Draft Report
June 2023

Beech Street Zero Emission Scheme: Equality Impact Assessment (EqIA)

City of London Corporation
24398703

steer

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1 Introduction

Background

1.1 This Equality Impact assessment (EqIA) relates to the proposed zero emission street, Beech Street, located within the City of London. An EqIA is a process designed to ensure that a policy, project, or scheme does not unlawfully discriminate against any protected characteristic as defined by the Equality Act 2010. This EqIA has been produced by the independent transport and infrastructure consultancy, **Steer**.

1.2 In 2020, the City ran an 18-month traffic experiment on Beech Street to reduce NO_2 levels. The experiment restricted polluting traffic from using Beech Street as a through route 24 hours a day, 7 days a week. Unrestricted access was allowed for zero-emission capable vehicles and for any vehicle accessing properties and car parks on Beech Street.

1.3 When the experimental scheme finished in September 2021, the traffic restrictions were removed. The City has now developed a new proposed scheme for Beech Street, working in collaboration with Islington Council, and is in the process of deciding whether the scheme should be made permanent. This EqIA provides an assessment of the potential disproportionate impacts of the proposed permanent scheme on people who share one or more protected characteristics.

1.4 Steer has identified three potential disproportionately positive impacts and five potential disproportionately negative impacts.

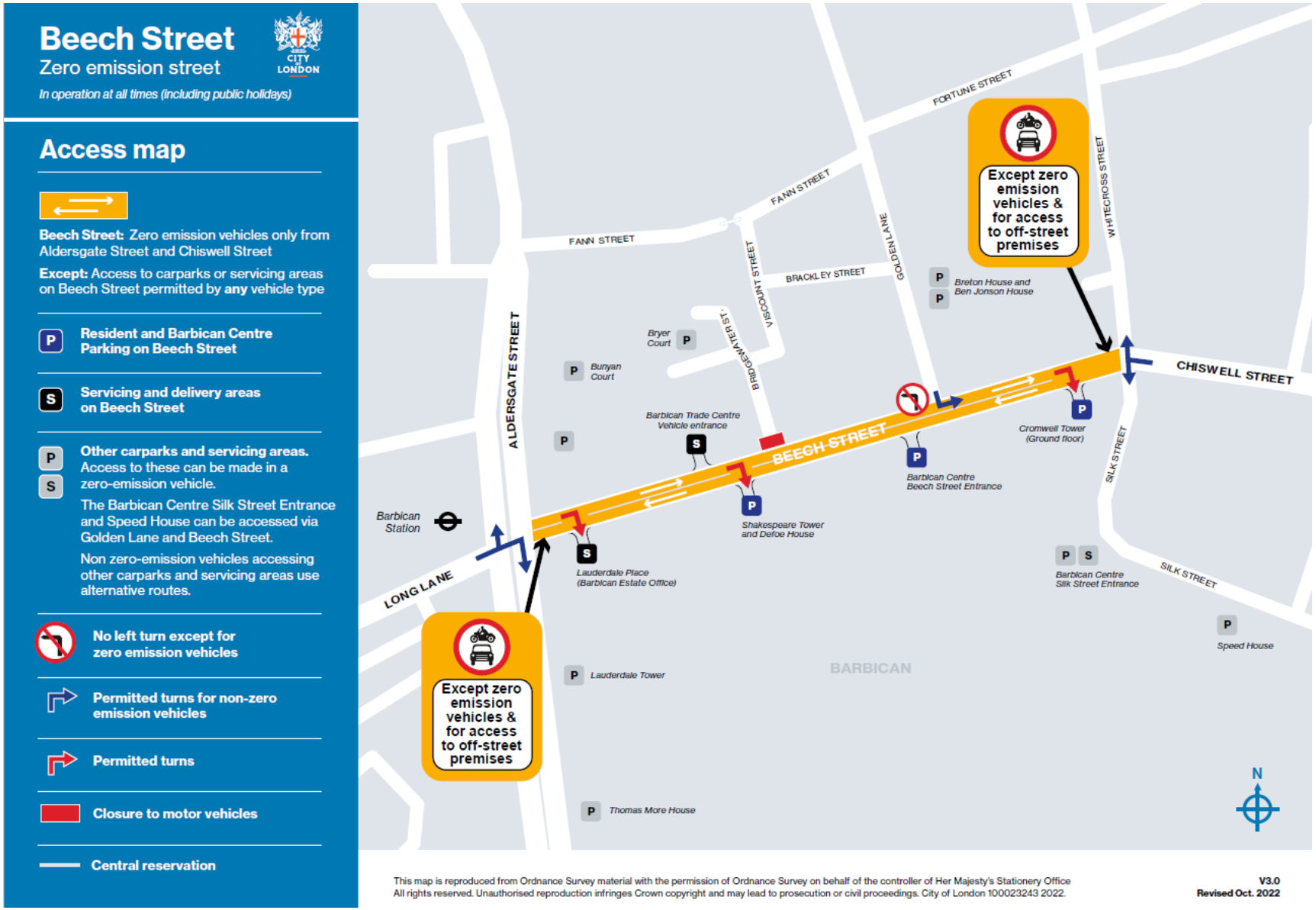
Scheme context

1.5 The proposed permanent scheme for Beech Street involves the following:

- Only zero-emission vehicles are permitted to drive through Beech Street
- All vehicles (including deliveries, taxis, and visitors) can access Beech Street only if accessing car parks / forecourts
- Bridgewater Street junction is closed to all vehicles except cyclists
- All vehicle types are permitted to enter Beech Street from Golden Lane, though are prevented from turning right out of this junction
- Only zero-emission vehicles are permitted to enter Golden Lane from Beech Street
- Vehicle movements will be enforced by Automatic Number Plate Recognition (ANPR)

1.6 A map of the proposed changes is presented overleaf in Figure 1.1.

Figure 1.1: Proposed permanent scheme



Assumed impact on transport and movement

1.7 The impacts identified throughout this EqIA are derived from the assumption that the proposed scheme will have the following impacts on transport and movement in the area:

- The proposed scheme will reduce the overall volumes of motor traffic along Beech Street
- The expected reduction in motorised traffic on Beech Street will improve road safety, making it more pleasant for pedestrians walking and crossing the street.
- Expected reductions in emissions will improve the air quality for everyone using Beech Street. Air quality modelling forecasts a reduction of NO_2 on Beech Street (at the air quality monitor western end) from 39.4 µg/m^3 to 30.4 µg/m^3 and reduction of NO_2 on Beech Street between Golden Lane and the eastern entrance to Beech Street from 38.8 µg/m^3 to 31 µg/m^3.
- Reduced volumes of motorised traffic and better air quality will facilitate a more pleasant experience for bus passengers waiting at the bus stop on Beech Street.
- Re-routing of journeys (due to restrictions on non-compliant cars restricted from Beech Street) may increase journey times for people dependant on private vehicles / taxis as they would have to take alternative routes to avoid Beech Street.
- Consequently, taxi journeys may become lengthened and therefore more expensive, impacting those reliant on taxis. It is important to note however that 40 percent of all black cabs in London are now electric, and the taxi fleet is continually growing its share of electric vehicles, so this impact may reduce in severity over time[1].
- Adjacent residential streets (Bridgewater Street, Brackley Street, Viscount Street and Fann Street) will experience minor reductions in accessibility from non-compliant motor vehicles as they would no longer be accessible from Beech Street.

[1] **London Now Has More Electrified Black Cabs Than Diesel Taxis (insideevs.com)**

2 Scoping

2.1 A scoping assessment has been undertaken to identify whether the proposed scheme could have a disproportionate impact on people with one or more protected characteristics.

2.2 “Disproportionate impact” means that groups of people who share a protected characteristic may be significantly more affected by a change than other people.

2.3 Protected characteristics are defined by the Equality Act 2010. The 'protection' refers to protection from discrimination. There are nine characteristics protected by the Equality Act:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

2.4 It is not considered that the ‘marriage and civil partnership’ protected characteristic has a significant intersection with movement and space. Therefore, it has not been included in the evidence base and detailed consideration of equalities impacts that follows.

2.5 This exercise considers both potential positive and negative impacts, and, where possible, provides evidence to explain how and why a group might be particularly affected. Table 2.1 provides a summary of the scoping assessment.

Table 2.1: Protected characteristics scoping

Protected characteristic	Disproportionate impact unlikely	Disproportionate impact possible	Commentary
Age: People in particular age groups (particularly over 65s and under 16s)		✓	There is likely to be a disproportionate effect which this EqIA will investigate. person's ability to use the transport network can be reduced as a result of age and age-related health conditions.
Disability: People with disabilities (including different types of physical, learning or mental disabilities)		✓	There is likely to be a disproportionate effect which this EqIA will investigate. A person's use of the transport network can be shaped by certain disabilities.
Gender reassignment: People who are intending to undergo, are undergoing, or have undergone a process or part of a process of gender reassignment		✓	There is likely to be a disproportionate effect which this EqIA will investigate.
Marriage and civil partnership: People who are married or in a civil partnership	✓		People who are married or within civil partnerships are unlikely to be disproportionately impacted by the scheme.
Pregnancy and maternity: People who are pregnant or have given birth in the previous 26 weeks		✓	There is likely to be a disproportionate effect which this EqIA will investigate. A person's use of the transport network can be shaped by pregnancy and parental care.
Race: People of a particular race or ethnicity (including refugees, asylum seekers, migrants, gypsies and travellers)		✓	There is likely to be a disproportionate effect which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on ethnic group.
Religion or belief: People of particular faiths and beliefs		✓	There is likely to be a disproportionate effect which this EqIA will investigate.
Sex: Whether people are male or female		✓	There is likely to be a disproportionate effect which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on sex.
Sexual orientation: Whether a person's sexual orientation is towards the same sex, a different sex, or both.		✓	There is likely to be a disproportionate effect which this EqIA will investigate.

3 Data Sources

3.1 For this assessment, information has been gathered about protected characteristics from the following output areas:

- 2021 Lower Layer Super Output Areas (LSOAs)
  - City of London: 001A, 001B, 001C
  - Islington: 022H, 023D, 023E
- 2021 Mid Layer Super Output Areas (MSOAs)
  - City of London: 001
  - Islington: 022, 023
- Data for Greater London

3.2 For all protected characteristics, aside from Sexual Orientation and Gender Reassignment, the cumulative data for the six LSOAs is referred to as the 'Study Area'. Here, borough level data is taken from the City of London (001) MSOA only.

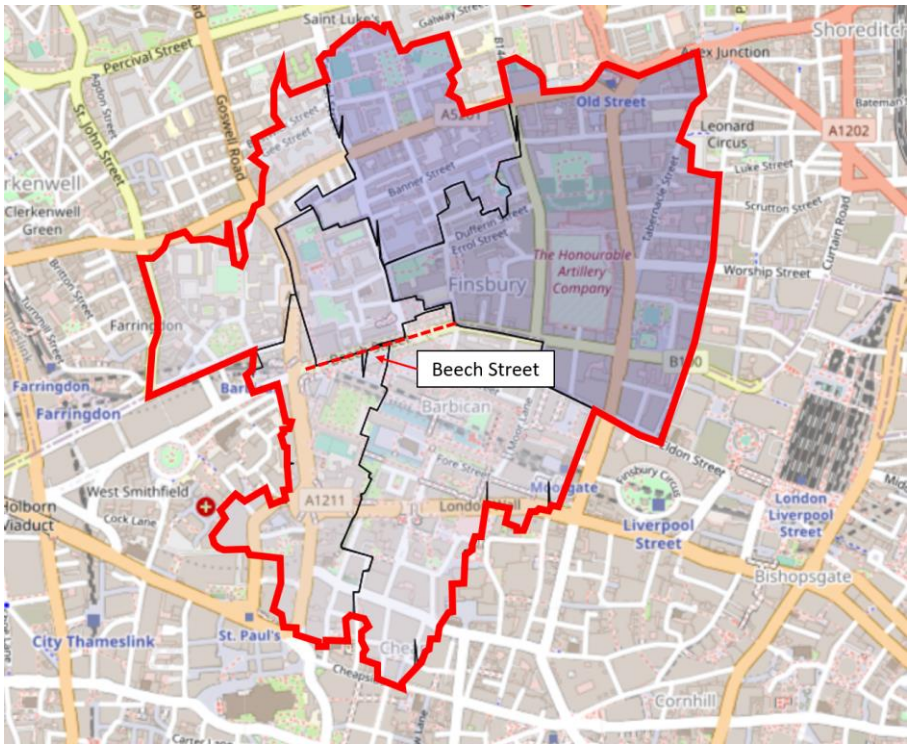
3.3 For the protected characteristics of Sexual Orientation and Gender Reassignment, LSOA-level data is not currently available. Therefore, the cumulative data for the three MSOAs is used to substitute both local and borough-level data. This is referred to as the 'MSOA level Study Area'.

3.4 The City of London is a small and densely populated area with high levels of walkability and numerous public transport stations. This means that any given street is likely to be used by people from across the City. Therefore, it is important to consider an area that is wider than the immediate surroundings of the scheme; this requirement is satisfied by the use of MSOA data.

3.5 As the Beech Street scheme is located near the boundary between the City of London and the London Borough of Islington, it is expected that the scheme will impact some residents of Islington. Therefore, some areas of Islington as included in this analysis. London as a whole is included in the assessment to provide greater context to the data for residents living in the Study Area and the City of London.

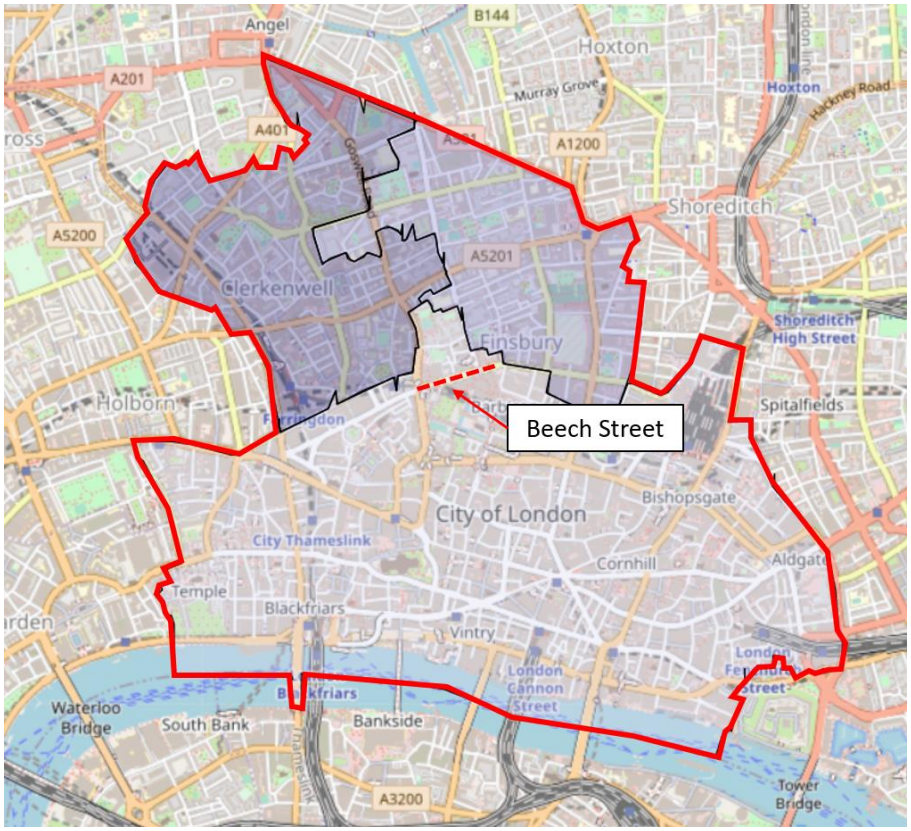
3.6 The LSOAs and MSOAs used in this assessment are illustrated below in Figure 3.1 and Figure 3.2 respectively.

Figure 3.1: Study Area consisting of six LSOAs across City of London and Islington



Source: Nomis 2023

Figure 3.2: MSOA level Study Area consisting of three MSOAs across the City of London and Islington



Source: Nomis 2023

Data sources and limitations

3.7 The London Travel Demand Survey (LTDS) and Census 2021 data are the two primary data sources used throughout this assessment. Supplementary data sources have also been used and are referenced throughout. For each protected characteristic, data has been collated and analysed, with comparisons made at LSOA/MSOA, Borough, London and national levels, where relevant.

3.8 While Census data is a useful tool for understanding and comparing travel characteristics of one area with another, it does have limitations. The 2021 Census dataset is expected to have been influenced by alterations to ways of living and moving during the Covid-19 pandemic period.

3.9 LTDS data provides granular data within the City of London, however it is not wholly representative of the wider population as it is calculated using sample sets and subsequently scaled up. Throughout this report, acknowledgement has been made where the sample of LTDS data is particularly small.

4 Baseline Evidence

Workforce

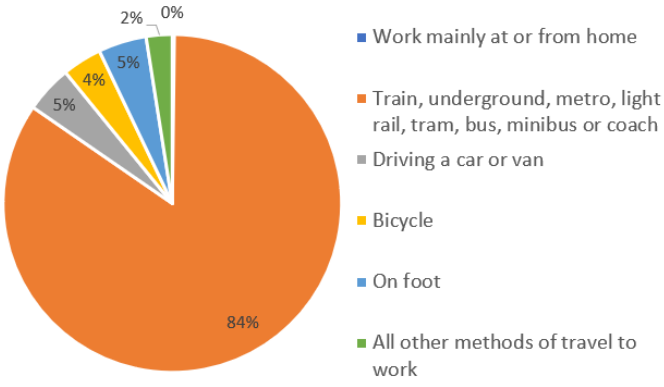
4.1 The City of London has a very large workforce in comparison to its usual residential population. The 2011 Census recorded the residential population as 7,400 people and the work force as 357,000 people – almost 50 times the usual residential population which demonstrates significant movement in and out of the City every day.

4.2 Office for National Statistics (ONS) mid-2019 estimates show an increase in the City of London residential population to 9,700 people while the 2018 workforce was estimated to be 522,000[2]. The City shows the highest workplace density out of all boroughs in Greater London with the primary land use in the City being offices, which make up more than 70 per cent of all buildings. In absolute terms, the City has the second greatest workforce after the City of Westminster, with a gender split of 64 per cent males and 36 per cent females in 2019[3].

4.3 When compared to Greater London, the City of London has a higher proportion of professional occupations, associated professional and technical occupations, skilled trades occupations, and administrative and secretarial occupations. Professional and associate professional/technical occupations represent over half of occupations within the City.

4.4 Census 2011 data shows that of those travelling to the City of London for work, 38 per cent have trips of 10km or less. 36 per cent of trips are between 10km and 30km, while 16 per cent are within 30km and 50km and 9 per cent are 60km or more. Overall, 84 per cent of the workforce uses public transport to travel to the City of London for work, shown in Figure 4.1.

Figure 4.1: Method of travel to work for those with a workplace in the City of London.



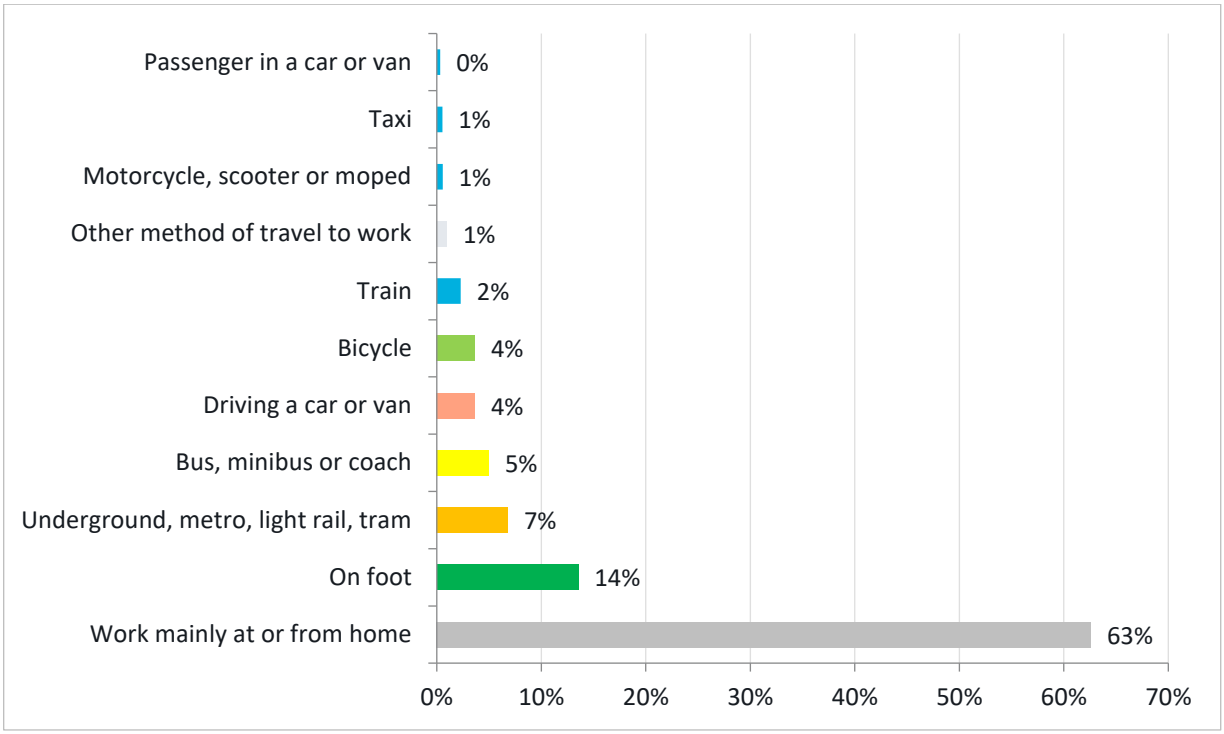
Source: Census 2011

[2] https://www.cityoflondon.gov.uk/supporting-businesses/economic-research/statistics-about-the-city

[3] https://www.citywomen.co.uk/wp-content/uploads/2020/02/city-of-london-jobs-factsheet.pdf

4.5 Recent data from the 2021 Census shows methods of travel to work for those living in the Study Area who are in employment. This is shown in Figure 4.2. It is worth noting that these results are impacted by altered working patterns due to Covid-19 restrictions; consequently, a large proportion (63 per cent) for residents worked mainly at or from home. The most prevalent method of travel was on foot (14 per cent), followed by TfL Underground/DLR services (7 per cent). Only 4 per cent of trips were done driving a car or van, and under 1 per cent as a passenger in a car or van.

Figure 4.2: Method of travel to work for employed residents of the Study Area

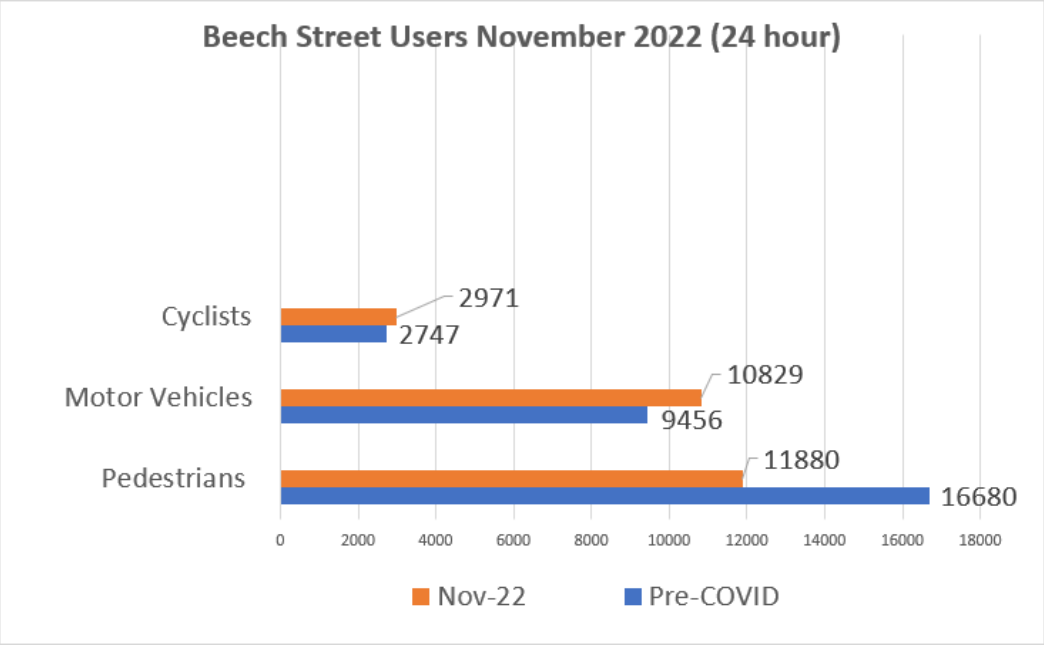


Source: Census 2021

Users of Beech Street

4.6 As shown in Figure 4.3, over an average 24 hours in November 2022, 11,880 pedestrians used Beech Street. Despite this number being lower than its pre-COVID level of 16,680, it is still greater than the numbers of other road users (motor vehicles and cyclists) who have seen increases in numbers since pre-COVID levels.

Figure 4.3: Beech Street users, November 2022



Source: City of London, 2023

Age

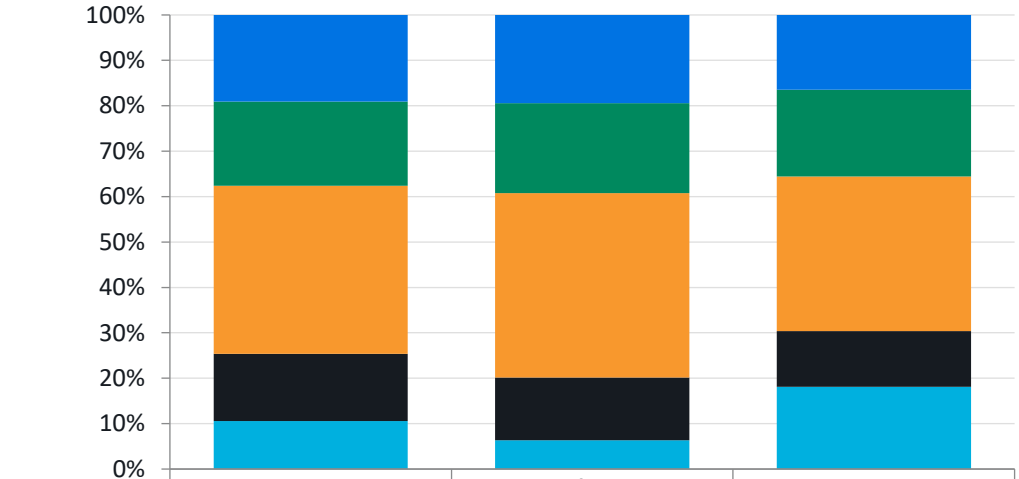
Definition according to the Equality Act 2010

1. In relation to the protected characteristic of age:
    a. A reference to a person of a particular age group
    b. A reference to persons who share a protected characteristic is a reference to persons of the same age group
2. A reference to an age group is a reference to a group of persons defined by a reference to age, whether by reference to a particular age or to a range of ages.

Baseline equalities data

4.7 As of 2021, the greatest proportion of residents in the Study Area were in the 25 to 44 age group (37 per cent) (Figure 4.4). This was slightly lower than for the City of London (41 per cent), but higher than for London as a whole (34 per cent). Under 16s constituted 11 per cent of the population, higher than for the City of London (6 per cent), but lower than for Greater London (18 per cent).

Figure 4.4: Age distribution in the Study Area, compared to City of London and Greater London in 2021.



	Study Area	City of London	Greater London
60 and over	19%	19%	16%
45 to 59	19%	20%	19%
25 to 44	37%	41%	34%
15 to 24	15%	14%	12%
Under 15	11%	6%	18%

Source: Census 2021

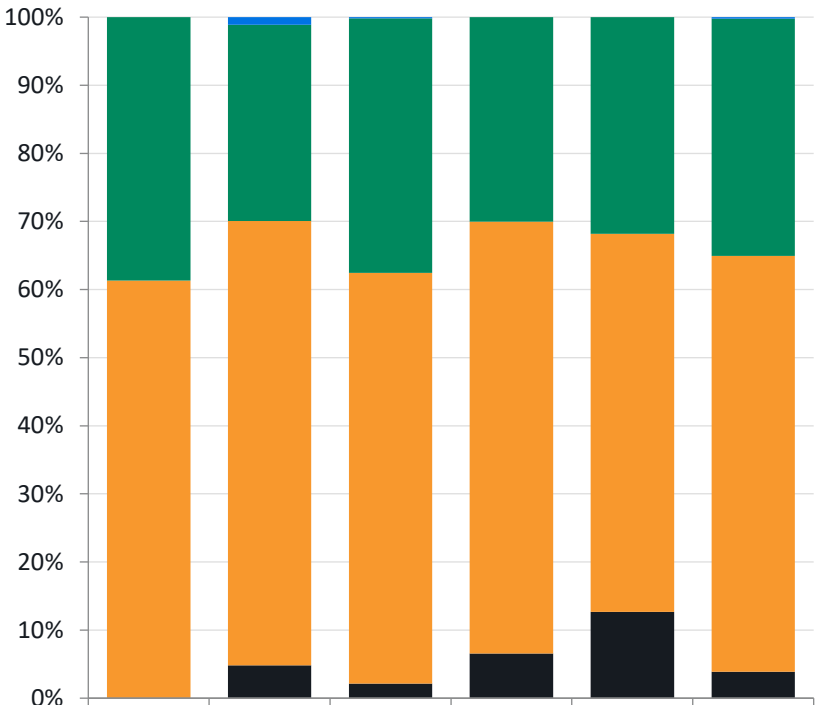
4.8 Figure 4.5 presents LTDS data on how people travel around the City within each age group, and Figure 4.6 presents this same information for London as a whole.

4.9 The highest usage of active travel modes (walking and cycling) is among the under 16s (39 per cent), followed by the 25-44 age group (37 per cent). On the other hand, only 29 per cent of 16–24-year-olds walk or cycle. This pattern is consistent with data for Greater London. Public transport is the most popular travel mode in the City, used by over 50 per cent of residents in

each age group. This is higher than the Greater London public transport mode share across all age groups.

4.10 Notably, only 33 per cent of under 16s use public transport in Greater London. In the City, however, this rises to 61 per cent. The use of private vehicles in the City is minimal, making up 4 per cent of all journeys. Over 60s use private vehicles more than any other age group (13 per cent).

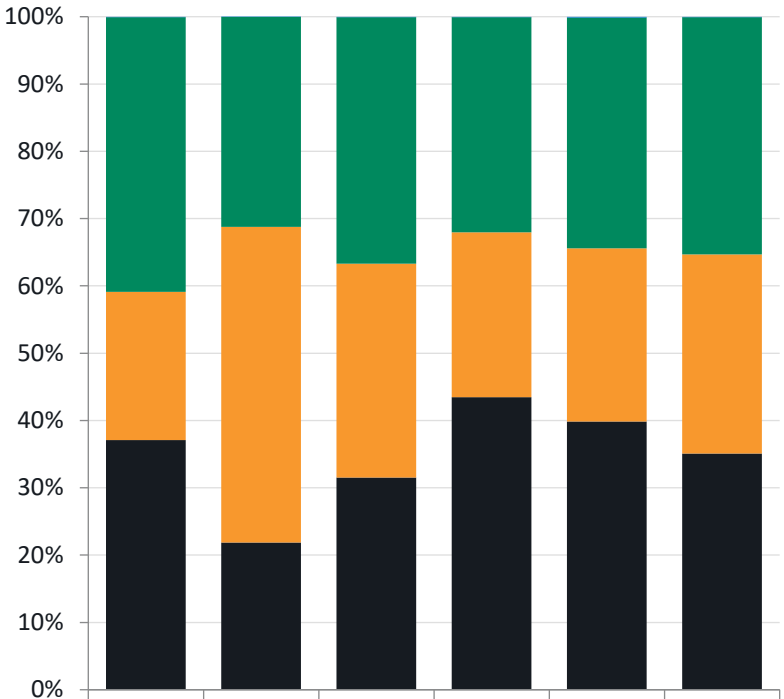
Figure 4.5: Mode share by age in City of London



	under 16	16-24	25-44	45-59	over 60	Overall
All other methods	0%	1%	0%	0%	0%	0%
Walk and cycle	39%	29%	37%	30%	32%	35%
Underground, train, light rail, bus, minibus or coach	61%	65%	60%	63%	56%	61%
Private vehicle driver or passenger	0%	5%	2%	7%	13%	4%

Source: LTDS average (2017/18, 2018/19, 2019/20)

Figure 4.6: Mode share by age in Greater London



	under 16	16-24	25-44	45-59	over 60	Overall
All other methods	0%	0%	0%	0%	0%	0%
Walk and cycle	41%	31%	37%	32%	34%	35%
Underground, train, light rail, bus, minibus or coach	22%	47%	32%	25%	26%	30%
Private vehicle driver or passenger	37%	22%	32%	43%	40%	35%

Source: LTDS average (2017/18, 2018/19, 2019/20)

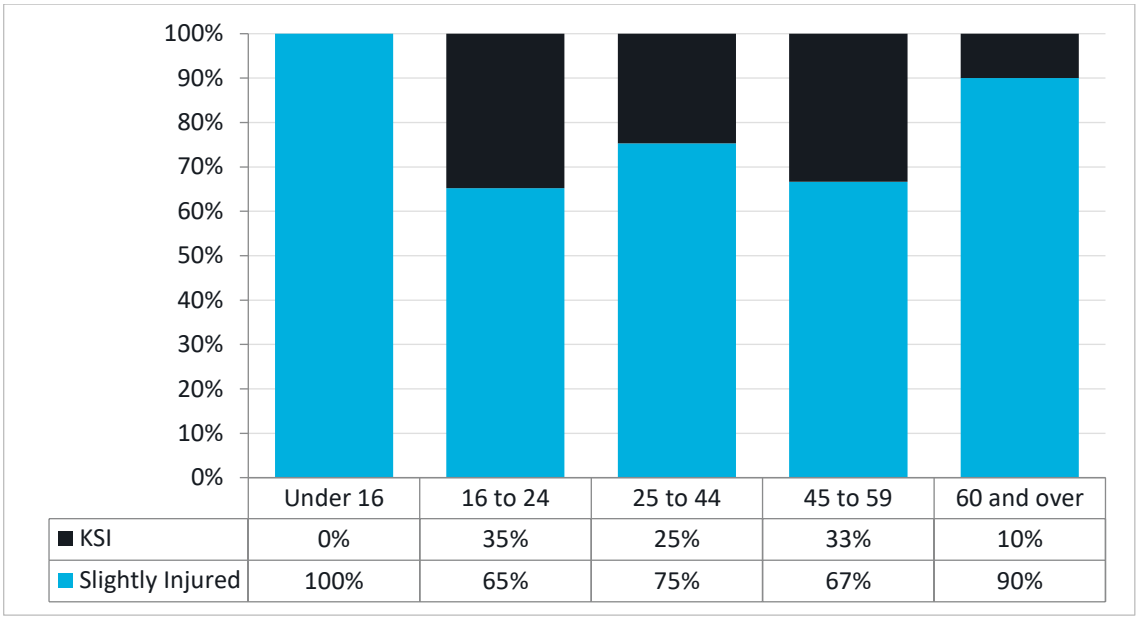
Road Safety

4.11 Killed and Seriously Injured (KSIs) and Slightly Injured casualties by age category are shown in Figure 4.7 below. In total there were 42 KSIs and 115 Slightly Injured casualties in 2021.

4.12 Recorded KSIs are highest for the 16-24 age group (35 per cent) and the 45-59 age group (33 per cent). This indicates that these age groups are disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.

4.13 Across the UK, 10-14 age group road accidents make up over 50 per cent of all external causes of death. Moreover, 15–19-year-olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population.

Figure 4.7: Percentage Killed or Seriously Injured by age in City of London (2021)



	Under 16	16 to 24	25 to 44	45 to 59	60 and over
KSI	0%	35%	25%	33%	10%
Slightly Injured	100%	65%	75%	67%	90%

Source: STATS19, 2021

Disability

Definition according to the Equality Act 2010

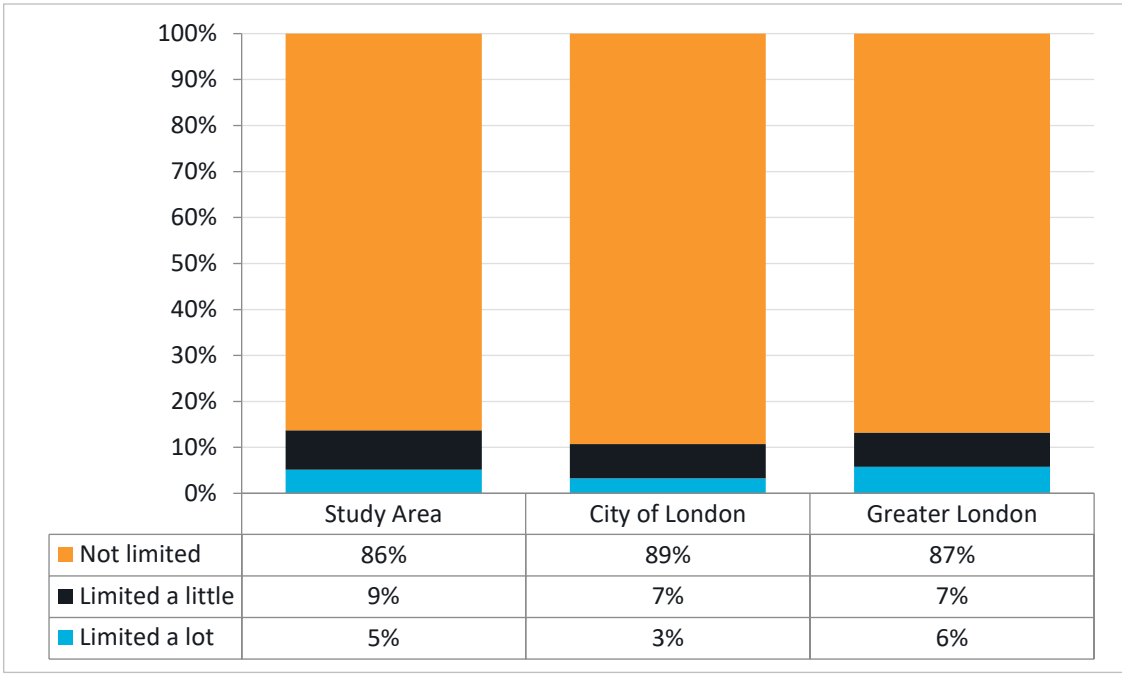
A person (P) has a disability if:

a. P has a physical or mental impairment, and
b. the impairment has a substantial and long-term adverse effect on P's ability to carry out normal day-to-day activities.

Baseline equalities data

4.14 In the Study Area, Census 2021 data shows that 86 per cent of residents feel that they have no physical or mental impairments affecting their daily activities (Figure 4.8). This is notably less than in the City of London and London as a whole. In the Study Area, 9 per cent of residents have their daily activities limited a little, compared 7 per cent in the City and London as a whole; 5 per cent have their activities limited a lot, more than in the City (3 per cent), but less than in London as a whole (6 per cent).

Figure 4.8: Population limited by long-term health problems or disabilities in the study area, City of London and Greater London

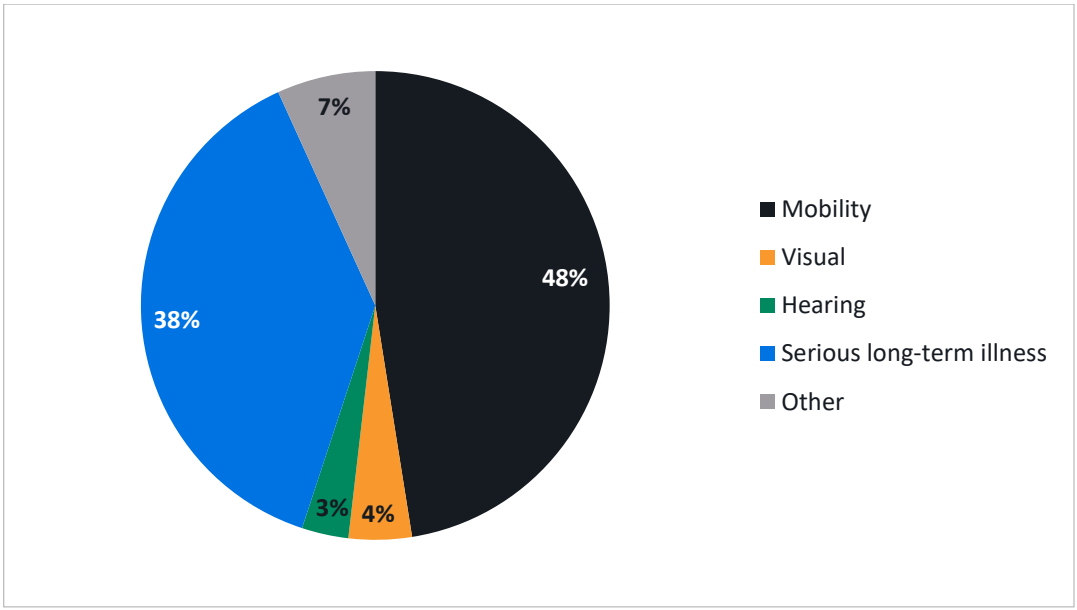


	Study Area	City of London	Greater London
Not limited	86%	89%	87%
Limited a little	9%	7%	7%
Limited a lot	5%	3%	6%

Source: Census 2021

4.15 Impairment types stated by those who live in the City of London which affect daily travel are shown in Figure 4.9. Mobility impairment represents the highest proportion (48 per cent), followed by impairment due to serious long-term illness (38 per cent). It should be noted that this data is based on a small sample, therefore results should be taken as a general indication only.

Figure 4.9: Impairment types stated by those with an impairment affecting travel in City of London

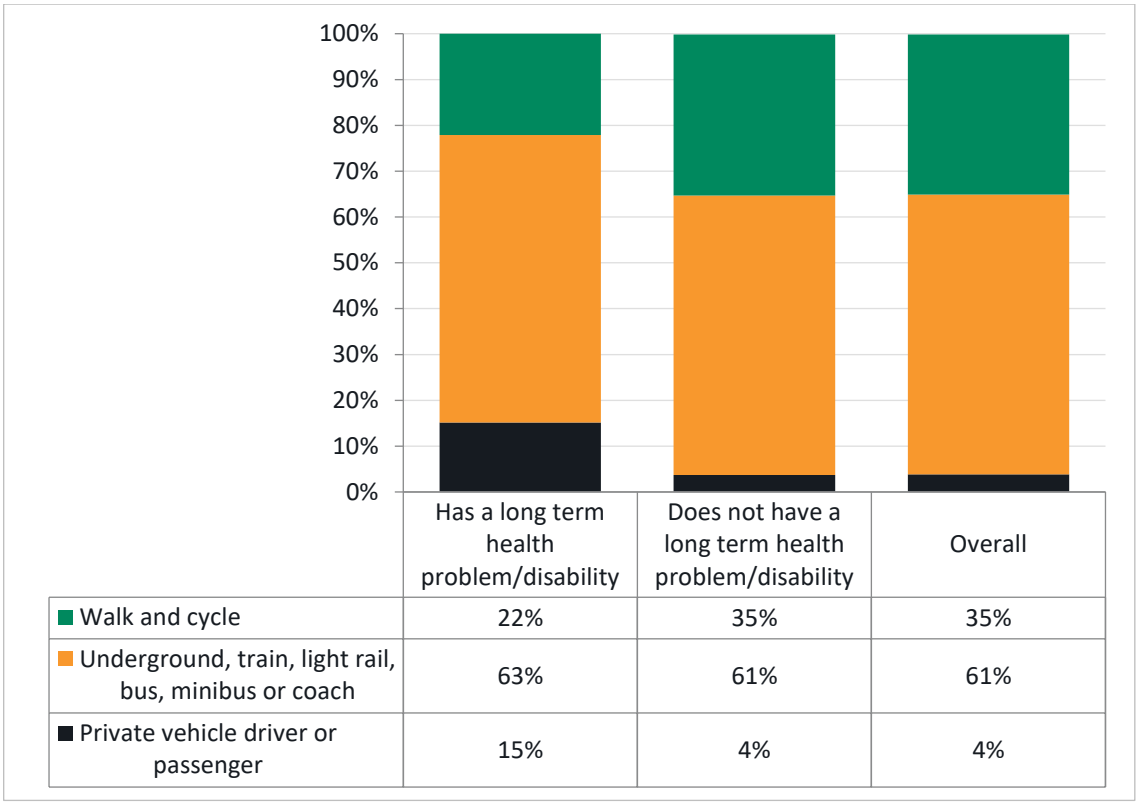


Source: LTDS average (2017/18, 2018/19, 2019/20)

4.16 The mode share for people with a long-term health problem or disability in the City of London and Greater London is shown in Figure 4.10 and Figure 4.11 respectively. In the City, people with a long-term health problem or disability are more likely to use public transport (63 per cent vs 61 per cent) and more likely to use cars/vans (15 per cent vs 4 per cent) than those without. However, they are less likely to walk or cycle than people without a long-term health problem or disability (22 per cent vs 35 per cent).

4.17 This pattern is significantly more pronounced than that for Greater London, where the modal split for people with and without long-term health problems or disabilities is very similar. In contrast to the City, the data for Greater London shows that people with a long-term health problem or disability are less likely to use public transport than those without (27 per cent vs 30 per cent).

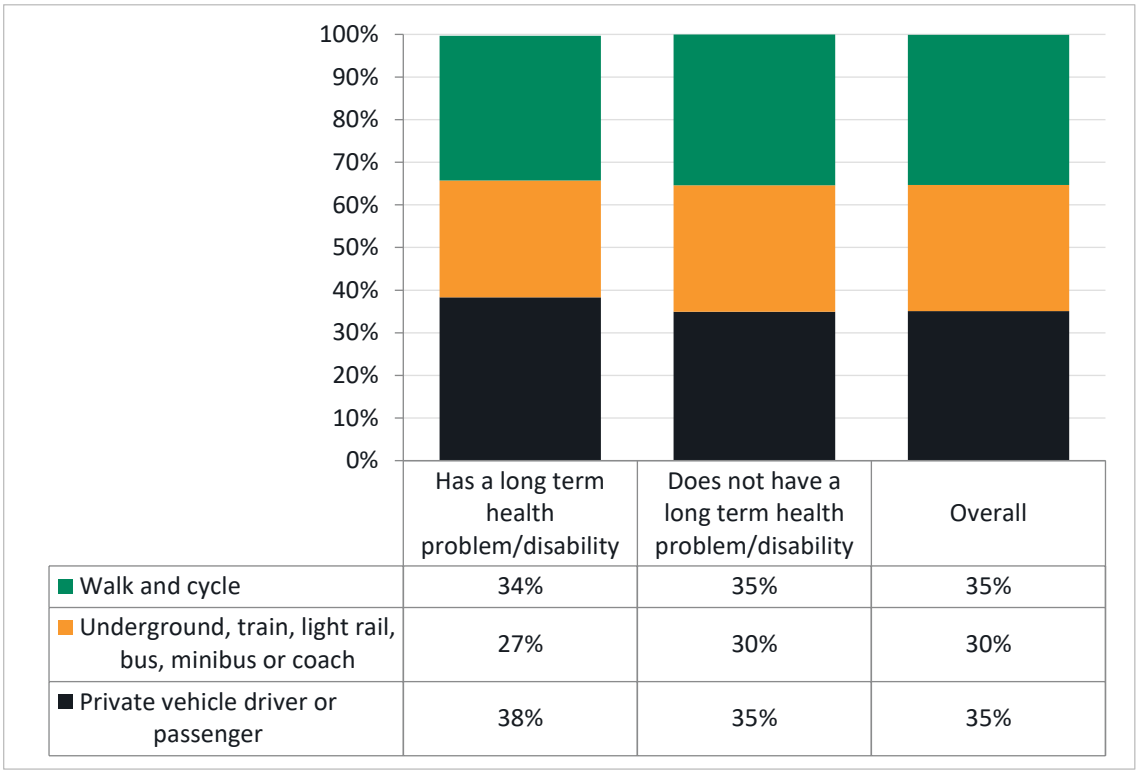
Figure 4.10: Mode share of those with a long-term health problem or disability in City of London



	Has a long term health problem/disability	Does not have a long term health problem/disability	Overall
Walk and cycle	22%	35%	35%
Underground, train, light rail, bus, minibus or coach	63%	61%	61%
Private vehicle driver or passenger	15%	4%	4%

Source: LTDS average (2017/18, 2018/19, 2019/20)

Figure 4.11: Mode share of those with a long-term health problem or disability in Greater London



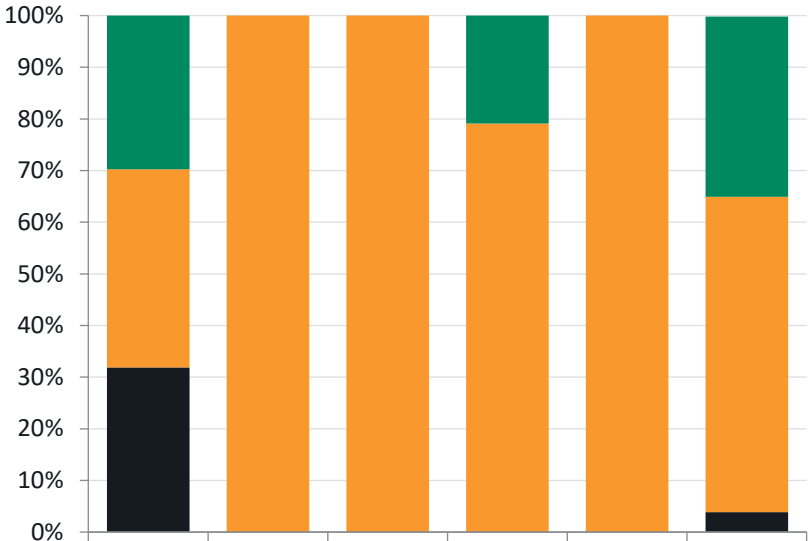
	Has a long term health problem/disability	Does not have a long term health problem/disability	Overall
Walk and cycle	34%	35%	35%
Underground, train, light rail, bus, minibus or coach	27%	30%	30%
Private vehicle driver or passenger	38%	35%	35%

Source: LTDS average (2017/18, 2018/19, 2019/20)

4.18 The mode share for people with specific impairments in City of London and Greater London is shown in Figure 4.12 and Figure 4.13 respectively. Public transport is the dominant mode of travel for people with visual and hearing impairments, serious long-term health conditions and 'other' impairments; it makes up 100 per cent of the mode share for people with visual and hearing impairments, however this must be taken into the context of the small sample size that this data is derived from. The modal split for individuals with mobility impairments is more even, with 38 per cent using public transport, 32 per cent using cars/vans, and 30 per cent undertaking active travel.

4.19 Compared to the City, mode share across impairment types for Greater London shows a much greater uptake of active travel and private vehicle use, along with lower public transport mode share. Groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private vehicles, while those with mental health impairments are most likely to undertake active travel (47 per cent).

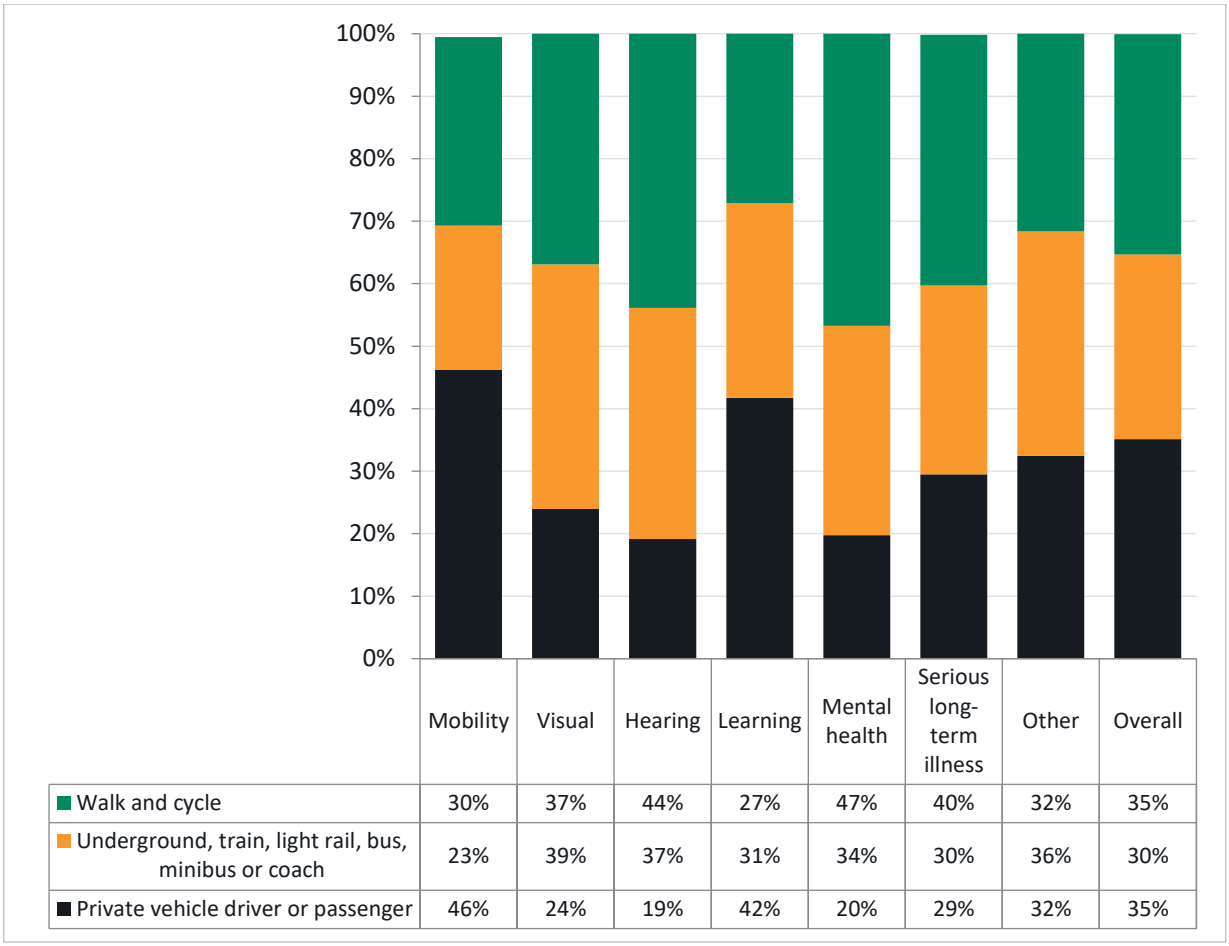
Figure 4.12: Mode share of those with a specific impairment affecting daily travel in City of London



	Mobility	Visual	Hearing	Serious long-term illness	Other	Overall
Walk and cycle	30%	0%	0%	21%	0%	35%
Underground, train, light rail, bus, minibus or coach	38%	100%	100%	79%	100%	61%
Private vehicle driver or passenger	32%	0%	0%	0%	0%	4%

Source: LTDS average (2017/18, 2018/19, 2019/20)

Figure 4.13: Mode split by those with a specific impairment affecting daily travel in Greater London



	Mobility	Visual	Hearing	Learning	Mental health	Serious long-term illness	Other	Overall
Walk and cycle	30%	37%	44%	27%	47%	40%	32%	35%
Underground, train, light rail, bus, minibus or coach	23%	39%	37%	31%	34%	30%	36%	30%
Private vehicle driver or passenger	46%	24%	19%	42%	20%	29%	32%	35%

Source: LTDS average (2017/18, 2018/19, 2019/20)

4.20 Focusing on disabled cyclists, the Wheels for Wellbeing annual survey (2019/20)[4] showed that 65 per cent of disabled cyclists use their cycle as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also show that 31 per cent of disabled cyclists' cycle for work or to commute to work and many found that cycling improves their mental and physical health.

4.21 Inaccessible cycle infrastructure was found to be the biggest barrier to cycling, followed by the prohibitive cost of adaptive cycles and the absence of legal recognition of the fact that cycles are mobility aids on par with wheelchairs and mobility scooters. These results are presented on a national level, yet it should be noted that the data is based on a small sample and results should be taken as an indication only.

[4] WFWB-Annual-Survey-Report-2019-FINAL.pdf (wheelsforwellbeing.org.uk)

Pregnancy and maternity

Definition according to the Equality Act 2010

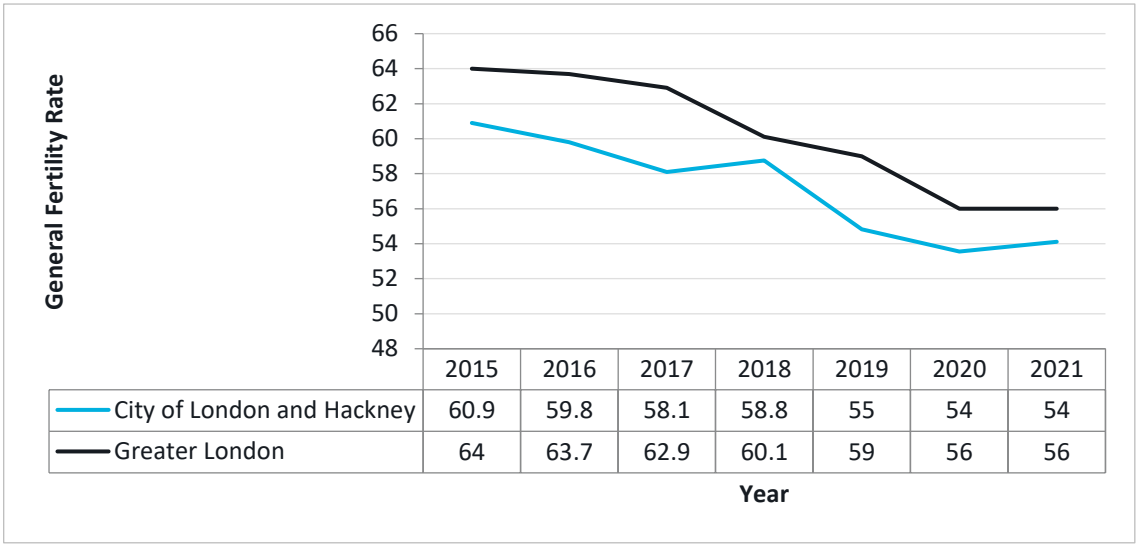
As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth.

Baseline equalities data

4.22 In 2021, the General Fertility Rate (GFR) in City of London and Hackney[5] was 54.1 births per 1,000 women aged 15-44, while the GFR for London was 56 per 1,000 women. This suggests that slightly fewer women of this age group were likely to be pregnant or have given birth in 2021 in the City of London and Hackney, compared to the Greater London average.

4.23 Data shows that overall, the number of live births has been gradually falling in City of London and Hackney, and in London as a whole. During this time, the GFR for City of London and Hackney remained consistently below the Greater London average. In 2018, there was a slight increase in the fertility rate in the Borough, before continuing to fall, yet it remained below the Greater London rate (Figure 4.14).

Figure 4.14: General Fertility Rate per year in City of London and Hackney compared to the Greater London average



	2015	2016	2017	2018	2019	2020	2021
City of London and Hackney	60.9	59.8	58.1	58.8	55	54	54
Greater London	64	63.7	62.9	60.1	59	56	56

Source: ONS. Births and Fertility Rates, Borough

[5] City of London has been grouped with Hackney after 2004 in the dataset: **Births and Fertility Rates, Borough - London Datastore**

Race

Definition according to the Equality Act 2010

Race includes:

a. colour;
b. nationality;
c. ethnic or national origins.

In relation to the protected characteristic of race –

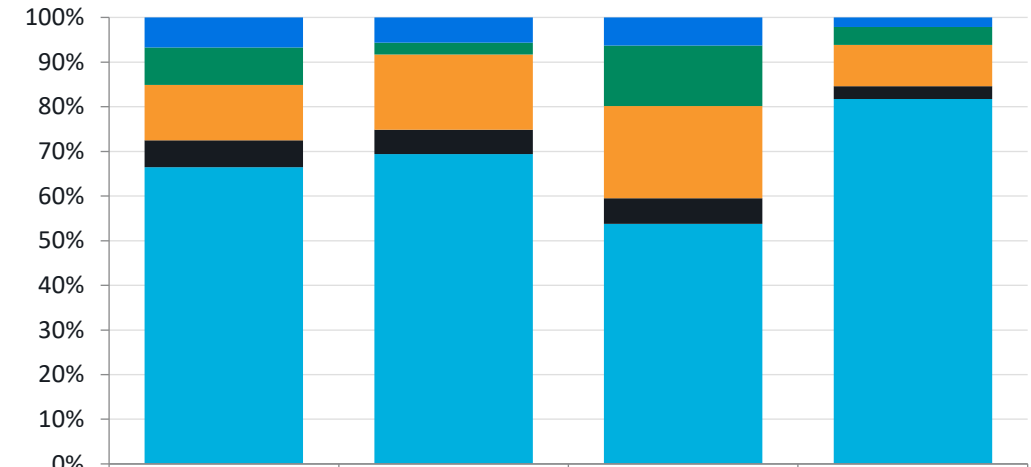
d. a reference to a person who has a particular protected characteristic is a reference to a person of a particular racial group;
e. a reference to persons who share a protected characteristic is a reference to persons of the same racial group.

Baseline equalities data

4.24 Figure 4.15 presents the population of the Study Area and City of London by ethnicity. Based on Census 2021 data, 69 per cent of the Borough's population is 'White', making it the most common ethnicity. This is much higher than the Greater London average (54 per cent) and higher than the Study Area (66 per cent). The second most common ethnicity is 'Asian', making up 17 percent and 12 per cent of the residential population in the City and Study Area respectively.

4.25 In the Study Area, 8 per cent of the population are 'Black', higher than in the City (3 per cent) but less than in London as a whole (14 per cent). The share of residents that identify as 'Mixed' is similar across the Study Area (6 per cent), City of London (5 per cent) and Greater London (6 per cent).

Figure 4.15: Study Area and City of London ethnicity compared to London and national averages



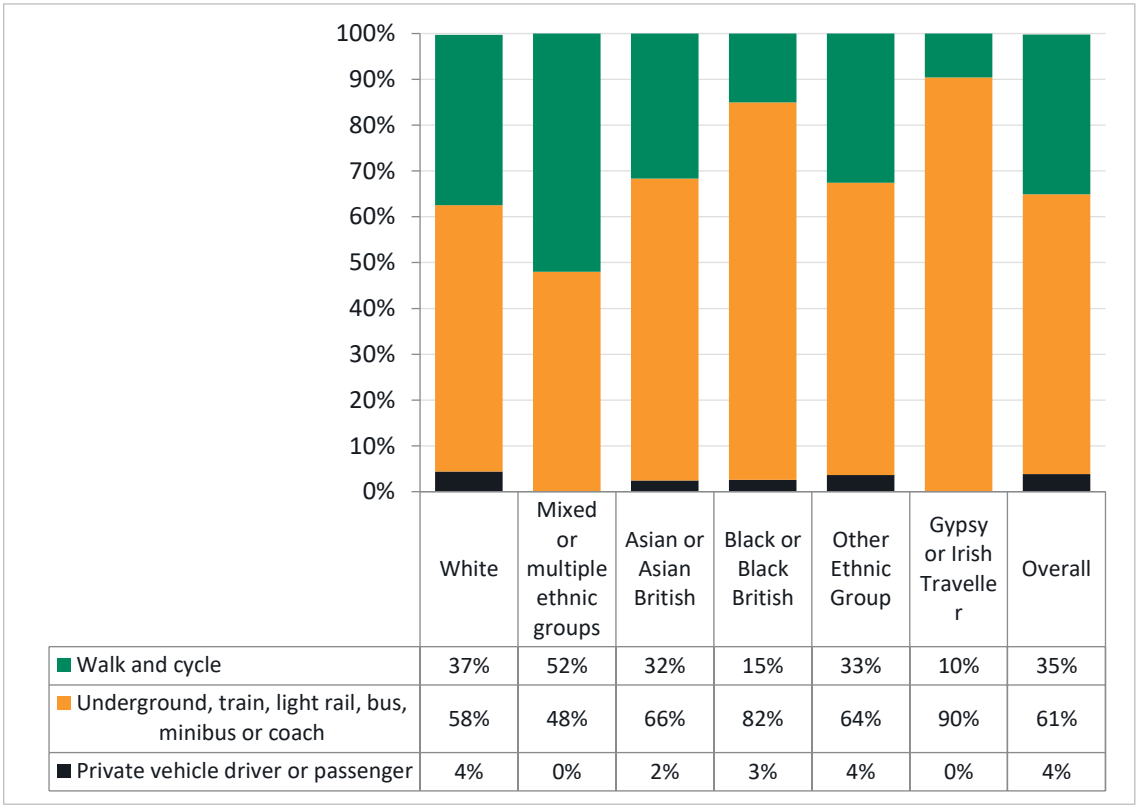
	Study Area	City of London	Greater London	England and Wales
Other	7%	6%	6%	2%
Black	8%	3%	14%	4%
Asian	12%	17%	21%	9%
Mixed	6%	5%	6%	3%
White	66%	69%	54%	82%

Source: Census 2021

4.26 Based on usual travel modes from the LTDS data presented in Figure 4.16, in City of London, 'Mixed or multiple ethnic groups' are most likely to walk and cycle (52 per cent) and least likely to use public transport (48 per cent). Across ethnic groups, car usage is either a very small proportion, at most 4 per cent, or not a part of the mode share.

4.27 Overall, in City of London, levels of car use are lower across all ethnicities compared to the London average (Figure 4.17), while levels of public transport use are higher. While 'Asian or Asian British' residents are most likely to use the car in London, this is not the case for City of London, where only 2 per cent say they use the car. 'Black or Black British' residents are most likely (41 per cent) to use public transport in London, and they are second most likely to (82 per cent) in City of London.

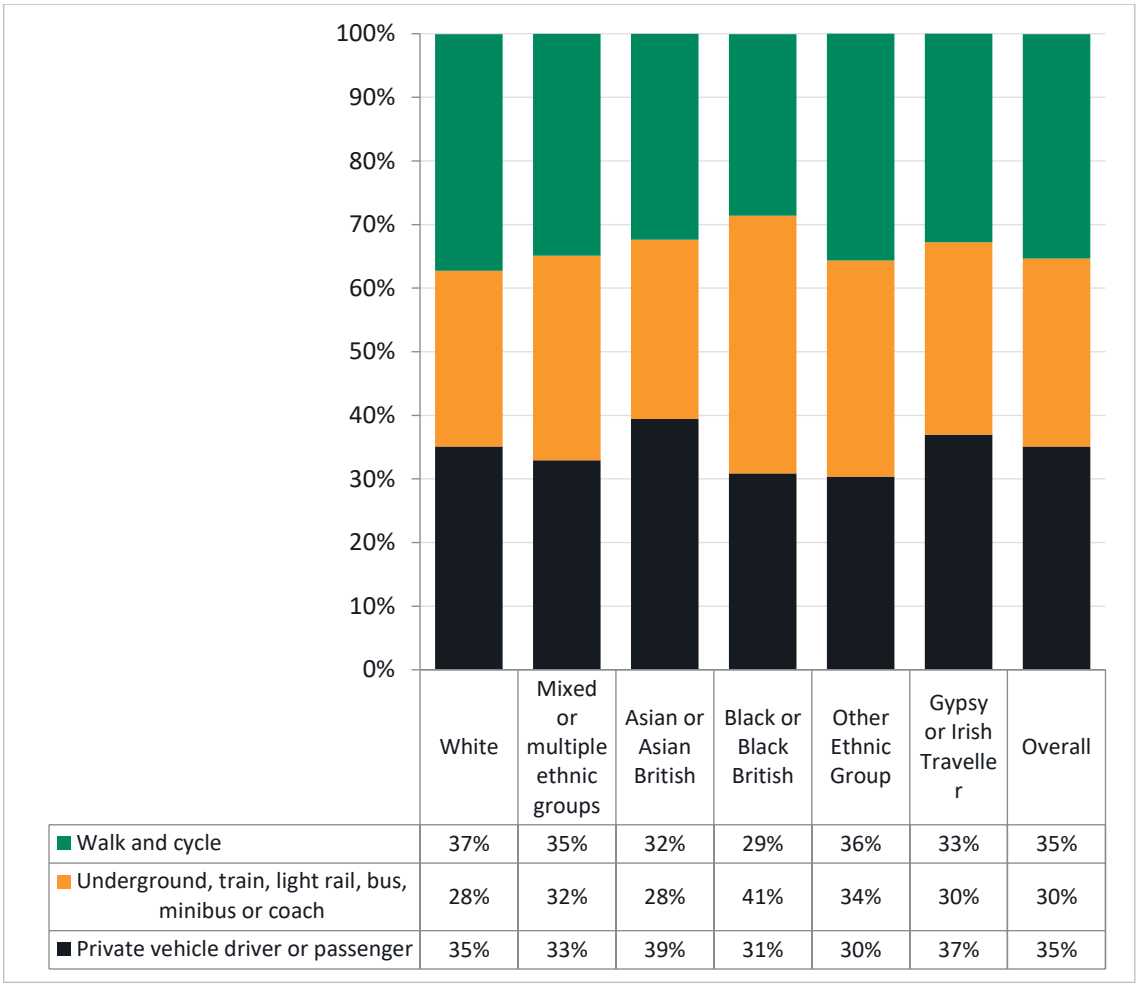
Figure 4.16: Mode share by ethnicity in City of London



	White	Mixed or multiple ethnic groups	Asian or Asian British	Black or Black British	Other Ethnic Group	Gypsy or Irish Traveller	Overall
Walk and cycle	37%	52%	32%	15%	33%	10%	35%
Underground, train, light rail, bus, minibus or coach	58%	48%	66%	82%	64%	90%	61%
Private vehicle driver or passenger	4%	0%	2%	3%	4%	0%	4%

Source: LTDS average (2017/18, 2018/19, 2019/20)

Figure 4.17: Mode share by ethnicity in London



	White	Mixed or multiple ethnic groups	Asian or Asian British	Black or Black British	Other Ethnic Group	Gypsy or Irish Traveller	Overall
Walk and cycle	37%	35%	32%	29%	36%	33%	35%
Underground, train, light rail, bus, minibus or coach	28%	32%	28%	41%	34%	30%	30%
Private vehicle driver or passenger	35%	33%	39%	31%	30%	37%	35%

Source: LTDS average (2017/18, 2018/19, 2019/20)

Religion and belief

Definition according to the Equality Act 2010

Religion means any religion and a reference to religion includes a reference to a lack of religion.

Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief.

In relation to the protected characteristic of religion or belief:

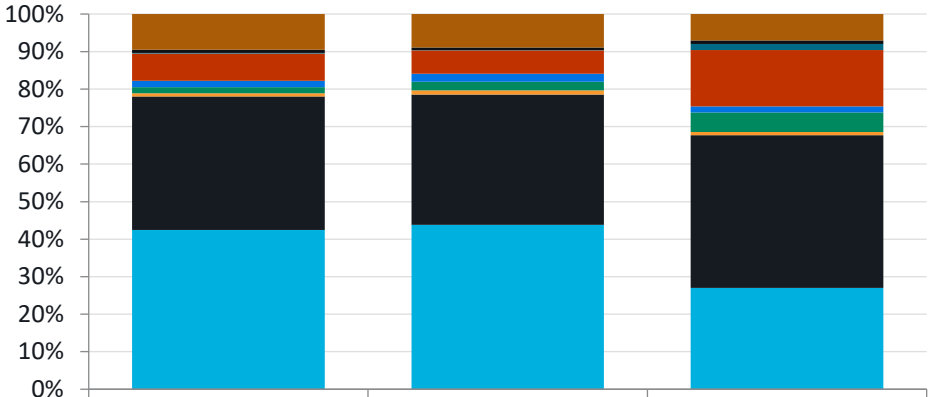
a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular religion or belief;
b. a reference to persons who share a protected characteristic is a reference to persons who are of the same religion or belief.

Baseline equalities data

4.28 Census 2021 data on religion is presented in Figure 4.18. Almost half of the population in the Study Area (42 per cent) and the City (44 per cent) stated that they have 'no religion', compared to only 27 per cent in London as a whole.

4.29 Over a third of residents in the Study Area (36 per cent) identified as Christian, compared to 41 per cent in Greater London. Seven per cent of respondents in the Study Area identified as Muslim, compared to 15 per cent in London as a whole.

Figure 4.18: Religion composition in the Study Area, City of London, and Greater London



	Study Area	City of London	Greater London
Not answered	10%	9%	7%
Other religion	1%	1%	1%
Sikh	0%	0%	2%
Muslim	7%	6%	15%
Jewish	2%	2%	2%
Hindu	2%	2%	5%
Buddhist	1%	1%	1%
Christian	36%	35%	41%
No religion	42%	44%	27%

Source: Census 2021

Sex

Definition according to the Equality Act 2010

In relation to the protected characteristic of sex:

a. a reference to a person who has a particular protected characteristic is a reference to a man or to a woman;
b. a reference to persons who share a protected characteristic is a reference to persons of the same sex.

Baseline equalities data

4.30 Census 2021 data for population by sex is shown in Figure 4.19. In the study area, a marginally greater proportion of residents identified as male (51 per cent), compared to female (49 per cent). The difference for the City as a whole is more pronounced, with 55 per cent of residents identifying as male, and 45 per cent as female. Greater London shows a more even split, with a slightly higher proportion of females (51 per cent) than males (49 per cent).

Figure 4.19: Population breakdown by sex in the Study Area, City of London, and Greater London

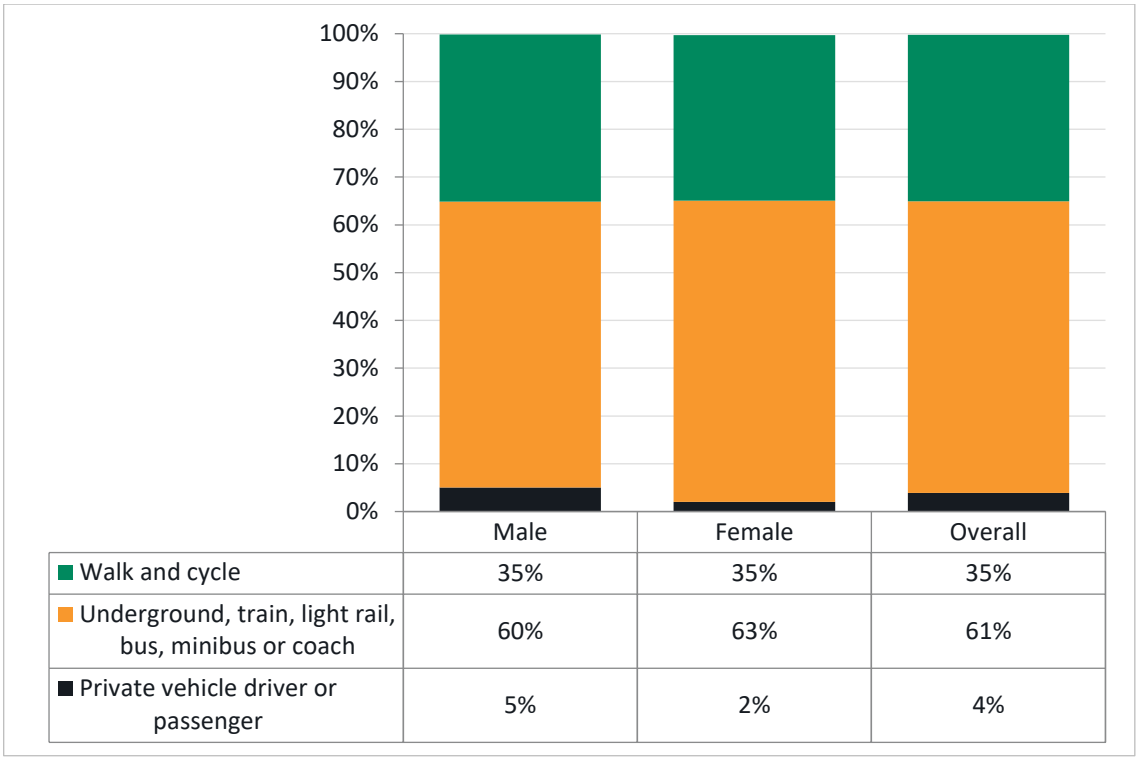
	Study Area	City of London	Greater London
Male	51%	55%	49%
Female	49%	45%	51%

Source: Census 2021

4.31 Figure 4.20 presents the mode share by sex in the City of London based on LTDS data. Males are more likely to use a car (5 per cent) than females (2 per cent), however males are less likely to use public transport (60 per cent) than females (63 per cent). The likelihood of using active travel modes, such as walking or cycling are even for both sexes.

4.32 Compared to the City of London, overall, both males and females are more likely to use a car and less likely to use public transport in London as a whole (Figure 4.21). The likelihood of walking and cycling is also even for both sexes in London, and in very similar proportions to the City of London.

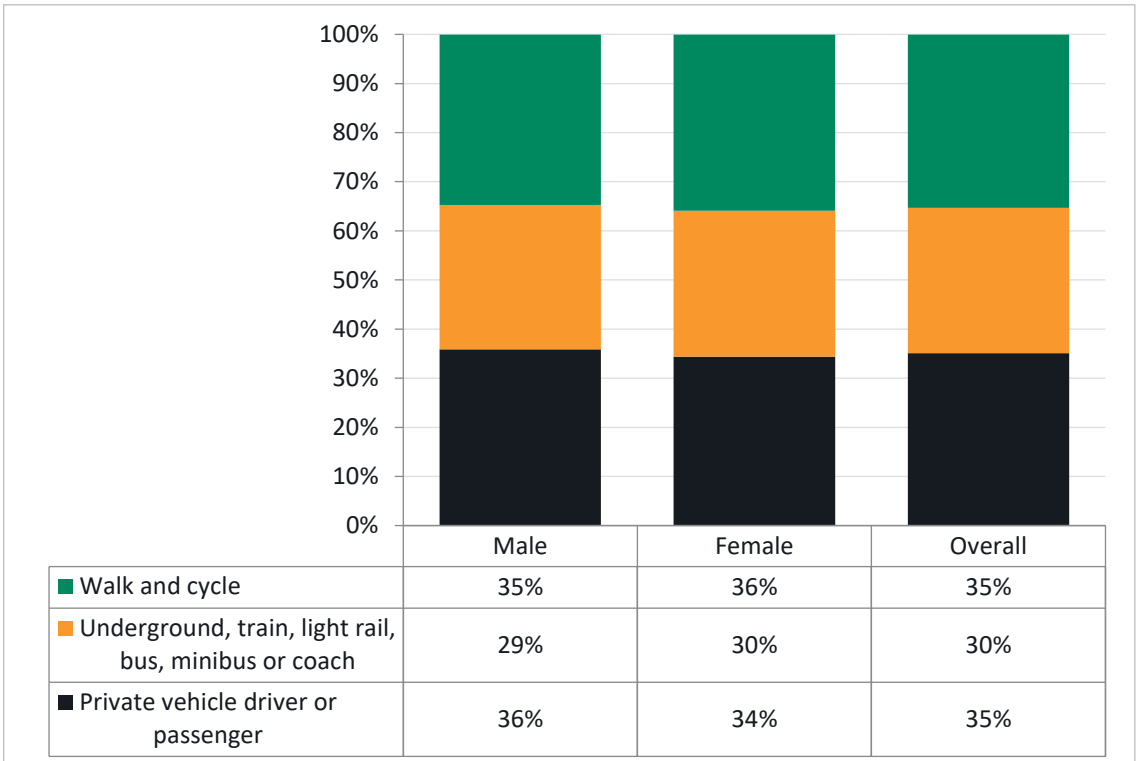
Figure 4.20: Mode share by sex in City of London



	Male	Female	Overall
Walk and cycle	35%	35%	35%
Underground, train, light rail, bus, minibus or coach	60%	63%	61%
Private vehicle driver or passenger	5%	2%	4%

Source: LTDS average (2017/18, 2018/19, 2019/20)

Figure 4.21: Mode share by sex in Greater London



	Male	Female	Overall
Walk and cycle	35%	36%	35%
Underground, train, light rail, bus, minibus or coach	29%	30%	30%
Private vehicle driver or passenger	36%	34%	35%

Source: LTDS average (2017/18, 2018/19, 2019/20)

4.33 Across Greater London, research undertaken by TfL[6] shows that females are more likely to use buses than males (62 per cent compared to 56 per cent) but are less likely to use other types of transport including the Tube (38 per cent of females compared to 43 per cent of males).

4.34 Female travel needs can be more complex than males due to a range of factors; the increased likelihood of travelling with a buggy and/or shopping affects the travel choices females make, females are also more likely to be carers of children[7], further affecting the transport choices they make.

4.35 Female Londoners make more trips per weekday than male Londoners (2.5 trips compared to 2.3 trips)[6] . This pattern, however, is reversed amongst older adults, with older female Londoners making fewer weekday trips than older male Londoners (2.0 compared to 2.2).

4.36 Females aged 17 or over who are living in London are less likely than males to have a full driving licence (58 per cent compared to 72 per cent) or have access to a car (63 per cent compared to 66 per cent). These factors are likely to be related to the frequency of car use as a driver. Almost four in five (79 per cent) females in London report being able to ride a bike, compared to 91 per cent of males.

[6] **Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)**

[7] **National Travel Survey: Travel to School factsheet (publishing.service.gov.uk)**

Sexual orientation

Definition according to the Equality Act 2010

Sexual orientation means a person's sexual orientation towards

a. Persons of the same sex
b. Persons of the opposite sex, or
c. Persons of either sex

In relation to the protected characteristic of sexual orientation

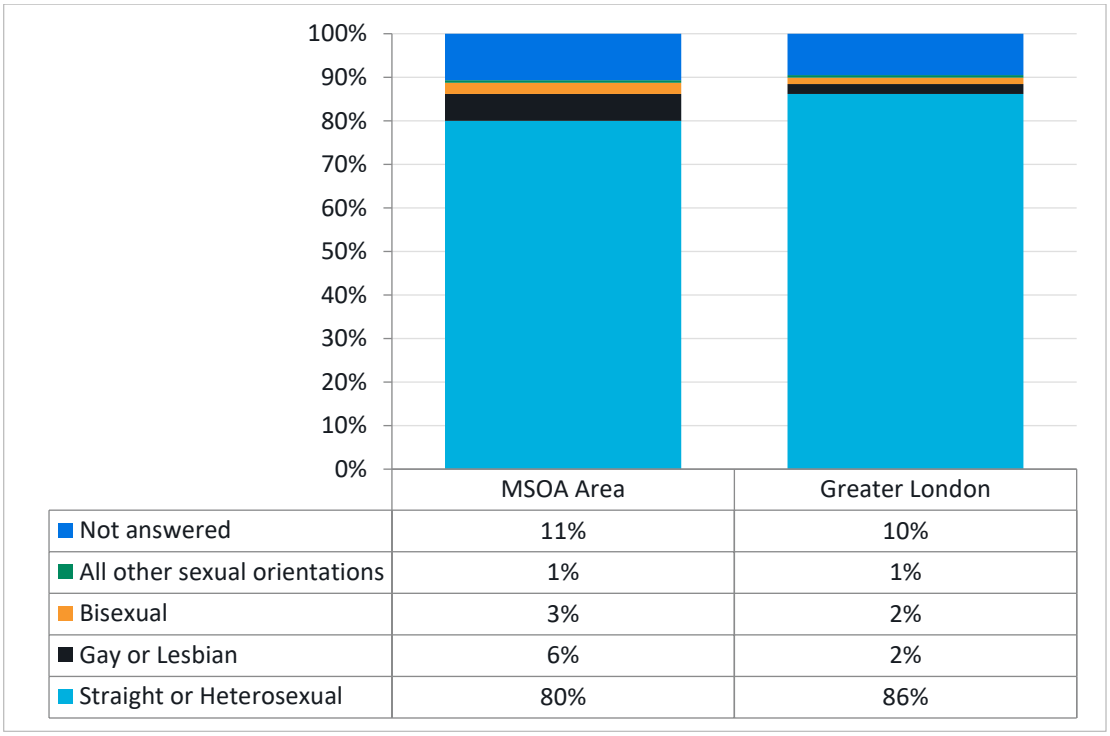
a. A reference to a person who has particular protected characteristics is a reference to a person who is of a particular sexual orientation.
b. A reference to persons who share a proctored characteristics is a reference to persons who are of the same sexual orientation.

Baseline equalities data

4.37 Census 2021 data for sexual orientation is only available at the MSOA level or higher. This is presented in Figure 4.22 below. The MSOA level Study Area has a lower proportion of residents that identify as 'straight or heterosexual' (80 per cent) than London as a whole (86 per cent).

4.38 The proportion of those who identify as 'gay or lesbian' is significantly higher in the MSOA level Study Area (6 per cent) than for Greater London (2 per cent), and the proportion of those who identify as 'bisexual' is slightly higher (3 per cent) compared to London as a whole (2 per cent).

Figure 4.22: Sexual orientation composition for the MSOA level Study Area and Greater London



	MSOA Area	Greater London
Not answered	11%	10%
All other sexual orientations	1%	1%
Bisexual	3%	2%
Gay or Lesbian	6%	2%
Straight or Heterosexual	80%	86%

Source: Census 2021

4.39 According to TfL's 'Travel in London: Understanding our diverse communities' study (2019)[8] , Londoners who identify themselves as being LGB (lesbian, gay and bisexual) account for 2.6 per cent of the city's population. It found that LGB people have a similar profile to the general population when asked about barriers to using public transport.

4.40 Over half (52 per cent) of LGB respondents cited overcrowding as an issue, compared to 48 per cent of the general population. 41 per cent of both LGB respondents and the general population identified the cost of travel as an issue. 30 per cent of LGB respondents saw passengers pushing and shoving each other on public transport as a key issue, while 26 per cent of the general population raised this as a concern. Overall, it was found that fears about abuse and/or intimidation can have a greater effect on the travel behaviours of LGB Londoners.

[8] **Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)**

Gender reassignment

Definition according to the Equality Act 2010

A person has the protected characteristic of gender reassignment if the person is proposing to undergo, is undergoing or has undergone a process (or part of a process) for the purpose of reassigning the person's sex by changing physiological or other attributes of sex.

A reference to a transsexual person is a reference to a person who has the protected characteristic of gender reassignment.

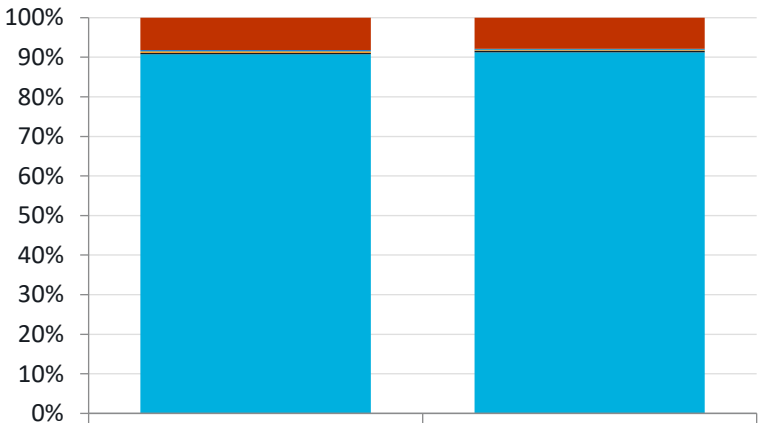
In relation to the protected characteristic of gender reassignment

a. A reference to a person who has a particular protected characteristic is a reference to a transsexual person;
b. A reference to persons who share a protected characteristic is a reference to transsexual persons.

Baseline equalities data

4.41 Census 2021 data for gender reassignment is only available at the MSOA level or higher. This is presented in Figure 4.23 below. The MSOA level Study Area has a marginally lower proportion of residents whose gender identity is the same as sex registered at birth (90.8 per cent) compared to London as a whole (91.2 per cent). The proportion of those who identify as 'trans woman' is higher in the MSOA level Study Area (0.4 per cent) than in Greater London (0.2 per cent).

Figure 4.23: Gender composition of the MSOA-level Study Area and Greater London



	MSOA Area	Greater London
Not answered	8.2%	7.9%
All other gender identities	0.2%	0.1%
Trans man	0.1%	0.2%
Trans woman	0.4%	0.2%
Gender identity different from sex registered at birth but no specific identity given	0.2%	0.5%
Gender identity the same as sex registered at birth	90.8%	91.2%

Source: Census 2021

4.42 According to TransActual UK, for those travelling by public transport, 68 per cent of trans women, 63 per cent of non-binary people, and 60 per cent of trans men have experienced transphobia on public transport[9]. Research also shows that LGBTQ+ individuals are likely to encounter higher levels of unsolicited sexual behaviour and harassment on public transport and are more likely to take travel options that are perceived as 'safer', sometimes at the expense of longer journey times or higher travel costs[10].

[9] **Press release: Trans Lives Survey 2021 — TransActual**

[10] **Full article: Queer mobilities: critical LGBTQ perspectives of public transport spaces (tandfonline.com)**

5 Impact Assessment

5.1 Table 5.1 summarises the potential positive and negative impacts of the scheme and the protected characteristics that are disproportionately impacted. These are assessed in further detail in this chapter.

Table 5.1: Protected characteristics impacted

Potential impact	Protected characteristic impacted
Positive	
Road safety improvements	• Age • Disability • Pregnancy and maternity • Race • Religion or belief
Air quality improvements	• Age • Disability • Pregnancy and maternity
Improved waiting environment at bus stop BN	• Age • Disability • Race • Sex
Negative	
Increased journey times for non-compliant motor vehicles	• Age • Disability • Pregnancy and maternity • Religion or belief
Reduction in the availability of taxis	• Age • Disability
Reduced access to adjacent residential streets	• Age • Disability • Race • Sex
Perception of personal safety	• Disability • Race • Sex • Sexual orientation • Gender reassignment

Worsening of Golden Lane air quality	• Age • Disability • Pregnancy and maternity

Potential disproportionately positive impacts

Road safety improvements

5.2 The restrictions to motor traffic on Beech Street would result in reduced volumes of motor traffic. On Golden Lane, there could also be a reduction in motor traffic volumes due to the restriction from turning into Golden Lane from Beech Street. Reduced motor traffic creates a safer and more pleasant environment for walking and cycling.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity
- Race
- Religion or belief

Summary of potential impacts

5.3 Younger people, specifically those in the under 16 and 25-44 age categories, will benefit from improvements to the pedestrian environment the most, as they have the highest walking and cycling mode share (39 per cent and 37 per cent respectively) in City of London.

5.4 Reduced volumes in motor traffic will make it easier to find a gap in traffic to cross the road. This may disproportionately benefit some disabled people who may take longer to cross the road due to mobility impairments. Data on mode share by impairment type shows that nearly a third (30 per cent) of disabled people in the City with a mobility impairment walk or cycle.

5.5 Reductions in motor traffic are likely to reduce conflict between different road users overall. This will create a safer environment, particularly for pregnant people as they may have reduced mobility and thus require longer times to cross the road. This will also provide benefits to pedestrians travelling with prams who may require additional time to navigate kerbs when crossing the street.

5.6 Improvements to road safety will disproportionately benefit racial or ethnic groups who are more likely to walk or cycle in the City of London (52 per cent of people identifying as 'Mixed or multiple ethnic groups'), as well as those who are more likely to use public transport (as every public transport journey starts or ends on foot or cycle).

Air quality improvements

5.7 Air quality modelling forecasts a reduction of NO_2 on Beech Street (at the air quality monitor western end) from 39.4 µg/m^3 to 30.4 µg/m^3 and reduction of NO_2 on Beech Street between Golden Lane and the eastern entrance to Beech Street from 38.8 µg/m^3 to 31 µg/m^3. The forecast reduction in emissions would improve the quality of air on Beech Street.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

Summary of potential impacts

5.8 Both young and old age groups are disproportionately vulnerable to poor air quality and pollution. For the elderly, exposure to high levels of air pollution can lead to a range of long-term health problems, while young children may suffer from reduced lung development. Therefore, a reduction in emissions from non-zero emission vehicles is likely to benefit these age groups through cleaner air.

5.9 The air quality improvements may disproportionately benefit disabled people who are particularly vulnerable to air pollution and/or those reporting stamina or breathing impairments.

5.10 Improvements in air quality are likely to disproportionately benefit pregnant women. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight - both factors are associated with higher infant mortality. Furthermore, new-born babies, babies in prams and children are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults.

Improved waiting environment at bus stop BN

5.11 Reduced volumes of motor traffic will result in a reduction in noise and air pollution, creating a more pleasant environment for bus passengers using bus stop BN on Beech Street.

Protected characteristics impacted

- Age
- Disability
- Race
- Sex

Summary

5.12 The 16-24 age category is most likely to use public transport (65 per cent) in the City and will therefore disproportionately benefit from any improvements to bus facilities, including those that arise because of reduced motor traffic and congestion.

5.13 82 per cent of 'Black or Black British' residents in the City are most likely to use public transport as their mode of travel, so will disproportionately benefit from the improved environment. 8 per cent of the Study Area population are 'Black', which is higher than in the City of London.

5.14 The reduction in noise pollution may have benefits for some disabled people, such as those who experience hypersensitivity. In the City, those with hearing and 'other' impairments solely use public transport as their mode of travel, so they might disproportionately benefit from reduced noise pollution.

5.15 An improved waiting environment may disproportionately benefit females, who are more likely to use public transport in the City of London (63 per cent) compared to males (60 per cent).

Potential mitigation measures

5.16 At present, there are no seating facilities at the bus stop on Beech Street, meaning that people are required to stand during their wait for the bus to arrive. The benefits of this scheme could be extended through working with TfL to improve the passenger waiting area. This would

create a more pleasant experience for all passengers and may disproportionately benefit those with physical impairments which make it difficult to stand for longer periods.

Potential disproportionately negative impacts

Increased journey times for non-compliant motor traffic

5.17 Re-routing of non-compliant motor traffic to avoid Beech Street may cause increased journey times for those reliant on private cars.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity
- Religion or belief

Summary of potential impacts

5.18 Re-routed journeys may lead to longer journey times for people who rely on private vehicles. This may have a disproportionately negative impact on older people who are more likely to rely on the car for essential trips such as medical appointments and grocery shopping. These impacts can also affect any family members, friends or personal assistants / support workers that may support them in driving them in their private car. Data on mode share by age category shows that over-60s have the highest mode share of private vehicle driver or passenger (13 per cent) in the City.

5.19 Similarly, elderly people rely disproportionately on taxis or Dial-a-Ride services. Potential increases in journey times or displaced motor traffic congestion may lead to longer journey times which may be inconvenient or uncomfortable.

5.20 The traffic restrictions have the potential to negatively impact journey times for those with mobility impairments who may find it more difficult to walk or cycle, and therefore need to make use of door-to-door transport services such as private cars or taxis. Increased journey times may lead to further discomfort and anxiety for some disabled people, and ultimately may have a detrimental impact on their mental or physical health.

5.21 Pregnant people may find walking and cycling difficult due to the physical exertion when pregnant. These people may therefore have a heightened need for door- to-door transport such as private cars or taxis. The traffic restrictions may disproportionately negatively impact pregnant people and parents travelling with infants who are more reliant on door-to-door transport.

5.22 Journey times may increase for some worshippers who drive to local places of worship (i.e., Capeli Cymraeg Llundain, London Welsh Chapel). For those unable to take an alternative method of transport, that may cause a disproportionately negative impact.

Potential mitigation measures

- It is recommended that the City proactively engage with places of worship to notify them of the proposed changes. The places of worship can disseminate information about the proposed scheme to their worshippers and how this might impact their journeys.
- It is recommended that the City explores the feasibility and practicality of exempting Blue Badge holders and personal assistants / support workers from the traffic restrictions. This would assist in mitigating the potentially negative impacts to disabled people and their personal assistants / support workers.

Reduction in taxi availability

5.23 Taxi drivers who do not have an electric vehicle might be deterred from plying for hire on Beech Street and the surrounding area due to the traffic restrictions. This might lead to a general reduction in taxi presence in the area, affecting those reliant on taxis.

Protected characteristics impacted

- Age
- Disability

Summary of potential impacts

5.24 Elderly people rely disproportionately on taxis compared to other age groups within the City, therefore, might be negatively affected by any reduction in the availability of taxis. This might result in elderly people being less able to access local places, as they need to use door-to-door transport.

5.25 Those with mobility impairments who may find it more difficult to walk or cycle, and therefore need to make use of door-to-door transport services such as private cars or taxis, might also be disproportionately negatively affected.

Potential mitigation measures

- It is recommended that the City undertake a survey to collect data on taxi circulation within the area to better understand the availability of taxis within and around Beech Street, and the associated impact this may have on people who rely upon them as an essential mobility aid.

Reduced access to adjacent residential streets

5.26 Friends, family, and helpers of elderly and/or disabled people might be restricted from dropping them off or visiting them on adjacent residential streets e.g., Brackley Street, Bridgewater Street, Viscount Street and Fann Street, if they are driving a non-compliant vehicle.

Protected characteristics impacted

- Age
- Disability
- Race
- Sex

Summary of potential impacts

5.27 Disabled people are more likely than non-disabled people to rely upon family members or friends for daily care, with many disabilities requiring support for Activities of Daily Living. The traffic restrictions may create additional difficulties and costs for personal assistants / support workers in a non-compliant vehicle, who are required to travel via Beech Street to provide care. This may lead to personal assistants / support workers being unable to attend as regularly or incur costs which could impact their quality of life.

5.28 In 2021, 18.5 per cent of black workers were in 'caring, leisure and other services' jobs, which is the highest percentage out of all ethnic groups[11], therefore those who identify as 'Black' might be disproportionately negatively affected.

5.29 Women are more likely to become personal assistants / support workers than men and data from the 2021 Census shows that 59 per cent of unpaid personal assistants / support workers are women[12]. They might be disproportionately negatively affected by the reduced access to adjacent residential streets.

Potential mitigation measures

- It is recommended that the City explore the practicality and feasibility of exempting personal assistants / support workers from the traffic restrictions. This would assist in mitigating the potentially negative impacts to elderly and disabled people, and their family, friends, and helpers.

Perception of personal safety

5.30 Reduced volumes of motor vehicle traffic will create a quieter environment. For some people, this has been reported to heighten the apprehension of personal threat, particularly as the street is an enclosed space (within a tunnel).

Protected characteristics impacted

- Disability
- Race
- Sex
- Sexual orientation
- Gender reassignment

Summary of potential impacts

5.31 Disabled adults often feel less safe than non-disabled adults walking alone in a quiet street close to home and using public transport on their own[13]. Of those in the City who have a long-term health problem / disability, 22 per cent walk or cycle so they will be disproportionately negatively affected. Furthermore, traffic restrictions allowing zero-emission vehicles only can negatively impact those with visual impairments. Blind and partially sighted people may not be able to hear quiet electric and hybrid vehicles approaching. However, the Department for Transport has prohibited the pause function on sound generators in all new electric vehicles from September 2023[14] so the severity of this impact will reduce in time.

5.32 The significantly quieter environment can heighten fear for people within the LGBTQIA+ and BAME communities where hate crime is a particular concern[15]. The perception may also be felt particularly by certain women making trips by foot or bicycle, as part of a public transport

[11] **Employment by occupation - GOV.UK Ethnicity facts and figures (ethnicity-facts-figures.service.gov.uk)**

[12] **Key facts and figures | Carers UK**

[13] **Perceptions of personal safety and experiences of harassment, Great Britain - Office for National Statistics**

[14] **Electric vehicles: Department for Transport clarifies rule on sound generators | RNIB**

[15] **Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)**

journey or a trip on its own. This, however, can be balanced by increases in people walking and cycling which in turn can improve the overall sense of safety for these people.

Potential mitigation measures

- It is recommended that the City engages with the City of London Police to monitor crime and anti-social behaviour across the City of London, particularly on Beech Street and adjacent streets (Bridgewater Street, Brackley Street, Viscount Street and Fann Street). Furthermore, to deter crime and anti-social behaviour patrols could be increased throughout the area during quieter time periods, e.g., evenings.
- It is recommended that the City engages with residents about the proposals and potential complementary public realm improvements that could be made. This would provide the City with insight into the possible impact of plans can be gained before the scheme is made permanent.
- It is recommended that the City explores the potential to make public realm improvements within Beech Street, primarily to improve the lighting and reduce the number of 'blind' corners. This would assist with improving the look and feel of the street, as well as the perception of personal safety[16].

Worsening of Golden Lane air quality

5.33 Air quality on Golden Lane might not necessarily improve as motorised traffic exiting Golden Lane is not restricted. Air quality modelling indicates there is likely to be marginal increase in NO_2 on Golden Lane from 29.4 µg/m^3 to 30 µg/m^3.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

Summary

5.34 The marginal increases in air quality on Golden Lane could disproportionately negatively impact those most susceptible to air pollution, including young children, older people and/or those reporting stamina or breathing impairments.

5.35 Worsened air quality would also disproportionately negatively impact pregnant women. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight - both factors are associated with higher infant mortality[17]. Furthermore, new-born babies, babies in prams and children are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults.

Potential mitigation measures

- It is recommended that the City monitor actual air quality on Golden Lane post-implementation and periodically report on the findings. If air quality decreases, or there is

[16] **Pedestrian safety perception and urban street settings: International Journal of Sustainable Transportation: Vol 14, No 11 (tandfonline.com)** and **Impact of public lighting on pedestrians' perception of safety and well-being - ScienceDirect**

[17] State of Global Air: Impact on Newborns **https://www.stateofglobalair.org/health/newborns**

a worse outcome than the modelling indicates, the City should explore alternative measures to mitigate increases in pollution on Golden Lane.

6 Summary of recommended mitigating actions

6.1 Table 6.1 (overleaf) presents an action plan for each of the mitigating actions identified within this EqIA.

6.2 For each action, an action owner has been identified who will be responsible for ensuring that the action is progressed. Furthermore, timescales are outlined to assist with monitoring of this document.

6.3 To ensure transparency of the design and decision-making process, it is recommended that an update on the status of each recommended mitigating action is included within a future addendum to this EqIA.

Table 6.1: Action Plan

Issue identified	Protected characteristic impacted	Action required/comments	Action owner	Timescale
Increased journey times for non-compliant motor vehicles	• Age • Disability • Pregnancy and maternity • Religion or belief	• Engage with places of worship to notify them of the proposed changes. They can disseminate information about the proposed scheme to their worshippers and how this might impact journeys. • Explore the feasibility and practicality of exempting Blue Badge holders and personal assistants / support workers from the traffic restrictions.	Project Manager	Pre-implementation
Reduction in taxi availability	• Age • Disability	• Undertake a survey to collect data on taxi circulation within the area.	Project Manager	Pre-implementation
Reduced access to adjacent residential streets	• Age • Disability • Race • Sex	• Explore the practicality and feasibility of exempting personal assistants / support workers from the traffic restrictions.	Project Manager	Pre-implementation
Perception of personal safety	• Disability • Race • Sex • Sexual orientation • Gender reassignment	• Engage with the City of London Police to monitor crime and anti-social behaviour, particularly on Beech Street and adjacent streets. If necessary, anti-social behaviour patrols could be increased throughout the area during quieter time periods, e.g., evenings. • Engage with residents about the proposals and potential complementary public realm improvements. • Explore the potential to make public realm improvements within Beech Street, primarily to improve the lighting and reduce the number of 'blind' corners.	Project Manager	During implementation Pre-implementation
Waiting environment at bus stop BN	• Age • Disability • Race • Sex	• Work with TfL to improve the passenger waiting area at the bus stop.	Project Manager	Pre-implementation

Worsening of Golden Lane air quality	• Age • Disability • Pregnancy and maternity	• Monitor actual air quality on Golden Lane post-implementation and periodically report on the findings. • If air quality increases or there is a worse outcome than the modelling indicates, the City should explore alternative measures to mitigate for increases in pollution on Golden Lane.	Project Manager	During implementation Post-implementation

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