



Equality Impact Analysis: (EqIA)

See
Appendix A



Current
decision rating

Section 1: Introduction

Name of Proposal **Liveable Streets Old Ford Road West**

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

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

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

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

Date of approval **27/03/2021**

Conclusion

When considering these proposals for the Old Ford Road West 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 walking, cycling and public transport. The proposal includes traffic changes, calming measures and public realm improvements to make local streets safer and more pleasant for everyone.

This EQIA assessment has highlighted the potential for positive impacts on the protected characteristics. The final proposals for the Old Ford Road West area provide overall improvements for the environment. A key component of the measures are the full road closures which help in reducing through-traffic to offer improved safety and environments (air quality and noise) to vulnerable road users, pedestrians and cyclists. The associated benefits of these measures relate to the opportunity it creates for further measures in the area to be implemented which would not otherwise be possible. This includes improvements such as continuous crossings, dropped kerbs, public spaces, additional planting and trees, and parking provision for those who are mobility impaired or disabled in key locations. Overall, these measures provide greater accessibility for pedestrians, cyclists and public transport users across the area as well as improving the look, feel and safety of the area. Furthermore, this is likely to provide health benefits in relation to an increase in physical activity.

These proposals are also in line with the Transport Strategy, Climate Emergency declaration, Air Quality Action Plan as well Public Health campaigns within the borough.

This EqIA assessment did highlight some potential negative impacts on the protected groups, although mitigations and monitoring goals have been listed in sections 4 and 5 of this report in order to minimise the impact. Evidence has been drawn upon through existing studies, data sets, as well as data and evidence collected as part of this programme through engagement, consultation, and surveys.



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. This has been estimated to be 1.1 miles and 5-10 mins.

It should be noted that all properties remain accessible by motor vehicle and there are other travel methods such as public transport, walking and cycling. The main negative impact therefore lies with those that must use a vehicle, particularly those with mobility issues, who are disabled or pregnant women, to travel by motor vehicle across the area.

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

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.

The ongoing review of detailed designs and subsequent engagement sessions, where applicable, will continue to understand and mitigate any additional adverse impacts. Actions to mitigate and monitor these impacts have been outlined in section 5 of this assessment. A key part of this will be to monitor post implementation to identify where changes can be made to balance impacts.

Overall, the benefits of the scheme which relate to improved accessibility, air quality, noise reduction, cycle routes, safety outside schools and greening are seen to provide benefits for everyone living, working or visiting the area.

The EqlA is a developing process and document and so the findings presented in this document are subject to change, the EqlA is a 'live' document and versions will be created through the lifecycle of this project.



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.

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.

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.

Climate Emergency:

As mentioned above, the programme’s aims also benefit the measures in place as a result of reducing the spread of Covid-19 and the climate emergency declared in March 2019.

Tower Hamlets Transport Strategy:

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.

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.



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.

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 programme⁴). 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 health².

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 Old Ford Road West 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 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 Old Ford Road West project started in March 2020 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 on the construction timetable.

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).

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 workshops and drop-in sessions following consultation.

Project outset

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



Early engagement

A perception survey was carried out from Monday 2 March to Sunday 29 March 2020. This was using an online survey, interactive map and feedback gathered from meetings and drop-in sessions.

There were 184 respondents to the survey. 184 people answered this question 'are you responding as...', and 153 of these respondents identified as residents.

Respondents 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 – 61% selected this answer
- Cycle lanes – 57% selected this answer
- Better driver behaviour – 48% selected this answer
- More trees and planting – 48% selected this answer

Feedback, suggestions and issues could also be plotted on an interactive map. 351 suggestions/comments were plotted.

The top suggestions were:

- Cycle improvements – 102 respondents selected this option
- Streetscape/lighting upgrades – 85 respondents selected this option
- Traffic operations – 75 respondents selected this option
- Pedestrian improvements – 69 respondents selected this option
- Traffic speeds and air quality levels – 30 respondents selected these options respectively

*other included a variety of comments

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

- 15 were 65 years or older
- 11 have a health problem or disability which limit their day-to-day activities.

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

(Respondents could select more than one health problem or disability)

- 5 have a physical impairment
- 2 had a sensory impairment
- 1 had a mental health condition
- 8 had a long-standing illness or health condition
- 89 were male
- 81 female
- 7 were pregnant
- 65 stated they have caring or parenting responsibilities

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



Co-design workshops

Co-design workshops were held on 23rd July, 25th July and 29th July and 8th September 2020. The results from the early engagement and the data analysis were presented to attendees in an online workshop format due to COVID-19 government restrictions. The presentation was followed by two exercises in which suggestions for improvements were presented and residents and businesses were able to provide their thoughts in a smaller group workshop. Issues and opportunities were actively debated between groups and suggestions on improving the scheme and the area overall were recorded. The feedback received during the workshop exercises was collated and used to inform the development of Phase 4 - Preliminary Design.

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 workshops which will be a point of focus during the next stage of design. These included the following:

- A reduction in traffic on Old Ford Road was generally supported by local residents due to concerns regarding noise, pedestrian safety and air pollution.
 - Pedestrian and cycling improvements throughout the area as it is a main access to reach Victoria Park
 - Concerns regarding where rat-run traffic will be pushed, and how this will affect current traffic conditions on Roman Road
 - General support for the closure of a major rat-run on Bishops Way/Sewardstone Road
 - General support for school streets/school initiatives
 - Footway improvements on Approach Road
 - Pedestrian safety improvements required at this junction such as public realm improvements, greenery and street lighting to deter ASB around Bishops Way and Bonner Road

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

Public consultation

Designs developed using resident and stakeholder suggestions and were put out to formal public consultation from Thursday 19 Nov 2020 to Sunday 20 Dec 2020. 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://talk.towerhamlets.gov.uk/soldfordroadwest>
- Completing the paper survey provided to all properties in the project area (over 5,000), or made available upon request. A freepost envelope was also included in these packs.
- Attending the drop-in sessions
- 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
- Calling the team on 0203 092 0401

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

- Social media posts
- Emails from the Liveable Streets team
- Through ward councillors
- Discussions with local stakeholders, schools, TRAs

The proposals presented during the consultation can be found at <https://talk.towerhamlets.gov.uk/soldfordroadwest>

Liveable Streets – Old Ford Road West Proposals

These proposals per scheme, being put forward to the Mayor and Cabinet for approval are as follows:

Scheme 1

- Proposed closure on Vyner Street west of Lark Row
- Convert Wadeson Street to one-way from Mowlem Street to Cambridge Health Road
- Footway widening and improvements on Wadeson Street and Vyner Streets
- Planting and trees on Wadeson Street and Mowlem Street
- Closure on Russia Lane at the junction with Bishops Way
- Proposed cycle route improvements on Bishops Way including new two-way protected cycle track
- New zebra pedestrian crossings

Scheme 2

- Closure at junction of Approach Road/ Sewardstone Road
- Convert St James Ave to one-way northbound
- Closure at junction of Bonner Road/ Approach Road
- Closure at junction of Robinson Road/ Approach Road
- Public realm improvements at St James Square

Scheme 3

- Closure on Bonner Street
- Remove signals from Bonner Street/ Roman Road junction and replace with a cycle/pedestrian crossing across Roman Road
- Protected cycle lanes between Bonner Road and Morpeth Street
- Public realm improvements on Victoria Park Square, near Museum Gardens
- Lighting improvements on Peary Place
- Lighting improvements in walkway between Cyprus Street



Scheme 4

- Mowlem Children's Centre – introduction of school street next to Islamic Centre
- Saint Elizabeth Roman Catholic Primary School - permanent closure of Waterloo Garden's south of Bishops Way and playful streetscape

Complementary measures

Alongside the physical infrastructure changes in the Old Ford Road West 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 the area 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

Construction and engagement

Prior to the construction works starting, an updated results booklet will be sent to all properties in the area. This detailed the results of the consultation and can be found at

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

Guidance due to COVID-19 was and continues to be adhered to during delivery of update documents and notification letters.

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 once proposals have been approved, during the detailed design and construction phases of the project.

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/lsoldfordroadwest>

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.

If proposals are approved to progress by Cabinet in May 2021, the schemes will progress to detailed design and then implementation. 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 temporary basis, further details can be found in the Cabinet report.



Section 3 – Evidence (Consideration of Data and Information)

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

The data used in this section is from the ward profile (corporate research unit), 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 Liveable Streets Programme includes several engagement phases, during each phase additional feedback is received which contributed to the overall development of the project. The early engagement and workshop reports can be found online via <https://talk.towerhamlets.gov.uk/soldfordroadwest> and the interactive map of comments and suggestions can be found at <https://www.pclconsult.co.uk/liveablestreetsoldfordroadwest>

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, Schools, local businesses, , places of worship and others.
- Consultation and engagement exercises and events including drop-ins, virtual co-design workshops, Accessibility Transport Forum, 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 project area spans the Bethnal Green and St Peters 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 Old Ford Road West area represents a northern section of the borough, bordering a section of Victoria Park and Regents Canal. The project area therefore represents the easternmost section of the St Peter's ward and the northernmost section of the Bethnal Green ward.

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.

Tower Hamlets has the 5th lowest car ownership amongst the London boroughs³. In the project area, car ownership is 34% in Bethnal Green ward and 29.3% in St Peter's wards of residents have access to one or more cars or vans. At the time of the 2011 census, 56% of residents in Tower Hamlets did not have access to a car or van⁶. This was the 5th highest proportion of persons without access to a car in the country (after City of London, Islington, Hackney and Westminster)¹⁴, and 1/3 of car trips in the borough are less than 1.2 miles long. These proposals will have simultaneous benefits to health within the borough.

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.

Emergency services

Engagement with emergency services has been carried out throughout the project and will continue after implementation.

Engagement

Extensive efforts have been made to contact accessibility groups however formal feedback has not been obtained. We will continue to engage and obtain feedback during the next stages of the project.

Age (all age groups)

Older persons

People's ability to use sustainable modes of travel can be reduced because of age-related health conditions. According to the borough profile, only 6% of the borough's population are aged 65+ compared to 12% in London and 18% in England. Bethnal Green and St Peter's wards are home to 6.4% and 6.4% respectively, of residents over the age of 65 respectively, marginally higher than the borough average⁶.

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 accessible⁵.

Older people may be more dependent on private motor cars for their transport needs, often used in conjunction with a Blue Badge parking permit, with the ratio of retired badge holders to all blue badge holders in Tower Hamlets being 4.1:1⁹. 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 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 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.

Older people may in some cases have difficulty accessing online material. The majority of engagement activities have taken place during the coronavirus pandemic and therefore a lot of sessions for the project have taken place online, although, all households within the area received a hard-copy consultation leaflet and survey to return with a freepost envelope during the public consultation.

1. Age - Young People & Children

The travel mode of children has changed significantly over the last twenty years, with a decrease in children travelling as pedestrians or cyclists. 19.7% of the borough are aged under 16, which is roughly representative of the Old Ford Road West area (19.3% in Bethnal Green and 17.8% in St Peters wards are aged under 16)⁶. According to the borough profile, Tower Hamlets has equal fifth youngest median age in the country (31.6), with 79,625 people aged 0-19²¹. That's 25% of its population, on par with England and London (24% and 25% respectively)⁶.

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 unsupervised¹¹.

Children require physical activity to ensure their healthy development. A survey published by the Department for Transport (DfT) in 2013¹², identified that almost half of English primary school children (46%) are driven to school and the average length of trip was 1.8 miles. A National Health Service (NHS) survey³³ carried out in 2013 determined that three in ten children aged between two and fifteen are overweight or obese.

The fear of being killed or injured by a motor vehicle is also one of the primary factors preventing greater use of active travel, particularly amongst children³⁴. Physical activity in young people can be encouraged through the development of a safe environment which is not traffic dominated.

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 nine schools, children centres or nurseries located within the project area and improving conditions for children to travel actively to school is a priority.

Additional improvements will be made outside schools to improve pedestrian priority, safety and encourage sustainable journeys which will further benefit users of sustainable modes in this group, including no motor vehicle access on the southern portion of Waterloo Gardens. Reductions in traffic dominance will improve conditions for children walking/cycling/scooting to

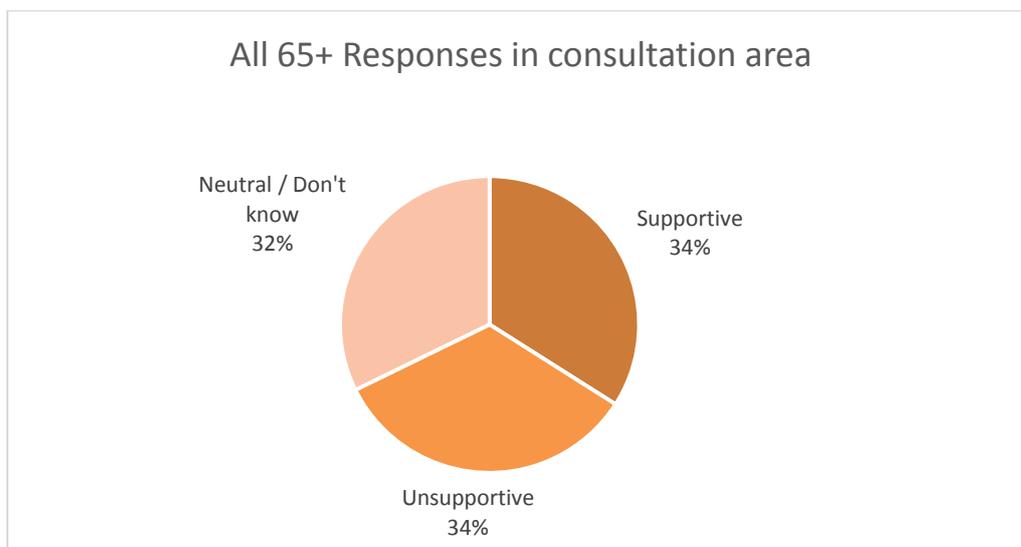


and from school. Widened footways and dropped kerbs increase accessibility to independent travel for this group increasing their opportunities to enjoy outdoor space. Proposed pedestrian route works, road safety improvements and street lighting will deliver accessibility advantages to people from this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

The lung condition, asthma is the most common long-term medical condition affecting children and young people¹⁵. 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 year¹⁶.

Discussion, conclusion and provisions:

Proposed continuous and widened footways in the area will provide significant accessibility gains 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 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.



11% of public consultation respondents stated they were over 65, and of these, 34% were supportive of the proposals.

It is acknowledged that as a result of the schemes provisions, some journeys for those who need to use a vehicle will be longer with the added implication of additional cost and time. 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.

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 main road and not exit onto other main roads travelling through the area. Those who need 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 trips taken in the area, using taxicards will be undertaken.

As part of the process, discussions have been held with key groups regarding the proposals and the impacts they could have and the key issues they would like to see addressed by the programme such as the need for wider footways and dropped kerbs. These measures have been included in key locations as part of the proposals with the reason of assisting this protected characteristic participate in a more active lifestyle and improve road safety and will provide greater accessibility 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. Additionally an assessment will be carried out with key members of disability organisations, groups within the area to determine any further 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.

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 impact 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.

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.

We will continue to review the impacts of the proposals, 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 resident panels and stakeholder engagement sessions, including schools, throughout the construction and review period.

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

The introduction of equality legislation during the last twenty years and improved access to public spaces means disabled people have greater opportunities, visibility and aspirations than ever before. For many disabled people, having the ability to travel on public transport means independence and the freedom to take control of their own lives. Disability is a key characteristic that determines travel behaviour and is often associated with more negative or problematic



experiences of travel, along with more limited perceptions of viable alternatives. It has been found that people with disabilities more frequently used buses and taxis as a mode of transport than other travel modes⁷.

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%¹⁷.

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

Area	Day-to-day activities limited a lot	Day-to-day activities limited a little	Day-to-day activities not limited
Bethnal Green	1,336	13,62	16,610
Bethnal Green %	6.9%	7.1%	86.0%
St Peter's	1,424	1,316	15636,
St Peter's %	7.7%	7.2%	85.1%
London %	6.7%	7.4%	85.8%
England	8.3%	9.3%	82.4%

According to a 2007-2014 study¹², 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 ¹⁹.

It is acknowledged, that those with disabilities may be more dependent on private motor cars for their transport needs, often used in conjunction with a Blue Badge parking permit. Schemes which limit or reduce car provision without improvements to public transport or considered exemptions could have a negative impact on this group. However, access to local amenities and all properties will still be available in the Old Ford Road West area. Although residents, businesses and visitors travelling by motor vehicle may be required to take a longer alternative route.

According to Department for Transport data from 2019, the number of licensed taxi and private hire vehicles and licensed drivers has reached record highs in England. While those without car access make around 4 times as many taxi/PHV trips and travel twice as far as those with access to a car. 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.

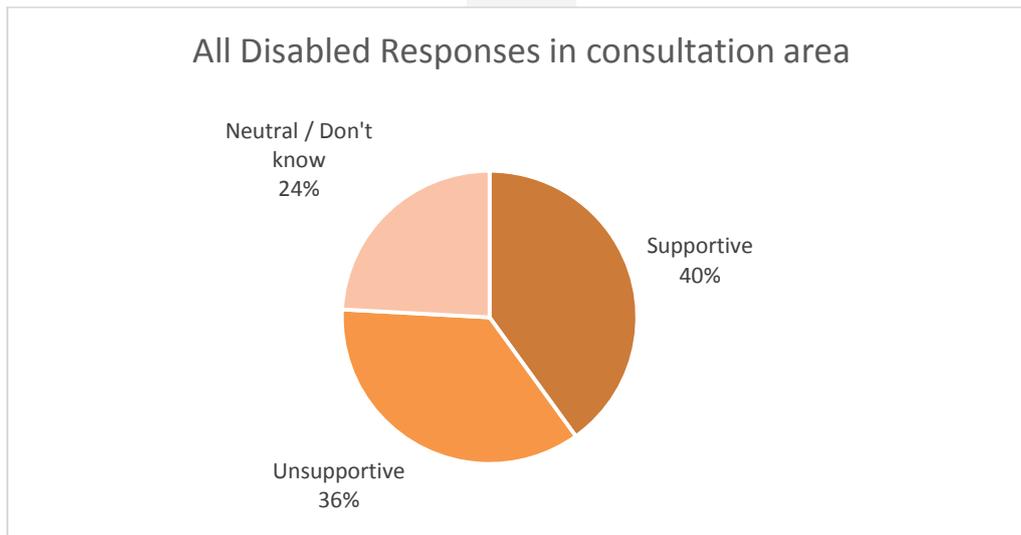
Disabled people and people with learning disabilities can benefit from community transport services including Shopmobility, taxicards, dial-a-ride and the provision of door-to-door transport services. These services will also still be able to access properties via alternative routes. It is important to note that those who require a vehicle due to a disability to get to school, will still be able to travel either by alternative routes.

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 cycle²⁰. 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 scooters²⁰.

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

Discussion, conclusion and provisions:

Proposed continuous and widened footways in the area will provide significant accessibility gains 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 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.



12% of public consultation respondents stated that they were disabled, and of these, 40% of these supported the proposals, 36% were unsupportive, whilst 24% were neutral or didn't know.

In the public consultation respondents were able to provide free-text comments. Of the 40% of disabled respondents that were generally unsupportive of the proposals, some of the key themes of their comments included:

- Will cause more congestion on the main roads
- As a disabled person it is hard enough to get around without shutting streets off
- Scheme is a waste of money
- Closure of roads/traffic changes are stress inducing
- The elderly cannot cycle or walk very far or use London transport
- These suggestions aren't appropriate for the area
- This will make local journeys longer
- Difficult for friends/visitors/carers to come and help
- Scheme will cause traffic to be displaced

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. 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. 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 trips taken in the area, using taxicards will be undertaken.

As part of the process, discussions have been held with key groups regarding the proposals and the impacts they could have and the key issues they would like to see addressed by the programme such as the need for wider footways and dropped kerbs. These measures have been included in key locations as part of the proposals. 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.

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 to the junction or access points at the end 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.

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.

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. 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.

Ongoing discussions will continue to take place with the emergency services in regards to their access to the area and any issues which arise will be addressed immediately with the emergency services to mitigate any impact to the community, health and safety.

We will continue to review the impacts of the proposals, particularly the full road closures and one-ways which have been identified as having the most impact on disabled persons. Further feedback will be obtained through resident panels and stakeholder engagement sessions throughout the construction and review period.

3. Sex



According to the 2011 Census, the gender split in Bethnal Green ward is 49.8% and 50.2% and St Peters 50.7% and 49.3% (male to female). The borough's gender split is 52.1% male and 47.9% female. Therefore it is similar in proportion of genders across the borough⁶

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 motorbike²¹. 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 London²¹.

According to the Tower Hamlets Annual Residents Survey, 2018¹⁰, 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 is predominately due to safety concerns on the road²¹.

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'. A recent study of Waltham Forest's Mini Holland programme suggests that LTNs are likely to reduce crime levels, particularly violent crime³⁵.

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). 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 to¹⁹. The majority drivers of taxis and PHVs are male (98%) compared the women (2%)¹⁹.

Discussion, conclusion and provisions:

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

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.

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



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

4. Gender reassignment

We do not believe the changes have any measurable impact on people in the process of transitioning from one gender to another or that have transitioned from one gender to another. Public realm improvement measures are designed for the benefit of all.

Traffic management and public realm improvement measures are designed to benefit all, including people in the process of transitioning from one gender to another or that have transitioned from one gender to another. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

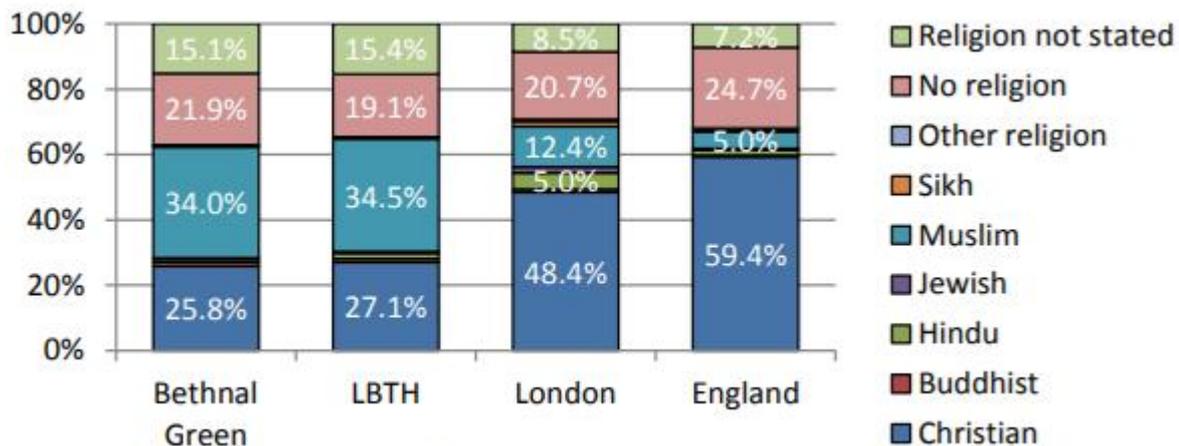
5. Marriage and civil partnerships

We do not believe the changes have any measurable impact on people in a marriage, civil partnership or none. Public realm improvement measures are designed for the benefit of all. All properties remain accessible for marriage or civil partnerships to take place.

Traffic management and public realm improvement measures are designed to benefit all, including people in a marriage, civil partnership or none. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

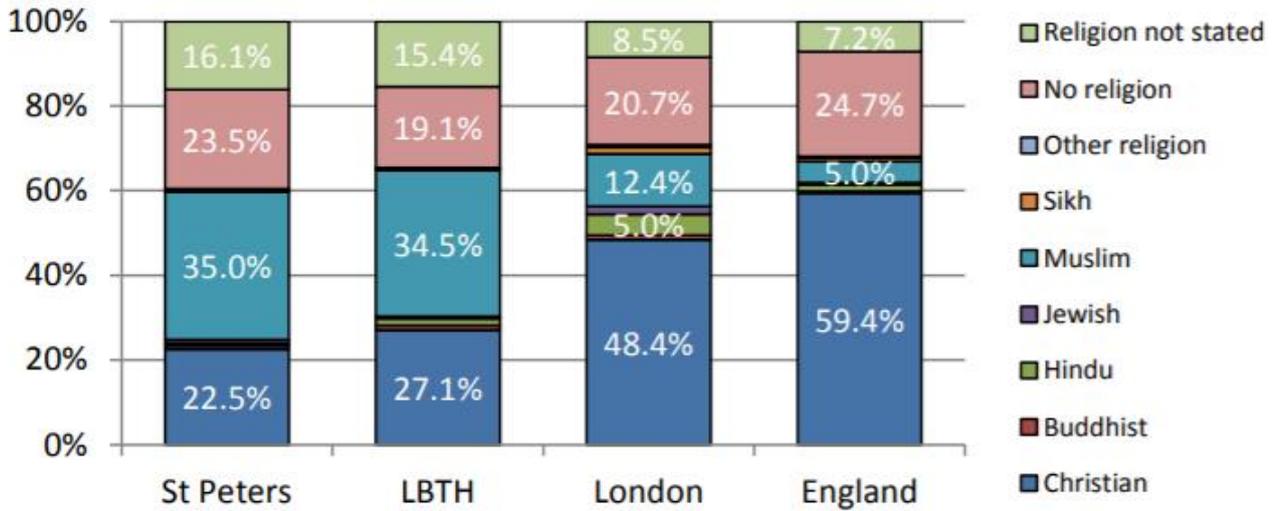
6. Religion or philosophical belief

Bethnal Green:



(Source: Census 2011 QS208EW – Religion)

St Peters:



The tables above show the variety of religions or philosophical beliefs within both wards⁶.

Discussion, conclusion and provisions:

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.

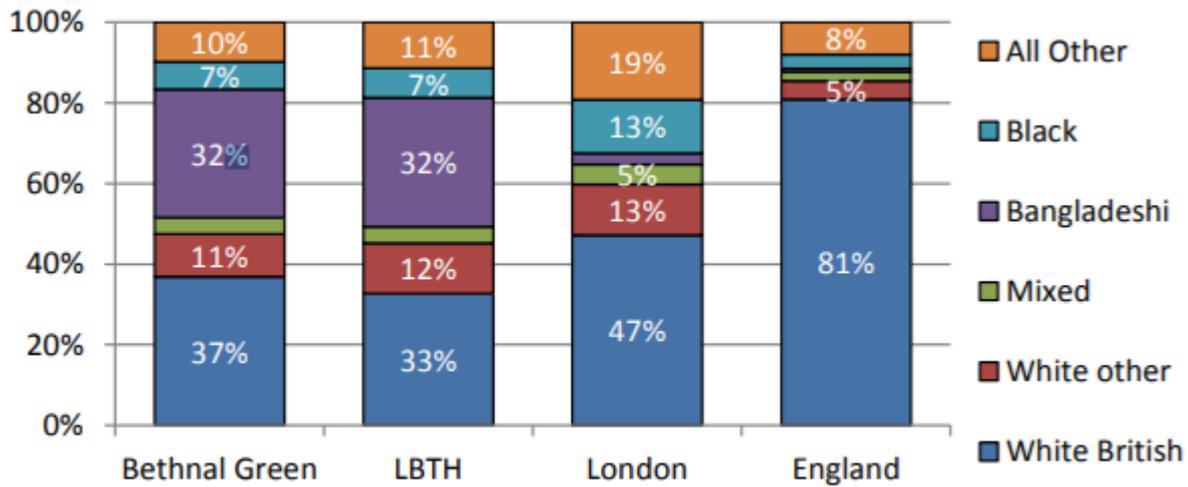
The proposals will still allow those who need to book a taxi or PHVs to do so, these vehicles will still be able to access their pick-up location or destination.

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

7. Race

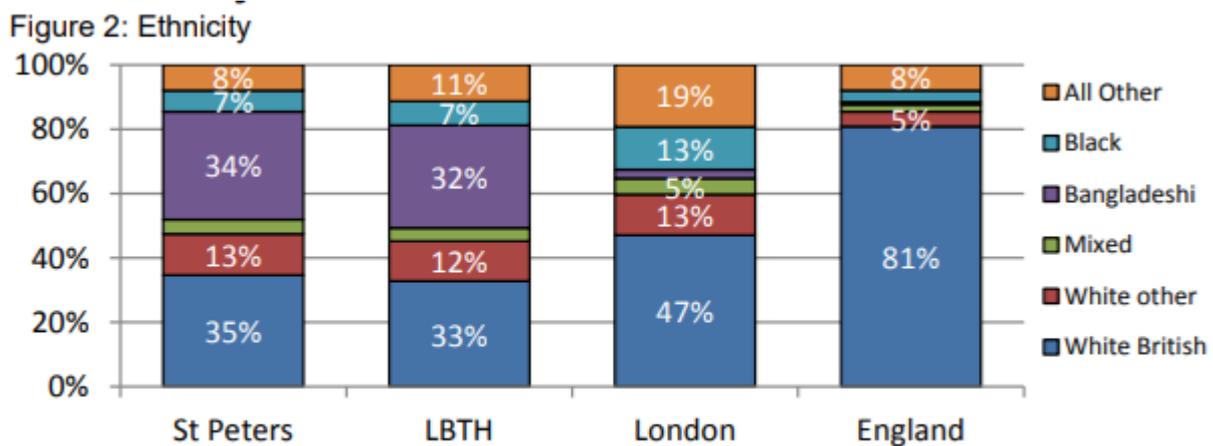
The below graphs indicate ethnicity data from the Bethnal Green and St Peter’s wards ⁶.

Bethnal Green:



(Source: Census 2011 QS201EW - Ethnic group)

St Peter's:



(Source: Census 2011 QS201EW - Ethnic group)

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%⁶. Tower Hamlets is the borough with the 5th highest proportion of BAME residents⁵. Such residents are more likely to undertake journeys by walking or by public transport than white Londoners but are just as likely to cycle as white Londoners. In addition, BAME Londoners are less likely to use a car than white Londoners, and of the BAME people with cars, the Asian community is more likely to drive a car than the black community²².

BAME Londoners, both adults and children are almost twice as likely as white Londoners to be injured on the roads in a car accident²² 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 group²². 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

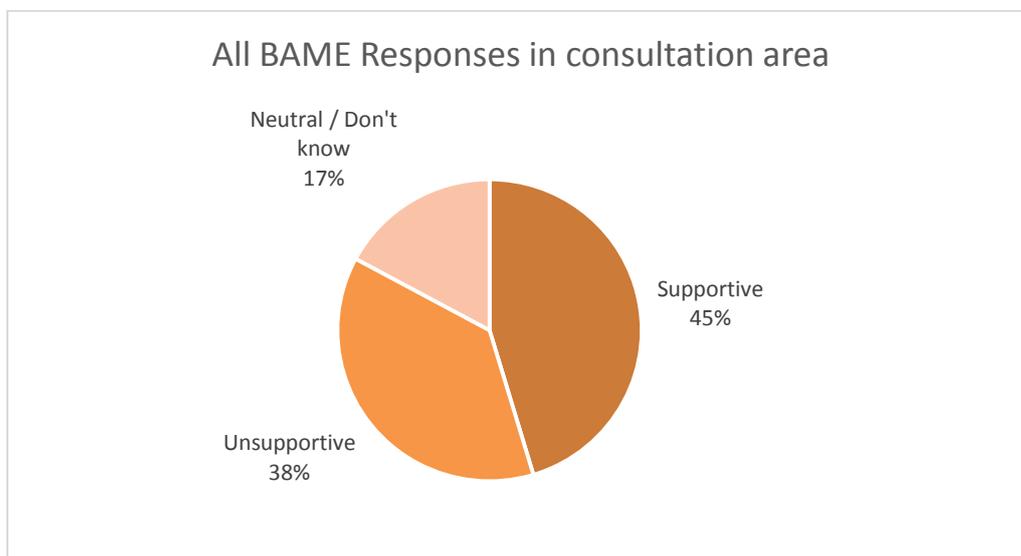


to people from all demographic and socio-economic backgrounds, particularly those on lower income and without access to a car, is essential to improving equity in access to transport as well as reducing infection risk. The proposals will help, locally, address these imbalances and over representation 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 week²². 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)²². In contrast, higher proportions of white Londoners travel by bike, car, black cab, National Rail and motorbike than BAME Londoners²².

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 asthma²³.

A higher proportion of BAME Londoners have access to the internet (92%) compared to 87% of white Londoners²²**Discussion, conclusion and provisions:**



16% of respondents in the public consultation disclosed their ethnicity as BAME. Of these respondents, 45% were supportive of proposals, 38% were unsupportive, and 17% felt neutral, or didn't know.

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 and discussion sessions were held in community venues to obtain feedback.

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 individuals likelihood of being affected by certain conditions.

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

8. Sexual orientation

The proposals are generally positive to all, including people from the LGBT group that are expected to be passively impacted by an increase of perceive security. All properties remain accessible for LGBT groups to meet.

Increased perceived safety and security expected thanks to better lighting, public realm improvements and expected higher natural surveillance on timed pedestrianised zones will be positive to people of all sexual orientations, including the LGBT population that can sometimes be target of anti-social behaviour. It has been reported that up to a third of LGBT people avoid particular streets because they do not feel safe there as a LGBT person. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

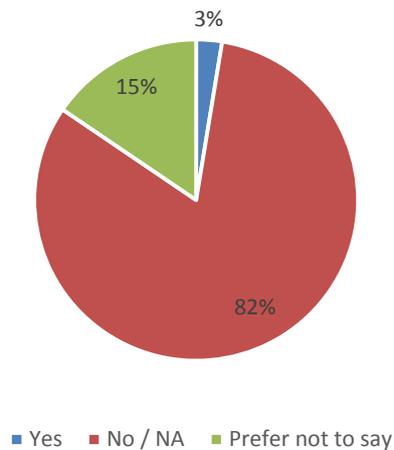
9. Pregnancy and Maternity

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.

Reducing through traffic in the area will improve localised air quality which is beneficial to pregnant woman and those on maternity/paternity leave, and also babies and small children. Pregnant women are in a higher risk category than the average person of poor air quality – academic study shows spikes in pollution have been linked to spikes in miscarriage numbers, with high NO₂ levels in particular having potential detrimental effects on unborn children²⁴.

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 which especially benefits parents using pushchairs or walking with multiple children.

Are you currently pregnant or have you been pregnant in the last year?



The above graph illustrates the number of responses received by pregnant persons in the public consultation. A total of 16 respondents from within the consultation area stated they were pregnant or , 3% of the respondents.

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.

Discussion, conclusion and provisions:

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. Further feedback will be obtained through partnerships boards and stakeholder engagement sessions, throughout the construction and review period. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.

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.



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
Bethnal Green	17,836	831	247	394
Bethnal Green (%)	92.4%	4.3%	1.3%	2.0%
St Peter's	17,023	740	277	336
St Peter's (%)	92.6%	4.0%	1.5%	1.8%
Tower Hamlets (%)	92.4%	4.3%	1.4%	1.9%
London (%)	91.6%	5.3%	1.3%	1.8%
England (%)	89.8%	6.5%	1.4%	2.4%

The National Travel Survey (2019)¹² 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 risks²⁵ 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.

Discussion, conclusion and provisions:

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



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.

Discussion, conclusion and provisions:

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 50% of residents in Bethnal Green wards were employed. This is similar with the borough overall (57%), and less than London overall (62%) and England overall (62%)⁶.

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 households²⁶. According to a report, low-income households are often found to lack resources to own and run a private car²⁸.

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 bus²⁹. Londoners on lower incomes tend to make fewer weekday trips²⁹ an improvement in the walking environment hopes to make it easier for this group to make journeys.

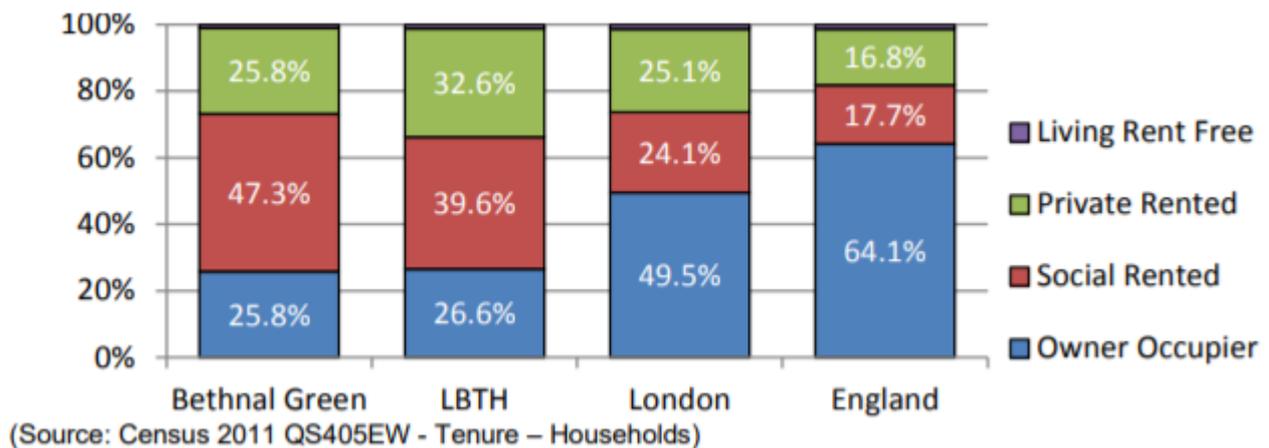
There is an established link between poor health due to air pollution and socio-economic deprivation. Respiratory disease rates are strongly influenced by social deprivation and health inequalities – in 2012, asthma rates in the UK were 36% higher in the most deprived communities than in the least deprived²⁷. 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 groups³⁰.

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.

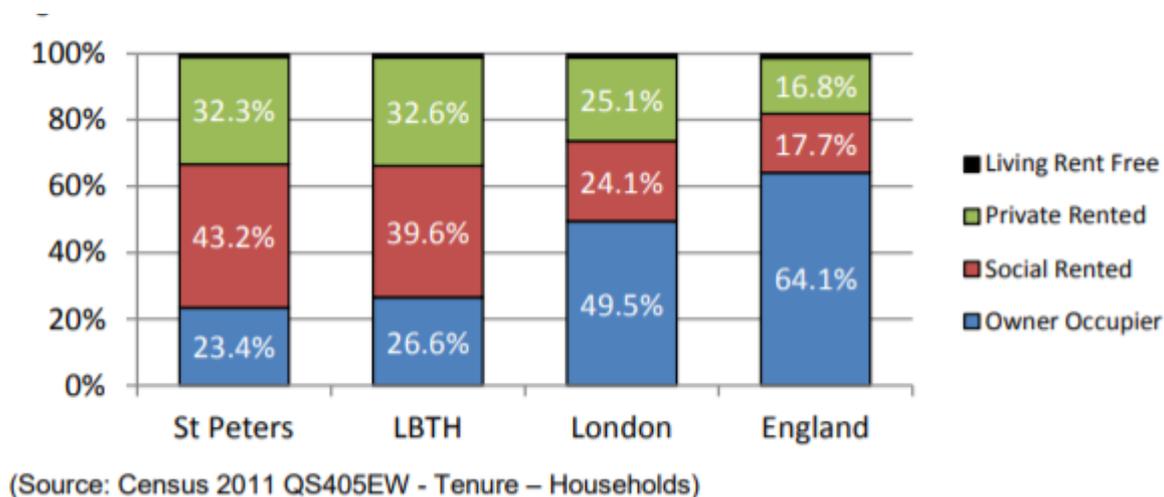
Both Bethnal Green and St Peter's wards had a slightly higher proportion of socially rented properties than the borough, and a lower than average proportion of owner occupied properties at the last Census⁶. It can be deduced that the Old Ford Road West area is comprised of mixed tenure, reflective of the borough overall.



Bethnal Green ward:



St Peter's ward:



Between the two wards, car ownership is low in comparison to the rest of the borough. In both wards only 29% of residents have access to one or more cars or vans, with the vast majority of residents in the ward not having access to a car, and using alternative methods of transport. 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 increase opportunities for physical activity, through on-street infrastructure to encourage more walking and cycling which is a low cost travel option for lower income households⁵.

Concerns have been raised through engagement and consultation that traffic may be displaced onto main roads where it is suggested that there are higher volumes of socially rented properties. However, an assessment of social housing locations throughout the borough confirms that socially rented properties are present as much in residential side streets as they are concentrated on main thoroughfares and there is therefore no disproportionate effect on social housing tenants, in fact they are likely to benefit from lower traffic volumes within their neighbourhood.



Discussion, conclusion and provisions:

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.

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

Service area: Public Realm

EIA signed off by: Dan Jones

Date signed off: April 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?
Age (All age groups)	<p>Improved conditions for active travel:</p> <ul style="list-style-type: none"> continuous crossings, dropped kerbs, raised junctions, tactile paving, Creation of public spaces to stop, sit, and rest, improved conditions for cycling. <p>Improved environment:</p> <ul style="list-style-type: none"> reduced air pollution affecting young and elderly persons (particularly those with respiratory health problems, and children who disproportionately suffer from reduced lung capacity¹³) reduction in noise pollution safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) 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). 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) Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> 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 All properties remain accessible Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely Introduction of formalised crossings such as zebra crossings outside shops in certain locations <p>Emergency services will access routes through the area, some specific routes identified.</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</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"> Mobility impairments Visual impairments or blindness Dementia and Alzheimer's Arthritis or osteoarthritis Osteoporosis Anxiety <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>Elderly people or those supporting or caring for an elderly relative or friend, young persons who require a vehicle to travel will have 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)</p>		<p>Older People</p> <p>According to the NHS³³, '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 population⁷.</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 olds⁵ 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 effects closely.</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>Parking bays may be added or removed in places but parking will be neutral across the project area to ensure those who need to drive and park can do so.</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.</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>buses will still be able to provide door to door as all properties.</p>	<p>vehicle to travel.</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. Access to all properties.</p> <p>This will impose a particular disadvantage on those who need to use a vehicle.</p>	<p>Younger People and Children</p> <p>Younger people will significantly benefit from the measures introduced, which will provide cleaner air, more opportunities for independent travel and safer streets near schools, and therefore the impact is positive. According to the borough profile, Tower Hamlets has equal fifth youngest median age in the country (31.6), with 79,625 people aged 0-19⁵.</p> <p>Reduced vehicle numbers, improved footways and crossings will provide positive outcomes for this group. All the above measures create a more pleasant environment which is less polluted, safer, and quieter for younger people and children. "School Street initiatives" will also give a benefit to pupils in terms of safety and better air quality at school.</p> <p>The consultation did not collect data from those younger than 16. However, feedback will be collected through road safety workshops, cycle training, walkabouts, hands-up travel surveys, in partnership with the healthy schools survey run by of Public Health</p> <p>It is acknowledged that some pupils may require the use of a vehicle at certain times, or for school trips. Access to the schools via a vehicle is still possible, though some restriction such as school keep clear markings are in place to protect children entering or leaving school.</p> <p>During construction, ramps and sufficient footways widths are included in the traffic management plan.</p> <p>The scheme will be installed under an experimental, temporary 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>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. 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>Disability (Physical, learning difficulties, mental health and medical conditions)</p>	<p>Improved conditions for active travel:</p> <ul style="list-style-type: none"> • continuous crossings, • dropped kerbs, • raised junctions, • tactile paving, • Creation of public spaces to stop, sit, and rest, • improved conditions for cycling. <p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • 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). • Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use these facilities not the footway as 	<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 pollution²⁶, 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 people³⁴. 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</p>



	<p>a result of 'fear of traffic'/in traffic dominated environments)</p> <ul style="list-style-type: none"> Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> 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 All properties remain accessible Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely Introduction of formalised crossings such as zebra crossings outside shops in certain locations <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"> Increased physical fitness and strength Stabilised blood sugar levels Helps older people to stay active in life for longer (especially with the use of e-cycles) Delays onset of many conditions and reduces reliance on NHS and social care services 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>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>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>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 access public transport/buses. The consultation results shows 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, temporary 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>Sex</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> reduced air pollution affecting those with other medical conditions reduction in noise pollution safer environment for older and younger people travelling through and around the area (reduced traffic 	<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>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</p>



	<p>volumes, speeds)</p> <ul style="list-style-type: none"> • 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). • 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) • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • 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 • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations <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>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>in this project. Discussions and involvement will continue should any concerns be raised during of following construction.</p> <p>Fewer women than men cycle, and women tend to be less confident cycling on the road²¹. 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, 2018¹⁰, 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 research²¹ 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 research²¹, 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>Gender reassignment</p>	<p>Though not direct to the characteristic:</p> <p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • 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). • 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) • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users 		<p>We do not believe the changes have any measurable impact on people in the process of transitioning from one gender to another or that have transitioned from one gender to another. Public realm improvement measures are designed for the benefit of all. Traffic management and public realm improvement measures are designed to benefit all, including people in the process of transitioning from one gender to another or that have transitioned from one gender to another. There are no identified impacts to the characteristic of this group in relation to the proposals.</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>Access:</p> <ul style="list-style-type: none"> • 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 • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations 			
<p>Marriage and civil partnership</p>	<p>Though not direct to the characteristic:</p> <p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • 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). • 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) • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • 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 • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations <p>All properties are accessible for marriage or civil partnerships to take place.</p>			<p>We do not believe the changes have any measurable impact on people in a marriage, civil partnership or none. Public realm improvement measures are designed for the benefit of all. All properties remain accessible for marriage or civil partnerships to take place.</p> <p>Traffic management and public realm improvement measures are designed to benefit all, including people in a marriage, civil partnership or none. This assessment recognises that alternative routes to establishments for marriages and civil partnerships may be impacted. But all properties remain accessible.</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>Religion or philosophical belief</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • 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). • Creation of segregated cycle lanes (good for those using this mode and also encourages cyclists to use 	<p>Persons who need to use a 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) vehicle to travel. during the hours of operation.</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>these facilities not the footway as a result of 'fear of traffic'/in traffic dominated environments)</p> <ul style="list-style-type: none"> • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • 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 • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations <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. Additionally, all places of worship remain accessible by motor vehicle.</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>Race</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • 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). • 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) • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • 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 • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations <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>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 cars²². Some minority ethnic groups experience worse effects of road danger, noise and air pollution²², 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, temporary 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>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>Sexual orientation</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> reduced air pollution affecting those with other medical conditions reduction in noise pollution safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) 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). 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) Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> 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 All properties remain accessible Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely Introduction of formalised crossings such as zebra crossings outside shops in certain locations 			<p>The proposals are generally positive to all, including people from the LGBT group that are expected to be passively impacted by an increase of perceived security. All properties remain accessible for LGBT groups to meet.</p> <p>Increased perceived safety and security expected thanks to better lighting, public realm improvements and expected higher natural surveillance on timed pedestrianised zones will be positive to people of all sexual orientations, including the LGBT population that can sometimes be target of anti-social behaviour. It has been reported that up to a third of LGBT people avoid particular streets because they do not feel safe there as a LGBT person. Engagement and information sharing on forums will continue to ensure any potential impacts are captured and mitigated.</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>Pregnancy and maternity</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> reduced air pollution affecting those with other medical conditions reduction in noise pollution safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) 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). 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) Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> 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 All properties remain accessible Inclusion of sufficient tactile paving with the correct 	<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>



- slope to ensure those navigating the area can do so safely
- Introduction of formalised crossings such as zebra crossings outside shops in certain locations

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.

Other

<p>Socio-economic</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • 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). • 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) • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • 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 • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations <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>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>It is often believed that interventions increasing the attractiveness of an area feed through into higher prices and rents. The problem results from housing and land use policies that prioritise free markets and profit maximisation over tenancy rights, not public realm improvement. The solution to high house prices is not to maintain dirty and dangerous residential streets to suppress prices. Research has found that while retail rental values rose by 7.5% in some improved London streets, there was an almost negligible impact on residential values, helping to counter concerns that street improvements, by themselves, will further inflate house prices and encourage gentrification.³⁸ In areas where the public realm is improved and made more suitable to walk and cycle, it was found that retail revenues increase by around 30%³⁶, which would mitigate small increases in retail rental values and benefit all socio-economic groups through the provision of jobs.</p> <p>In the contrary, in lower income areas, crowding is higher and access to green space often lower than in richer areas, and so the benefit linked to the provision of quality usable street space for dwelling, socializing, playing, sitting outside is greater.^{Error!}</p> <p><small>Bookmark not defined.</small></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>Parents/Carers</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced 	<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>

	<p>traffic volumes, speeds)</p> <ul style="list-style-type: none"> • 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). • 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) • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • 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 • All properties remain accessible • Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely • Introduction of formalised crossings such as zebra crossings outside shops in certain locations <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>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 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 Gender Identities e.g. Gender fluid, Non-Binary etc</p>	<p>Improved environment:</p> <ul style="list-style-type: none"> • reduced air pollution affecting those with other medical conditions • reduction in noise pollution • safer environment for older and younger people travelling through and around the area (reduced traffic volumes, speeds) • 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). • 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) • Creation of wider footways and removed street furniture clutter, pedestrian priority throughout the area, one of the most vulnerable road users <p>Access:</p> <ul style="list-style-type: none"> • Travelling within the area will be easier and safer for those who need to use a vehicle, reduction of traffic 			<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>

	<p>volumes means less conflict particularly on the narrow residential streets</p> <ul style="list-style-type: none">• All properties remain accessible• Inclusion of sufficient tactile paving with the correct slope to ensure those navigating the area can do so safely• Introduction of formalised crossings such as zebra crossings outside shops in certain locations			
AOB				



Section 5 – Impact Analysis and Action Plan

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Progress
Share information on consultation results and final proposals	Information is shared via existing channels including newsletter, web, mailing list to ensure people can share feedback on the scheme as it progresses. All feedback will be reviewed.	June 2021	Stakeholder Manager Programme Comms Officer	In progress
Engagement with local community and stakeholders to continue throughout construction period	Meetings held with heritage organisations, stakeholders, key groups regarding detailed design. Information letters delivered to properties in the vicinity of the works and posters put up in the area prior to works starting.	July 2021-March 2022	Stakeholder Manager	In progress
Implement approved proposals under an experimental traffic order	Follow traffic order process	June 2021 – December 2021	Delivery Manager	In progress
Continue to liaise with SNT, Met Police re safety in neighbourhood areas.	Issues will be raised through the SNT and raised as Emergency Service user group meetings	March 2020 - March 2022	Stakeholder Manager Programme Comms Officer	In progress
Continue engagement with emergency services	Issues will be raised through user group meetings as well as individual meetings held at each detailed design stage	March 2020 – March 2022	Stakeholder Manager Programme Comms Officer Delivery 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, air quality monitors and traffic counts.	June 2021 onwards	Delivery Manager	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.	June 2021 – December 2022	Stakeholder Manager Programme Comms Officer	In progress
Full review to take place 3 years after the commencement of the project.	Independent review to be carried out.	2022	Liveable Streets Programme Lead	TBC



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:

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 impacts and community feedback. Details of data collected as part of this scheme can be found within documents at <https://talk.towerhamlets.gov.uk/oldfordroadwest> or on the Tower Hamlets website, such as Air quality monitoring which is available at the below address https://www.towerhamlets.gov.uk/lgnl/environment_and_waste/environmental_health/pollution/air_quality/Monitoring.aspx or ward profile information is available at https://www.towerhamlets.gov.uk/lgnl/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.

This is a live document as of April 2021, which relates to the detailed design phase of the project. As construction is completed across the schemes, the EqIA will be updated to reflect the actual effects of the completed schemes.

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

Appendix A

Equality Impact Assessment Decision Rating

Decision	Action	Risk
<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>Suspend – Further Work Required</p>	<p>Red</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>Further (specialist) advice should be taken</p>	<p>Red Amber</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>Proceed pending agreement of mitigating action</p>	<p>Amber</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>Proceed with implementation</p>	<p>Green:</p> 



References

1. DfT, <https://roadtraffic.dft.gov.uk/local-authorities/93>
2. Climate Emergency
[https://www.towerhamlets.gov.uk/lgnl/environment and waste/Sustainability/Climate emergency.aspx](https://www.towerhamlets.gov.uk/lgnl/environment%20and%20waste/Sustainability/Climate%20emergency.aspx)
3. Tower Hamlets Transport Strategy
<https://democracy.towerhamlets.gov.uk/documents/s160545/Appendix%20A%20Tower%20Hamlets%20Transport%20Strategy%202019-2041.pdf>
4. Impacts of an active travel intervention with a cycling focus in a suburban context: One-year findings from an evaluation of London's in-progress mini-Hollands programme, 2019
<https://westminsterresearch.westminster.ac.uk/item/q5890/impacts-of-an-active-travel-intervention-with-a-cycling-focus-in-a-suburban-context-one-year-findings-from-an-evaluation-of-london-s-in-progress-mini-hollands-programme>
5. Borough profile, based on Census 2011 data
[https://www.towerhamlets.gov.uk/lgnl/community and living/borough statistics/Borough profile.aspx](https://www.towerhamlets.gov.uk/lgnl/community%20and%20living/borough%20statistics/Borough%20profile.aspx)
6. Tower Hamlets ward profiles, Corporate Research Unit, 2014
[https://www.towerhamlets.gov.uk/Documents/Borough statistics/Ward profiles/Weavers-FINAL-10062014.pdf](https://www.towerhamlets.gov.uk/Documents/Borough%20statistics/Ward%20profiles/Weavers-FINAL-10062014.pdf) and
[https://www.towerhamlets.gov.uk/Documents/Borough statistics/Ward profiles/St-Peters-FINAL-10062014.pdf](https://www.towerhamlets.gov.uk/Documents/Borough%20statistics/Ward%20profiles/St-Peters-FINAL-10062014.pdf)
7. Travel in Tower Hamlets Transport Strategy Evidence Base & Bibliography Annex A, 2019
<https://democracy.towerhamlets.gov.uk/mgConvert2PDF.aspx?ID=160546>
8. London Borough of Tower Hamlets Third Local Implementation Plan, February 2019
<https://democracy.towerhamlets.gov.uk/mgConvert2PDF.aspx?ID=143901>
9. Blue Badge scheme statistics and data, Department for Transport, 2018
<https://www.gov.uk/government/statistics/blue-badge-scheme-statistics-2020>
10. Tower Hamlets Annual Residents Survey, 2019
[https://www.towerhamlets.gov.uk/Documents/Borough statistics/2019 ARS Briefing Paper.pdf](https://www.towerhamlets.gov.uk/Documents/Borough%20statistics/2019%20ARS%20Briefing%20Paper.pdf)
11. TfL's Road Risk and Vulnerable Road User Working Paper
<http://content.tfl.gov.uk/road-risk-and-vulnerable-road-user-working-paper.pdf>
12. DfT, National Travel Survey 2014: Travel to school
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf
13. Addressing Childhood Obesity in Tower Hamlets
<https://democracy.towerhamlets.gov.uk/documents/s154102/Addressing%20Childhood%20Obesity%20in%20Tower%20Hamlets.pdf>
14. Tower Hamlets Health and Wellbeing Strategy 2017-2020
[https://www.towerhamlets.gov.uk/Documents/Public-Health/Health Wellbeing Strategy.pdf](https://www.towerhamlets.gov.uk/Documents/Public-Health/Health%20Wellbeing%20Strategy.pdf)
15. NHS
<https://www.england.nhs.uk/childhood-asthma/>
16. The Lancet Public Health, 2018 'Impact of London's Low Emission Zone on air quality and children's respiratory health'
[https://www.thelancet.com/journals/lanpub/article/PIIS2468-2667\(18\)30202-0/fulltext](https://www.thelancet.com/journals/lanpub/article/PIIS2468-2667(18)30202-0/fulltext)
17. Office for National Statistics (ONS), Census 2011 Second Release, Dec. 2012
18. DfT, National Travel Survey Disability and travel: 2007-2014
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/533345/disability-and-travel-factsheet.pdf



19. Taxi and Private Hire Vehicles Statistics: England 2019
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833569/taxi-and-phv-england-2019.pdf
20. Wheels for Wellbeing 2020 A Guide to Inclusive Cycling
<https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/06/FINAL.pdf>
21. Understanding the travel needs of London's diverse communities Women, April 2012
<http://content.tfl.gov.uk/women.pdf>
22. Understanding the travel needs of London's diverse communities BAME April 2012
<http://content.tfl.gov.uk/BAME.pdf>
23. Ethnic variations in incidence of asthma episodes in England & Wales
https://www.researchgate.net/publication/7524595_Ethnic_variations_in_incidence_of_asthma_episodes_in_England_Wales
24. Air pollution-induced missed abortion risk for pregnancies
https://www.researchgate.net/publication/336020454_Air_pollution-induced_missed_abortion_risk_for_pregnancies
25. BMC Public Health 2018 Understanding child and parent perceptions of barriers influencing children's active school travel
<https://bmcpublichealth.biomedcentral.com/track/pdf/10.1186/s12889-018-5874-y.pdf>
26. Travel In London: Understanding our diverse communities, a summary of existing research, 2019 <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>
27. Asthma UK, On the Edge: How inequality affects people with asthma 2018
<https://www.asthma.org.uk/support-us/campaigns/publications/inequality/>
28. Inequalities in Mobility and Access in the UK Transport System
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/784685/future_of_mobility_access.pdf
29. Transport and inequality: An evidence review for the Department for Transport 2019
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/953951/Transport_and_inequality_report_document.pdf
30. Public Health England, Improving access to greenspace 2020
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf
31. Walking & Cycling: the economic benefits, TfL <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
32. Blue badge scheme statistics, England: 2020
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/953754/blue-badge-scheme-statistics-2020.pdf
33. NHS <https://www.nhs.uk/live-well/exercise/exercise-as-you-get-older/>
34. Inequalities in self-report road injury risk in Britain: A new analysis of National Travel Survey data, focusing on pedestrian injuries 2018
<https://www.sciencedirect.com/science/article/pii/S2214140517306308>
35. The impact of introducing a low traffic neighbourhood on street crime in Waltham Forest, London <https://osf.io/preprints/socarxiv/ftm8d/>
36. Licence to be active: parental concerns and 10–11-year-old children's ability to be independently physically active, Journal of Public Health, 2009
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2781721/>
37. LTNs for all? Mapping the extent of London's new Low Traffic Neighbourhoods, 2020



<https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf>

38. Street Appeal. The value of street improvements Summary Report, TfL, 2013

<http://content.tfl.gov.uk/street-appeal.pdf>

Alternative formats

If you would like a large text or alternative format of this document, please contact 0208..... or email LiveableStreets@towerhamlets.gov.uk