency at signals from a change in levels of traffic movements or if further traffic management such as yellow box junctions will improve traffic flow.</p> <p>Additionally, community transport services such as Dial-a-Ride will continue to be able to access properties within the area, however they will be required to take alternative routes, as will PHVs, Taxis and private vehicles. Where it is currently difficult for some to access public</p>





			<p>groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation. This will include a walkabout with local groups, (once government guidance allows), to further engage and make amendments to the scheme where required.</p>
<p><b>Disability</b> (Physical, learning difficulties, mental health and medical conditions)</p>	<p>Improved conditions for active travel:</p> <ul style="list-style-type: none"> <li>• continuous crossings,</li> <li>• dropped kerbs,</li> <li>• raised junctions,</li> <li>• tactile paving,</li> <li>• Creation of public spaces to stop, sit, and rest,</li> <li>• improved conditions for cycling.</li> </ul> <p>Improved environment:</p> <ul style="list-style-type: none"> <li>• reduced air pollution affecting those with other medical conditions</li> <li>• reduction in noise pollution</li> <li>• safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)</li> <li>• School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).</li> <li>• Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of ‘fear of traffic’/in traffic dominated environments)</li> <li>• Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users</li> </ul> <p>Access:</p> <ul style="list-style-type: none"> <li>• Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets</li> <li>• All properties remain accessible</li> <li>• Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely</li> <li>• Introduction of formalised crossings such as zebra crossings outside shops in certain locations</li> </ul> <p>Providing these routes for active travel also has the potential to address issues of obesity and well-being, improved air quality for all travelling within and around the area.</p> <p>Research and guidance produced by the disabled cycling charity “Wheels for Wellbeing” has shown that promoting and encouraging cycling amongst people with certain disabilities can have a significant number of benefits including:</p> <ul style="list-style-type: none"> <li>• Increased physical fitness and strength</li> <li>• Stabilised blood sugar levels</li> <li>• Helps older people to stay active in life for longer (especially with the use of e-cycles)</li> <li>• Delays onset of many conditions and reduces reliance on NHS and social care services</li> <li>• With Disabled people more likely to be physically inactive and socially isolated than non-disabled people, and older people, the range of benefits that cycling has to offer is significant.</li> </ul>	<p>Persons who need to use a vehicle will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi) vehicle to travel. The greatest distance has been estimated to be 9-18 minutes.</p> <p>Sections which are pedestrianised or have no motor vehicle access will mean longer travel distances to their vehicle or destination, this may be more demanding or difficult for those with mobility impairments.</p> <p>This will impose a particular disadvantage on those who need to use a vehicle.</p>	<p>Studies show that disabled people experience worse effects of road danger, noise and air pollution<sup>26</sup>, the proposals look to address this, by improving the environment through the reduction of through traffic, improved crossing facilities and better accessibility which will provide a more pleasant environment for this group.</p> <p>A study based on the National Travel Survey showed that nationally, for every mile walked, a disabled people are five times more likely to be injured than non-disabled people<sup>34</sup>. 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>The proposals will improve footways and pedestrian priority provision, and continuous footways in retail areas will provide significant accessibility gains for all users but particularly disabled users. Improved walking and cycling routes, street lighting and improved public spaces will deliver accessibility advantages to people from this group using sustainable modes.</p> <p>Some disabled people have or choose to take journeys by motor vehicle. Vehicle access to every property will be maintained, but we acknowledge that there may be potential for longer alternative journeys which can include additional time and cost.</p> <p>The impact of longer journey times is deemed to be reduced by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits to this group. Those who must use a vehicle to travel will need to use alternative routes on the surrounding road network. The alternative routes are mainly A roads and these roads are designed to carry more vehicles and often with wider footways reducing the impact of air pollution as studies have shown. It is recognised that more vehicles may therefore be using these roads, but some will also find routes outside of this area. The scheme is likely to encourage a change of behaviour too and journeys by motor vehicle journeys will reduce.</p> <p>Furthermore, the estimated distances are based on travelling from one side of the closure to the other however it is expected that this is unlikely for many as they travel to and from other destinations rather than either side of a closure.</p> <p>Access onto the main roads is a short distance from each property and as the parking zones allow residents to park within A1, persons can park on either side for the closure points depending on the direction they travelled from or are due to travel to next. It is recognised that for some this may not be possible, in this instance alternative routes will be required, but all properties remain accessible.</p> <p>As part of the scheme improvements to key junction will be considered. This will help improve the flow of traffic into and out of the area. Consideration will be given to the main junctions and if there are gained efficiency at signals from a change in levels of traffic movements or if further traffic management such as yellow box junctions will improve traffic flow.</p> <p>There is minimal impact to the public transport network, the accessibility routes to the transport hubs and some bus stops will be also improved.</p> <p>Additionally, community transport services such as Dial-a-Ride will continue to be able to access properties within the area, however they will be required to take alternative routes, as will PHVs, Taxis and private vehicles. Where it is currently difficult for some to access public transport services because of poor accessibility provisions, including dropped kerbs and wide footways within the area, the walking route and lighting improvements are likely to reduce barriers to these modes and may result in persons feeling they are able to travel more.</p> <p>Overall, measures will bring benefits for people who experience disability. Improvements to street and footway infrastructure will make it far easier for those who can travel actively, and</p>



	<p>With Disabled people more likely to be physically inactive and socially isolated than non-disabled people, and older people, the range of benefits that cycling has to offer is significant.</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>Those persons using services such as dial-a-ride or school buses will not be impacted, as all properties remain accessible.</p> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p>			<p>access public transport/buses. The consultation results show that the proposals are supported by a majority of those who declared they have a disability however it is recognised that some disabled residents cannot travel actively, and therefore require a vehicle in order to travel. The impact is deemed to be reduced because of the improved accessibility and environment of the area, but the impacts will be monitored and continued engagement with these groups will take place.</p> <p>The scheme will be installed under an experimental basis for 6-18 months. During this time, the delivery team will continue to monitor the impact of scheme through a robust, ongoing quantitative and qualitative monitoring and assessment process. This will allow issues, including a potential adverse impact on protected characteristics groups, to be identified and additional mitigation measures considered. Additional targeted engagement with protected groups will also be considered. This will include a walkabout with local groups, (once government guidance allows), to further engage and make amendments to the scheme where required.</p> <p>During construction, ramps and sufficient footways widths are included in the traffic management plan.</p>
<p><b>Sex</b></p>	<p>Improved environment:</p> <ul style="list-style-type: none"> <li>reduced air pollution affecting those with other medical conditions</li> <li>reduction in noise pollution</li> <li>safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)</li> <li>School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).</li> <li>Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of ‘fear of traffic’/in traffic dominated environments)</li> <li>Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users</li> </ul> <p>Access:</p> <ul style="list-style-type: none"> <li>Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets</li> <li>All properties remain accessible</li> <li>Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely</li> <li>Introduction of formalised crossings such as zebra crossings outside shops in certain locations</li> </ul> <p>Proposals are likely to work to improve the gender imbalance of women not cycling.</p> <p>The programme also includes work with women’s groups to support cycle training.</p> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p>	<p>Persons who need to use a vehicle will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi) vehicle to travel. The greatest distance has been estimated to be 9-18 minutes.</p> <p>Sections which are pedestrianised or have no motor vehicle access will mean longer travel distances to their vehicle or destination, this may be more demanding or difficult for those with mobility impairments.</p> <p>This will impose a particular disadvantage on those who need to use a vehicle.</p> <p>There are perceived concerns relating the removal of traffic and reduced ‘passive surveillance’.</p> <p>Women who are more likely to be carers (unpaid supporting a family member or friend) are likely to be disproportionately impacted by the proposals, if they use a vehicle to travel.</p>		<p>Women are more likely to be carers and may use a vehicle to travel to their relative or friend who they are for which may impact them disproportionately, however the impact is reduced by the other proposals to improve the environment.</p> <p>The Met Police, Safer Neighbourhood Team and community safety team have been involved in this project. Discussions and involvement will continue should any concerns be raises during of following construction. Additionally, new CCTV has been included in the proposals in key locations identified through the engagement phases.</p> <p>Fewer women than men cycle, and women tend to be less confident cycling on the road<sup>21</sup>. National research shows that road safety issues are the main concern and barrier in relation to cycling uptake amongst women, and that reducing traffic volumes and providing protected space for cycling are two of the key ways in which actual and perceived safety can be improved, allowing a greater uptake amongst women.</p> <p>According to the Tower Hamlets Annual Residents Survey, 2018<sup>10</sup>, women are less likely to cycle in London due to road safety concerns, the safer cycle routes are likely to positively benefit women for this purpose. Similarly, this is reflected across all adults in London, the NTS showed that the barrier to cycling it predominately due to safety concerns on the road. These proposals will help balance and importantly provide the safe environment and opportunity for women to cycle.</p> <p>Additionally, further London-based TfL research<sup>21</sup> has shown that cyclists in London are more likely to be male, indicating that females experience or perceive greater barriers to cycling, or lack interest and propensity to cycle.</p> <p>As with national level research<sup>21</sup>, TfL’s work has shown women have greater concerns for road safety than men when deciding to cycle and are consequently more likely to be discouraged from taking up cycling by perceptions of poor safety. Improvements to cycling infrastructure to enhance the safety and usability of the network will therefore positively impacts both males and females, although is likely to benefit females the most.</p> <p>The scheme will therefore enhance gender equality by widening and enhancing the availability of safe and appropriate transport options.</p> <p>There are perceived concerns relating the removal of traffic and reduced ‘passive surveillance’. At the time of writing data is not available to corroborate this, however this will be monitored as it has been raised through engagement with the community.</p>



				<p>The complementary measures as part of the scheme, will help reduce the barriers to cycling for all adults, but particular bridging for women who are underrepresented in the cycling community.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>
<p><b>Gender reassignment</b></p>	<p>Though not direct to the characteristic:</p> <p>Improved environment:</p> <ul style="list-style-type: none"> <li>reduced air pollution affecting those with other medical conditions</li> <li>reduction in noise pollution</li> <li>safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)</li> <li>School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).</li> <li>Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of ‘fear of traffic’/in traffic dominated environments)</li> <li>Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users</li> </ul> <p>Access:</p> <ul style="list-style-type: none"> <li>Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets</li> <li>All properties remain accessible</li> <li>Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely</li> <li>Introduction of formalised crossings such as zebra crossings outside shops in certain locations</li> </ul> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p>			<p>The proposals are not considered to have any particular impact on this group as scheme negatives do not disproportionately impact the group based on their protected characteristic therefore the impact is neutral.</p> <p>The positive benefits are for all persons which is why they have been included.</p> <p>The proposals are not considered to have any particular impact on this group as scheme negatives do not disproportionately impact the group based on their protected characteristic therefore the impact is neutral.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>
<p><b>Marriage and civil partnership</b></p>	<p>Though not direct to the characteristic:</p> <p>Improved environment:</p> <ul style="list-style-type: none"> <li>reduced air pollution affecting those with other medical conditions</li> <li>reduction in noise pollution</li> <li>safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)</li> <li>School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).</li> <li>Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use</li> </ul>			<p>The positive benefits are for all persons which is why they have been included.</p> <p>The proposals are not considered to have any particular impact on this group as scheme negatives do not disproportionately impact the group based on their protected characteristic therefore the impact is neutral.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>



	<p>these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments)</p> <ul style="list-style-type: none"> <li>• Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users</li> </ul> <p>Access:</p> <ul style="list-style-type: none"> <li>• Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets</li> <li>• All properties remain accessible</li> <li>• Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely</li> <li>• Introduction of formalised crossings such as zebra crossings outside shops in certain locations</li> </ul> <p>All properties are accessible for marriage or civil partnerships to take place.</p> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p>			
<p><b>Religion or philosophical belief</b></p>	<p>Improved environment:</p> <ul style="list-style-type: none"> <li>• reduced air pollution affecting those with other medical conditions</li> <li>• reduction in noise pollution</li> <li>• safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)</li> <li>• School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).</li> <li>• Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments)</li> <li>• Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users</li> </ul> <p>Access:</p> <ul style="list-style-type: none"> <li>• Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets</li> <li>• All properties remain accessible</li> <li>• Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely</li> <li>• Introduction of formalised crossings such as zebra crossings outside shops in certain locations</li> </ul> <p>All religious or philosophical belief properties are accessible.</p> <p>The programme also includes work with groups such as faith groups to support cycle training, further providing alternative modes of travel for groups to access places of worship.</p>	<p>Persons who wish to use a motor vehicle to travel will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi/PHV) vehicle to travel.</p>		<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. Improved walking and cycling routes and access to public transport will be improved by the proposed works this providing safety and access improvements to these users.</p> <p>The scheme does not challenge or oppose any beliefs or values or discourage continuing practise. All religious or belief properties are still accessible by motor vehicle. The improvement of accessibility and infrastructure means those travelling have the choice of safer routes, improved air quality and overall health benefits associated.</p> <p>The programme seeks to work with faith groups to encourage active travel to places of worship.</p> <p>The improvement accessibility and infrastructure mean those travelling have the choice of safer routes, improved air quality and overall health benefits associated.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>



	<p>Additionally, all places of worship remain accessible by motor vehicle.</p> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p>			
<p><b>Race</b></p>	<p>Those from BAME backgrounds are more likely to suffer with Improved environment:</p> <ul style="list-style-type: none"> <li>reduced air pollution affecting those with other medical conditions</li> <li>reduction in noise pollution</li> <li>safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)</li> <li>School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).</li> <li>Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of ‘fear of traffic’/in traffic dominated environments)</li> <li>Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users</li> </ul> <p>Access:</p> <ul style="list-style-type: none"> <li>Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets</li> <li>All properties remain accessible</li> <li>Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely</li> <li>Introduction of formalised crossings such as zebra crossings outside shops in certain locations</li> </ul> <p>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 reduction in vehicular traffic is also considered to have a positive impact for this group.</p> <p>THARS, 2018 study shows that white residents were more likely than Bangladeshi residents to cycle (26% vs. 11%). Safer infrastructure is likely to encourage this group alongside, the programme providing cycle training and safer routes.</p> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p>	<p>Persons who wish to use a motor vehicle to travel will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi/PHV) vehicle to travel.</p> <p>Language could be a barrier with information materials, including cycling promotion and notification of events. Materials are translated on request and information is published in other channels such as Bengali newsletters or engaging through community groups.</p>		<p>BAME Londoners are more at risk of being killed or seriously injured in or by cars<sup>22</sup>. Some minority ethnic groups experience worse effects of road danger, noise and air pollution<sup>22</sup>, the proposals look to address this, by improving the environment through the reduction of through traffic, improved crossing facilities and better accessibility which will provide a more pleasant environment for this group.</p> <p>Car ownership is generally lower amongst BAME groups, with greater reliance on other travel modes, including a high share of public transport trips.</p> <p>Providing safe and affordable travel options to people from all demographic and socio-economic backgrounds, particularly those on lower income and without access to a car, is essential to improving equity in access to transport as well as reducing infection risk. The proposals will help, locally, address these imbalances and over representation associated with BAME groups, encouraging and supporting increased walking and cycling participation and active lifestyles, reducing road danger and exposure to poor air quality, and providing alternatives to public transport use and the associated risks.</p> <p>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.</p> <p>BAME groups are disproportionately more likely to be living in poverty and in overcrowded homes. BAME groups are over-represented in indices of deprivation and more likely to be exposed to transport related harmful impacts, such as traffic collisions and poor air quality and health inequalities related to inactive lifestyles.</p> <p>The consultation results shows that the proposals are supported by a majority of those who declared they are BAME, however engagement with those in the area and stakeholders will continue and feedback will be collated and analysed to ensure if any unforeseen adverse effects occur, further mitigation will take place through amendments to the scheme.</p> <p>The scheme will be installed under an experimental basis for 6-18 months. During this time the delivery team will continue to monitor the impact of scheme through a robust, ongoing quantitative and qualitative monitoring and assessment process. This will allow issues, including a potential adverse impact on protected characteristics groups, to be identified and additional mitigation measures considered. Additional targeted engagement with protected groups will also be considered.</p>
<p><b>Sexual orientation</b></p>	<p>Improved environment:</p> <ul style="list-style-type: none"> <li>reduced air pollution affecting those with other medical conditions</li> <li>reduction in noise pollution</li> </ul>			<p>The positive benefits are for all persons which is why they have been included. However, any particular impact on the characteristics of this group is not identified in the proposal.</p> <p>The proposals are not considered to have any particular impact on this group as scheme negatives do not disproportionately impact the group based on their protected characteristic therefore the impact is neutral.</p>



	<ul style="list-style-type: none"> <li>safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)</li> <li>School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).</li> <li>Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of ‘fear of traffic’/in traffic dominated environments)</li> <li>Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users</li> </ul> <p>Access:</p> <ul style="list-style-type: none"> <li>Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets</li> <li>All properties remain accessible</li> <li>Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely</li> <li>Introduction of formalised crossings such as zebra crossings outside shops in certain locations</li> </ul> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p>			<p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>
<p><b>Pregnancy and maternity</b></p>	<p>Improved environment:</p> <ul style="list-style-type: none"> <li>reduced air pollution affecting those with other medical conditions</li> <li>reduction in noise pollution</li> <li>safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)</li> <li>School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).</li> <li>Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of ‘fear of traffic’/in traffic dominated environments)</li> <li>Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users</li> </ul> <p>Access:</p> <ul style="list-style-type: none"> <li>Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets</li> <li>All properties remain accessible</li> <li>Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely</li> <li>Introduction of formalised crossings such as zebra crossings outside shops in certain locations</li> </ul>	<p>Those attending maternity appointments and wish to travel by motor vehicle will be required to take alternative which may lead to an increased in time, distance and cost when using a private or hired (taxi/PHV) vehicle to travel.</p>		<p>The proposals are likely to have a positive impact on pregnant women by improved air quality and safer environment to walk with reduced traffic volumes. A better walking environment will benefit mothers and fathers of young children who may need to use a push chair.</p> <p>The proposals will improve accessibility for persons within this group. even footways and better crossings will improve safety as well as the reduced traffic impact. 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. Furthermore, improving air quality will reduce the chance of miscarriage in association with air pollution.</p> <p>Longer journeys by motor vehicles for those who care of a family member or friend, are deemed to be offset by an improved environment for all, including better provision and infrastructure for those who wish to walk and cycle. all properties are still accessible by motor vehicle.</p> <p>Overall, the scheme will positively benefit pregnant mothers and those on maternity/paternity.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>



	<p>Reduced risk of miscarriage due to the reduced air pollution, better provision for walking and cycling through the area while pregnant or with babies. This is also the case for paternity.</p> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p>			
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**Other**

<p><b>Socio-economic</b></p>	<p>Improved environment:</p> <ul style="list-style-type: none"> <li>reduced air pollution affecting those with other medical conditions</li> <li>reduction in noise pollution</li> <li>safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)</li> <li>School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).</li> <li>Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments)</li> <li>Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users</li> </ul> <p>Access:</p> <ul style="list-style-type: none"> <li>Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets</li> <li>All properties remain accessible</li> <li>Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely</li> <li>Introduction of formalised crossings such as zebra crossings outside shops in certain locations</li> </ul> <p>Significant improvements to those who are disproportionately impacts by poor air quality and more likely to be injured by a motor vehicle.</p> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p>	<p>Persons who wish to use a motor vehicle to travel will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi/PHV) vehicle to travel.</p>		<p>The proposals are likely to have a positive impact on those from socio-economic groups due to improved air quality and the creation of pleasant public spaces free of vehicular congestion.</p> <p>Longer journeys by motor vehicles for those who use a vehicle to care for a relative or friend will be impacted, however the impacts are deemed to be offset by an improved environment for all, including better provision and infrastructure for those who wish to walk and cycle and those being cared for who will benefit from the improved environment.</p> <p>It is acknowledged that the increase in cost for those who wish to drive a motor vehicle will need to take alternative routes.</p> <p>A study based on the National Travel Survey showed that nationally, for every mile walked, a low-income pedestrian is three times more likely to be injured by a motor vehicle than someone from a high-income household.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>
<p><b>Parents/Carers</b></p>	<p>Improved environment:</p> <ul style="list-style-type: none"> <li>reduced air pollution affecting those with other medical conditions</li> <li>reduction in noise pollution</li> </ul>	<p>Parents who wish to use a motor vehicle to travel will have alternative routes, which may lead to an increased in time, distance and cost when using a private or hired (taxi/PHV) vehicle to travel.</p>		<p>Some parents have or choose to take journeys by motor vehicle. Vehicle access to every property will be maintained, but it is acknowledged that with road closures will mean longer alternative journeys which can include additional time and cost.</p> <p>Longer car journey times for those who wish or need to travel by motor vehicle, are deemed to be offset by an improved environment for all, including better provision and infrastructure</p>



	<ul style="list-style-type: none"> <li>safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)</li> <li>School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).</li> <li>Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments)</li> <li>Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users</li> </ul> <p>Access:</p> <ul style="list-style-type: none"> <li>Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets</li> <li>All properties remain accessible</li> <li>Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely</li> <li>Introduction of formalised crossings such as zebra crossings outside shops in certain locations</li> </ul> <p>Changes to the restrictions allowing more opportunity to park for mobility impaired and disabled persons and their carers carrying out day to day activities with the person they care for.</p> <p>Cycle and walking infrastructure improvements likely to encourage parents to accompany and allow their children to use this mode of travel as fear will be reduced as traffic and volume/speed of vehicles is also reduced.</p> <p>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 parents, carers, their children and people they care for.</p> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p>			<p>for those who wish to walk and cycle. Those using a vehicle for the school run would need to use an alternative route, however it is deemed the impacted is reduced as the proposals will provide a better environment for those parents (and their children) to walk and cycle through a safer area.</p> <p>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. Therefore, those in the area are likely to experience less traffic build up on their street and the associated noise and air pollution.</p> <p>Within the E2 area there are 80 people who have assistance with health and care needs (this covers Bethnal Green, Old Ford Road/Roman Road area through the council). This is not representative of those who receive care from a relative or friend who often have other day to day commitments.</p> <p>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. The risk of a collision is also reduced as vehicle numbers reduce. Entering and exiting the area will also be easier onto the surrounding roads as the number of vehicles which would have previously used these junctions to cut through the area. Furthermore, where there are key junctions onto main roads, improvements to keep traffic moving and also protection for those entering the main road system such as yellow box junctions and signals will be reviewed and included.</p> <p>Those who must use a vehicle to travel will need to use alternative routes on the surrounding road network. These roads are designed to carry more vehicles and often with wider footways offer more protection from air pollution as studies show. It is recognised that more vehicles may therefore be using these roads, but some will also find routes outside of this area. The scheme is likely to encourage a change of behaviour too and journeys by motor vehicle journeys will reduce. Furthermore, the estimated distances are based on travelling from one side of the closure to the other however it is expected that this is unlikely for many as they travel to and from other destinations rather than either side of a closure.</p> <p>There is an impact for those who wish or need to travel by motor vehicle, are deemed to be offset by an improved environment for all. The impacts will be monitored and continued engagement with these groups will take place.</p>
<p>People with different <b>Gender Identities</b> e.g. Gender fluid, Non-Binary etc</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> <li>reduced air pollution affecting those with other medical conditions</li> <li>reduction in noise pollution</li> <li>safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds)</li> <li>School streets/no motor vehicle access – ensuring safety during drop-off and pickup times and allowing children and parents (additional benefit to socially distance at school gates during the current situation).</li> <li>Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments)</li> </ul>			<p>The positive benefits are for all persons which is why they have been included. However, any particular impact on the characteristics of this group is not identified in the proposal.</p> <p>The proposals are not considered to have any particular impact on this group as scheme negatives do not disproportionately impact the group based on their protected characteristic therefore the impact is neutral.</p> <p>The team are continuing to engage with stakeholders, in order continue to inform the understanding and assessment of any potential disproportionate or differential impacts on groups with protected characteristics. This will include meetings with stakeholders, and this feedback will be used to inform further opportunities for mitigation.</p>



	<ul style="list-style-type: none"><li>• Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users</li></ul> <p>Access:</p> <ul style="list-style-type: none"><li>• Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic volumes means less conflict particularly on the narrow residential streets</li><li>• All properties remain accessible</li><li>• Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely</li><li>• Introduction of formalised crossings such as zebra crossings outside shops in certain locations</li></ul> <p>Emergency services will access routes through the area, some specific routes identified. Services will be exempt to ANPR closures and have key through routes accessible by other measures.</p>			
<b>AOB</b>				



## 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 2020	Programme communication officer	In progress
Engagement will continue throughout the next stages of the project as schemes are detailed.	<p>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 the those that want to be further engaged in the programme are able to do so.</p> <p>Information should be shared via existing channels including newsletter, web, mailing list All feedback will be reviewed.</p> <p>Meetings to be sort with key stakeholders and key groups identified within the EqIA regarding detailed design and to get feedback for the review.</p> <p>Information letters delivered to properties in the vicinity of the works and posters put up in the area prior to works starting.</p>	Ongoing	Stakeholder Manager Programme Comms Officer	In progress
Implement approved proposals under an Experimental Traffic order	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.	18months from implementation	Liveable Streets Programme lead	In progress
Creation of a partnership board	Creating a review panel to discuss schemes as they are implemented with key stakeholders as they are developed and implemented. This should try to represent as many of identified groups within the report as possible.	Sumer 2021	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	Stakeholder Manager	In progress
Continue Engagement with emergency services	continue discuss as the project at the user group meetings as well as individual meetings held at each detailed design stage	Ongoing	Stakeholder Manager	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	6-18months after implementation	Liveable Streets Programme lead	In progress
Impact on blue badges	Monitor and confirm the baseline data	6-18months after implementation	Liveable Streets Programme lead	In progress
Impact on taxicard users	Monitor and confirm baseline data	6-18months after implementation	Liveable Streets Programme lead	In progress
Review of school transport services	Monitor the number of students using these services and obtain feedback on any challenges following implementation	6-18months after implementation	Stakeholder Manager	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 the commencement of the project	Independent review to be carried out	2023	Liveable Streets Programme lead	In progress
Carry out an economic impact assessment	Look at impact on local businesses and the market traders.	6-18months after implementation	Liveable Streets Programme lead	In progress



## **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 March 2021, which relates to the final proposals presented in January 2020 and updated on construction and further engagement.

As part of the scheme implementation, it has been recommended that this is undertaken on an experimental basis to ensure a review of the scheme is carried out. This will include the monitoring of the potential positive and negative impacts identified through the assessment and where necessary alterations made to the scheme.

As part of this review the EqIA will be updated with results from any surveys and feedback provided from all road users and the local community.

## Appendix A

### Equality Impact Assessment Decision Rating

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



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