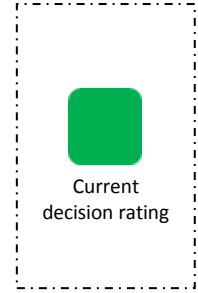




Equality Impact Analysis: (EqIA)



Section 1: Introduction

Name of Proposal **Brick Lane Liveable Streets Review**

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 **Mohammed Chibou**

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

Date of approval **October 2021**

Conclusion

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

1. Key proposed interventions for the Brick Lane area to date are:
 - Brick Lane between Chicksand Street and Fashion Street
 - Brick Lane between Fournier Street and Princelet Street
 - Brick Lane between Princelet Street and Hanbury Street
2. Approve the amendment of closure times for the remaining closures to 12pm-11pm Saturday and Sunday.
3. Restore one way east bound operation to Fournier Street and the western section of Princelet Street between Wilkes Street and Brick Lane.

Positive impacts.

- **Inclusive access.** The proposals will make it easier for all groups choosing or having to take journeys by private vehicles, taxis or community transport. They may be older people, disabled residents and their carers, large families, school buses and delivery/taxi/emergency vehicle staff. On School Streets, vehicular access is maintained for residents and businesses of those streets, school staff, school bus, blue badge users, SEND pupils and emergency services if the vehicle is registered for an exemption, which can be requested free of charge using a form online. Brick Lane will only be temporary closed to traffic rather than permanently
- **Socio-economic equity.** The proposals recognise that there are two distinct parts to brick Lane. Businesses south of Hanbury Street are predominantly Bangladeshi and may be



impacted disproportionality by road closures due to how they receive or send deliveries and how some customers access their shops.

- **Local economy vitality.** The proposals will benefit local businesses located south of Hanbury street who have responded to surveys and have raised concerns that the closures on their businesses. The proposal will also retain the benefits of pedestrianisation for the sections of brick lane north of Hanbury Street which generally exhibit more pedestrian demands on Brick Lane.

Potential negative impacts and mitigations

- **Pedestrian road safety:** The proposals would re-introduce traffic on Thursday and Friday evenings which would generally have road safety implications. This will be mitigated by public realm improvements to improve footways and reduce street clutter. Furthermore, the closures also restrict though traffic from Whitechapel High Street to Bethnal Green which ultimately reduces traffic levels for the whole of Brick Lane.

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

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

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

Section 2 – General information about the proposal

Liveable Streets Scheme key objectives

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

- **The following measures are proposed**

1. The removal of the southernmost closures on Brick Lane which include the following:
 - Brick Lane between Chicksand Street and Fashion Street
 - Brick Lane between Fournier Street and Princelet Street
 - Brick Lane between Princelet Street and Hanbury Street
2. The amendment of closure times for the remaining closures between Hanbury Street and Cheshire Street to 12pm-11pm Saturday and Sunday.
3. The restoration of one way east bound operation to Fournier Street and the one way east bound operation of the western section of Princelet Street between Wilkes Street and Brick Lane.

- **Next steps**

Following implementation, the scheme will be monitored in its effectiveness of meeting the aims of the programme and to ensure there are no 'knock on' effects. This will include monitoring vehicle volumes, speeds, and recorded collisions, as well as the value of improvements to the walking and cycling environments, together with obtaining feedback from key stakeholders including emergency services. These surveys and studies will enable and support any further changes required within the area.



Section 3 – Evidence (Consideration of Data and Information)

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

Demographics

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

Datasets and reports

- Collision data
- Traffic count data

Evidence and reports, on:

- Public Health
- Air Quality
- Community Safety

Consultation findings

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

More details on Brick Lane Liveable Streets consultation:

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

Strategies

- Mayors Transport Strategy (MTS), 2018
- Tower Hamlets Transport Strategy, 2019-2041
- Tower Hamlets Health and Wellbeing Strategy 2017-2020
- Tower Hamlets LIP3



Section 4 – Assessing the impacts on groups

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

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

Tower Hamlets Council has identified two additional groups to consider:

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

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

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

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Age (All age groups)	The proposals are generally positive to all age groups, and in particular to the elderly, regarding access	<p>Vehicular access Increased area permeability for vehicular traffic due to the removal of timed closures on Brick Lane will positively impact people of all age groups choosing or having to take journeys by private vehicles, ambulances, taxis or community transport such as some older people. Studies found that broadly, car ownership increases with age up to around 50-60 years old and then declines beyond that. To note, Spitalfields and Banglatown ward has the lowest car ownership rate in the borough (0.31 cars/house) and most vehicles moving around the area come from elsewhere.</p> <p>Parking provision Because older people are more likely to own a car, they will be positively affected by the proposed changes to re-introduce parking to parts of Brick Lane.</p>	<p>Pedestrian road safety The proposals would re-introduce traffic on Thursday and Friday evenings which would generally have road safety implications. This may impact on those less able to evaluate speeds and more sensitive to perceived safety, such as children and older people. This will be mitigated by public realm improvements to improve footways and reduce street clutter. Furthermore, the closures also restrict though traffic from Whitechapel High Street to Bethnal Green which ultimately reduces traffic levels for the whole of Brick Lane.</p>

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Disability (Physical, learning difficulties, mental health and medical conditions)	The proposals are generally positive to all ability groups and in particular the disabled, regarding air quality, noise reduction, physical activity, road safety, perception of security, inclusive access, social distancing space, climate change mitigation, neighbourhood sociability, healthy learning and playing spaces, local economy vitality and	<p>Vehicular access Increased area permeability for vehicular traffic due to the removal of three timed closures on Brick Lane will positively impact people of all ability groups choosing or having to take journeys by private vehicles, ambulances, taxis or community transport such as some disabled people.</p> <p>Parking provision Because some disabled people currently depend on vehicular use to move around, the re-introduction of some parking bays on Brick Lane will positively impact on their access to local shops and restaurants.</p>	



	place attractiveness.		
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Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
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.	

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

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Pregnancy and maternity	The proposals are generally positive to all groups and in particular pregnant women and parents with toddlers, regarding access	<p>Vehicular access Increased area permeability for vehicular traffic due to the removal of timed closures on Brick Lane will positively impact people of all groups choosing or having to take journeys by private vehicles, ambulances, taxis or community transport such as some pregnant women and parents with young children.</p> <p>Parking provision Because some pregnant women may be depending on vehicular use to move around, the reintroduction of parking on Brick Lane would have a positive impact on them and</p>	

Equality Group	Considering the above information	Positive	Potentially Negative and Mitigation Proposed
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	and evidence, describe the impact this proposal will have on the groups?		
Race	The proposals are generally positive to all ethnic groups, and in particular Black, Asian and Minority Ethnic groups, regarding access to shopping opportunities.	<p>Vehicular access Increased area permeability for vehicular traffic due to proposed timed closures on Brick Lane, and School Streets will positively impact people of all ethnicities who are reliant on motorised vehicles to move around and get delivered.</p> <p>Study found that car ownership is highest amongst London residents of White ethnic origin, with car ownership around a third lower amongst Black, Asian and Minority Ethnic groups. Asian families are more likely than other ethnic minority groups to own a car.¹</p> <p>Some other people such as the ones working in Bangladeshi businesses will be positively affected due to how they receive or send deliveries and how some customers access their shop.</p> <p>Parking provision Many businesses in the area are Bangladeshi and the way how they receive their deliveries will be positively affected when sections of Brick Lane are opened to traffic. They have already cited the loss of customer parking as having had a negative impact to their business due to all pay-and-display bay being suspended during closures.</p> <p>Regarding deliveries to and from businesses on Brick Lane, including the many Bangladeshi businesses, loading bays which were suspended on timed pedestrianised sections of Brick Lane (on Thursday and Friday between 5.30pm-11pm and on weekends between 11am-11pm) will now be made available.</p>	

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Religion or philosophical belief	The proposals are generally positive to all religious or philosophical belief groups including Muslims and Christians present in the area through better access to places of worship.	<p>The Spitalfields & Banglatown ward population is 41.5% Muslim and 18.4% Christians.² There are two Christian schools, one Muslim school, three Christian churches and one Mosque in the area.</p> <p>Access to places of worship Similarly, the Mosque located on Brick Lane and St Anne's and Guardian Angels Church attendees will benefit from better vehicle access through the removal timed closures south of Hanbury Street. Some people traveling to places of worship by motorised vehicles will be positively affected. These may be older people, disabled people or large families currently relying on motorised transport to move around.</p>	

Equality	Considering the above information and	Positive	Potentially Negative and Mitigation Proposed
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Group	evidence, describe the impact this proposal will have on the groups?		
Sex	Both groups of men and women that use motorised vehicles to work and care for others will be impacted positively by the scheme. Therefore, we consider that the proposal does not negatively impact groups in disproportional way.	<p>Vehicular access The removal of some timed closures on Brick Lane, and School Streets may positively impact people of all genders that are reliant on motorised vehicles to move around, work and carry goods and persons.</p> <p>Women are those that are more likely to care for children, to support elderly or disabled friends or family members and to take them to schools, shops and facilities. There may be some times when travelling with them walking, cycling or by public transport may be difficult and using a private car, taxi, private hire vehicle, ambulance or community transport may be necessary. The proposals would lead to an decrease in time, distance and cost.</p> <p>Men are more likely to drive waste collection, street maintenance, courier, taxi, private hire, construction, emergency and delivery vehicles and may be impacted by road closures through having to use alternative routes. The proposals would lead to an decrease in time, distance and cost.</p> <p>Parking provision Women that may be more likely to care for children, to support elderly or disabled friends or family members and to take them to schools, shops and facilities, will be positively impacted by changes made to parking if they use a private car.</p>	

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
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.	<p>Perception of security Increased perceived safety and security expected thanks to better lighting, public realm improvements and expected higher natural surveillance 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.³</p>	

Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Parents and carers		<p>Vehicular access The removal of some timed closures on Brick Lane, and School Streets may positively impact parents and carers who are more likely to take children, elderly or disabled friends or family members or patients to schools, shops</p>	

		<p>and facilities.</p> <p>Parking provision Parents and carers are those that are more likely to take children, elderly or disabled friends or family members or patients to schools, shops and facilities will be positively impacted by changes made to introduce some parking on Brick Lane if they use a private car.</p>	
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Equality Group	Considering the above information and evidence, describe the impact this proposal will have on the groups?	Positive	Potentially Negative and Mitigation Proposed
Socio-economic groups	The proposals are generally neutral to all socio-economic groups	It is expected that the proposals will impact all socio-economic positively and, in particular, the lower income households.	

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Section 5 – Impact Analysis and Action Plan

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Progress
Implement approved proposals under an Experimental Traffic	Ensure scheme is undertaken using experimental traffic orders to enable the team to gather data and analysis the impacts of the scheme once it is place. This should form part of the overall review	December 2021 onwards	Liveable Streets Programme lead	In progress
Continue to liaise with SNT, Met Police re safety in neighbourhood areas.	Often local issues are raised via the Safer Neighbourhood Teams and Met Police ensure regular updates across the programme to identify where changes may cause conflict for the different user groups.	Ongoing	Liveable Streets Programme lead	In progress
Continue Engagement with emergency services	Continue discussions as the project at the user group meetings as well as individual meetings held at each detailed design stage	Ongoing	Liveable Streets Programme lead	In progress
Undertake further surveys to obtain data to correlate with existing baseline data held prior to starting the scheme	Undertake surveys following completion of the scheme, to match those outlined in the cabinet report including but not limited to air quality traffic counts, collisions, economic data and noise pollution	2021	Liveable Streets Programme lead	In progress
Yearly survey	Carry out a survey to determine how people travel and highlight ongoing issues, similar to resident's surveys	Yearly	Liveable Streets Programme lead	In progress
Full review to take place 3 years after the commencement of the project	Independent review to be carried out	2023	Liveable Streets Programme lead	In progress

Section 6 – Monitoring

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

Yes?

No?

Describe how this will be undertaken:

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

Monitoring during the design process

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

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

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





Monitoring during and after installation

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

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

Appendix A

Equality Impact Assessment Decision Rating

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



References

¹ Roads Task Force – Technical Note 12 How many cars are there in London and who owns them? TfL, 2012
<http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf>

² Spitalfields and Banglatown Ward Profile, LBTH, 2014
https://www.towerhamlets.gov.uk/Documents/Borough_statistics/Ward_profiles/Spitalfields-and-Banglatown-FINAL-10062014.pdf

³ LGBT in Britain - Hate Crime and Discrimination
<https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>

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