

Appendix 7: Beech Street Equalities Assessment (November 2019 as updated 5 February 2021) for Zero Emission Street Proposal

The below summarises the findings from the Beech Street Transport and Public Realm improvements Equalities and Health Impact Assessment (published November 2019) as updated 5 February 2021, against each protected characteristic under the Equality Act 2010. Feedback received to date from the online Beech Street public consultation, where it relates to protected characteristics is also summarised below (data is correct as of 05/02/2021).

This details comments included in approximately 100 online responses to date. As set out in the main report a further period of consultation will be undertaken if members choose Option 2 and this table will be updated accordingly for future reports.

<p>Age</p>	<p>Summary of EQIA findings:</p> <p>The proposals have the potential to negatively impact unequally across different age groups, particularly for the significant number of residents aged over 65 in the area, but also for very young children and their parents or carers.</p> <p><i>Summary of online public consultation responses relating to impact on this protected characteristic</i></p> <p><i>1 x comment relating to older residents using a car to conduct shopping trips and finding it more difficult to access Waitrose and other shops in the surrounding area.</i></p>	<p>Mitigation measures:</p> <p>The issue for access to Waitrose and local shops for those residents who have car parking outside Beech Street has also been raised in correspondence and meetings with the teams.</p> <p>Access is still available to and from key destinations but journeys which are not able to be made via Beech Street will incur longer journey distances. As an example driving from Lauderdale Tower carpark would now increase journey from 0.4miles to either 0.9miles (using Moor Lane) or 2.0miles using Aldersgate Street. It is not possible to mitigate this increase in journey time (unless the ETO is revoked or exemptions for residents are introduced – see discussion in report). However, it is thought that this number of movements would be</p>
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	<p><i>1 x comment relating to the scheme having a general negative impact on older people.</i></p>	<p>comparatively low, compared to the greater number of people (including those with protected characteristics) who walk or cycle to local shops and will benefit from the reduced volumes of traffic and improved air quality.</p>
<p>Disability</p>	<p>Summary of EQIA findings:</p> <p>The proposals have the potential to negatively impact in ways that may discriminate against people with disabilities, including residents and people using Beech Street.</p> <p>Summary of online public consultation responses relating to impact on this protected characteristic</p> <p><i>1 x comment relating to disabled residents who rely on cars as a sole mode of transport being less able to conduct shopping trips in the local area.</i></p> <p><i>2x comments relating to disabled residents who rely on taxis as a mode of transport, being less able to hail taxis from an area within the scheme boundary that was used previously for this purpose. Stating that taxis are now less willing to travel down Beech Street.</i></p> <p><i>1x comment relating to the improvement, or perceived improvement in air quality contributing positively to a disability.</i></p>	<p>Mitigation measures: Comments on shopping trips are included above.</p> <p>In addition to the comment received via the online public consultation portal we have received comments directly, and via the Barbican Residents Association about the difficulty in hailing passing taxis or taxis refusing to pick up or drop off within the parking/loading areas off Beech Street despite this being possible in any vehicle.</p> <p>Part of this issue may be related to fewer taxis in general being in, and moving around the City given the reduction in trade during the lockdown and tier restrictions which have been in place during much of 2020.</p> <p>We regularly meet with the taxi trade to seek feedback on Beech Street and other Transportation schemes. We have agreed that a repeat communications push out to taxi drivers would be beneficial once current lockdown restrictions end and people return to work in the City. [refer to including taxi trade in communications on proposed gap in central reservation to increase awareness; refer to liaison with google etc to seek more accurate information about nature of restrictions)</p>

	<p><i>2x comments relating to the transport of disabled residents by family members around the area including longer journey times and general access.</i></p> <p><i>1x comment relating to the improvement in noise and safety levels for a resident with mobility issues.</i></p>	<p>Zero Emissions capable taxis now account for approximately one quarter of the black cab fleet and this percentage is increasing. These taxis are compliant with the ZES restriction on Beech Street and can travel through.</p>
Pregnancy and maternity	<p>Summary of EQIA findings:</p> <p>The proposals have the potential to negatively impact people in pregnancy and maternity including residents and people using the street. The proposed changes may result in people using public transport options instead of taxis and other hired vehicles.</p> <p><i>Summary of online public consultation responses relating to impact on this protected characteristic</i></p> <p><i>2x comments relating to an improvement in the feeling of safety for pram users when accessing local amenities.</i></p>	
All Characteristics	<p>Summary of EQIA findings:</p> <p>The combined equalities impact and health assessment for Beech Street noted that the scheme as implemented ‘may lead to pedestrians feeling increased fear for personal safety due to fear of crime walking through the street at quiet times’. This could be because of ‘less eyes on the</p>	<p>Mitigation measures:</p> <p>We have had one instance of phone theft in Beech Street reported. Crime statistics reported by City Police have not indicated an increase in crime within the vicinity during the time that the experiment has been in place, but we will continue to monitor this and report more fully at Gateway 5.</p>

	<p>street' as a result of the reduced vehicle numbers'. Crime or the fear of crime was mentioned as a consideration in the EQIA section of the document, within all 9 protected characteristics.</p> <p><i>Consultation of online public responses received to date relating to this are summarised below;</i></p> <p>1 x consultation response comment mentioned that lighting should be improved due to a concern about personal safety at night time given there is less traffic.</p> <p>2 x consultation response comments mentioned feeling more 'threatened' when walking through Beech Street and the surrounding area in the evening, including a perceived increase in anti social behaviour.</p> <p>1x consultation comment mention that the Beech Street tunnel felt less friendly and not safe at night.</p>	<p>(mention that there is funding to investigating ways of improving lighting if scheme made permanent and in the longer term there are proposals to animate Beech Street and encourage greater pedestrian use?)</p>
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