

CABINET

Wednesday, 27 February 2019 at 5.30 p.m.
C1, 1st Floor, Town Hall, Mulberry Place, 5 Clove Crescent, London,
E14 2BG

SUPPLEMENTAL AGENDA

The meeting is open to the public to attend.

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see the main agenda.

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DON'T LET OUR FUTURE GO TO WASTE

Waste management strategy 2018-30



**MAYOR OF
TOWER HAMLETS**

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Foreword

Tower Hamlets is a growing borough. Over the next ten years the population is projected to increase from 317,000 to 371,000. The number of businesses and people working here is likely to increase, which will increase the amount of waste that the council needs to collect and dispose of. This increase in waste will come at a time of shrinking budgets.

It's likely that the percentage of the population living in flats, over 80 per cent, won't change. By 2025, we need to have 39,000 more homes according to the London Plan.

This waste management strategy presents our ideas about how we improve services and respond to these challenges. It sets out six priorities to guide the way we develop and improve our work over the next 12 years.

We need to reduce the amount of waste created and increase the percentage that is reused, recycled or composted. We need to work with the people and businesses of Tower Hamlets to encourage pride in our environment and encourage and enable ways of dealing with waste that help us all. We need to collaborate with and provide leadership to businesses, housing associations and others that have a responsibility for managing waste. Reducing carbon emissions and improving air quality is an important part of what we want to achieve.

Getting the most for local people and businesses out of those who deliver waste services is another goal we're setting ourselves.

Thank you to all those who have given their views, which have helped shape our future approach to waste management.



**Mayor of Tower Hamlets
John Biggs**



**Councillor David Edgar
Cabinet Member for Environment**

Executive Summary

Our borough is growing and changing fast, along with our impact on our local environment. 'Don't let our future go to waste' is the council's strategic approach to managing waste in Tower Hamlets until 2030.

We asked residents, businesses, and other stakeholders what they thought about our intentions for managing waste and making our local environment better. We knew that our current waste services needed improvement and almost everyone agreed with our planned approach. We also learned that despite having many challenges to overcome, there is a wide commitment to working with us to make Tower Hamlets a clean and green place they are proud of and love to live in, work, study and visit.

The six priorities below guide our strategy and provide a framework for our services moving forward.

1 Collaboration at the heart of change

– The more we work together, the more waste we can reduce, reuse and recycle.

2 Supporting people to love their neighbourhood

– We will design services with our users in mind to encourage everyone to love their neighbourhood and take responsibility for their own waste.

3 Supporting people to reduce, reuse, and recycle

– We will encourage and enable everyone to follow the three R's in their daily lives to lower our environmental impact.

4 Making waste a resource

– We will provide opportunities for our service users to keep materials in use rather than throwing them away.

5 Reducing carbon and improving air quality

– We will help improve local air quality by cutting emissions from our waste management activities.

6 Building our green economy

– We will capitalise on 'green opportunities' for our residents and businesses where possible.

The council is committed to increasing the participation of our service users so that the service changes presented in this document are fit for purpose and designed around the needs of residents, businesses and visitors of Tower Hamlets. We aim to enable everyone in the borough to play their part and take action to reduce the impact of waste on our local environment.

Service changes and the setting of waste reduction and recycling targets initiated by this strategy will take place in a series of phases beginning in early 2019.

Consultation with Tower Hamlets service users

Our draft waste management strategy, 'Don't let our future go to waste', went through a wideranging public consultation from August to October, 2018, including public events and a waste summit with partners.

Methodology

We sought the views of as many people as possible including residents, businesses, partners, and other stakeholders*. The response to our consultation was largely supportive and we now have a much clearer idea of what our service users want. Some of the key lessons from our consultation are highlighted below.

We asked what the council could do to help people recycle more and produce less waste

Respondents agreed that the recycling service needs to be improved with respondents wanting a regular, reliable and standardised recycling collection service and more or bigger recycling bins.

Respondents felt that providing the right amount of waste and recycling storage each week and providing a standard weekly collection of recycling across all properties would encourage less waste and more recycling.

Respondents were keen to see the council collect a wider range of materials for recycling and there is a clear need for the

council to encourage more recycling and provide clearer guidance on what can and cannot be recycled.

What the council will do

The council will review bin numbers and frequency of collections from purpose built flats and consider options for standardising collections from houses. This will include reviewing the containers used for collecting waste and recycling from houses. We will review our policy on recycling sack distribution and ensure blocks of flats have sufficient number of recycling bins.

We will explore options to collect other items such as textiles and small electricals for recycling and provide clear guidance and information on recycling.

We asked about food waste collections

Respondents were supportive of providing a separate food waste collection to all properties and it is seen as important to increase recycling. Over 60 per cent (of those who don't currently have a service) said they would use a food waste recycling service if provided.

What the council will do

Providing a food waste service to blocks of flats can be challenging with issues of storage space and contamination to overcome. The

*681 online questionnaire responses
1,100 phone interviews from a representative sample
188 interviewed at public events
65 summit event attendees

council will conduct food waste collection trials, benchmark other boroughs and carry out a feasibility study to determine the most practicable approach for expanding the food waste service to blocks of flats.

We will improve on our service to houses, review the provision of biodegradable bin liners, and encourage greater participation.

We asked how the council can help people to share, repair and reuse more

A large proportion of respondents felt that increasing the amount of furniture and other large household items for collection would help them share, repair and reuse more. Organising other reuse and sharing initiatives were popular.

What the council will do

The council already operates a comprehensive collection service, but it is evident from the consultation that the service is not accessed, or used by, a large proportion of the borough. We will review the service to ensure that it is more accessible and more material is captured for reuse and recycling.

We plan to explore other initiatives and work closely with local community groups and charities to enable residents to donate and access reusable items.



We asked about our commercial waste service

Businesses felt that the existing waste and recycling service is not meeting their needs. The pricing is not competitive with other local contractors. Some expressed concerns over the quality of the sacks provided and limitations and range of the services on offer.

What the council will do

In order to contribute to the Mayor of London's recycling target of 50 per cent of Local Authority collected waste to be recycled by 2025, the amount of recycling collected from businesses in the borough needs to increase greatly. The dry recycling collection service will be promoted, encouraged and changed to allow greater flexibility to meet needs of businesses in the borough, while still being competitive. We will look in to the feasibility of offering a food waste collection service to businesses.

Working with our stakeholders and service users

The council is committed to involving as many service users and stakeholders as possible to ensure that the service changes presented below are fit for purpose and designed around the needs of residents, businesses and visitors of Tower Hamlets.

Our vision and aims – six key priorities

We want everyone in Tower Hamlets to play their part in improving and protecting our environment. We need everyone to take action to reduce the impact of waste, and help make the Borough a clean and green place they are proud of and love to live in, work, study and visit¹.

Collaboration at the heart of change

By working with residents, housing associations, private landlords and businesses, we create the right infrastructure to have profound impacts on reducing waste.



Supporting people to love their neighbourhood

We want to support people to take responsibility for their waste and their neighbourhood.



Supporting people to reduce, reuse and recycle

Encouraging more people to follow the three 'r's in their daily lives.



Making waste a resource

Materials can be used over and over again in a circular economy. Our first thought for waste should be about what it can be turned into.



Reducing carbon and improving air quality

We want to reduce carbon emissions from waste activities and help to improve air quality.



Building our green economy

Our green economy can provide new opportunities for jobs, training and business in Tower Hamlets.



Introduction – Why do we need a waste strategy?

Tower Hamlets is growing

Tower Hamlets is a dynamic and vibrant place to live in, work, learn and play, with diverse and creative communities, award winning parks and a successful world class economy. With this growth in people, business and visitors we are producing more waste that needs to be reduced, reused or recycled.

Waste is increasing

Since we first introduced a waste management strategy in 2003, the way we think about waste has changed from a problem to be managed, to a source of valuable materials.

New laws require us to increase the quality and quantity of materials recycled, and there is growing interest in finding ways to avoid waste altogether by using resources again and again.

We need to think about reducing the amount of waste we produce, reusing more things rather than throwing them away, and how we can recycle as much as possible.

We are suffering from the impact

Some people are not taking responsibility for the waste they throw away. Dropping litter, fly-tipping, causing graffiti, fly-posting, and dog fouling all damage our environment, our neighbourhoods, and our economy.

We want an environment we can be proud of

We want a cleaner and greener borough that everyone is proud to live in, work in and loves to visit.

It's not going to be easy with the challenges we face

Delivering environmental improvements in a London borough is challenging. In Tower Hamlets these challenges are more complex because we have:

- **One of the highest population densities and fastest growing populations in the country.**
- **Increasing number of visitors and workers across the borough.**
- **Over 80 per cent of residential properties are flats.**
- **One of the fastest growing night time and weekend economies in London.**

We need to involve more people to solve the problem

We need more people to think about how we produce less waste, how we can reuse things rather than throw them away, and how we can recycle as much as possible.

We need everyone to take responsibility for reducing the impact of waste on our neighbourhoods and wider environment.

We need to be ambitious

This strategy sets our intentions for reducing waste over the next 12 years.

We have set ourselves challenging waste and recycling targets and plan to increase the household recycling rate from 26.4 per cent in 2017/18 to 35 per cent by 2022.

We also need to work with all local businesses to help them waste less and recycle more.

We want to help prevent waste and increase the reuse of products and materials.

We want to recycle and compost as much as possible. This will prevent valuable materials going to landfill or to energy from waste facilities and will help us reduce our costs.

It is an ambitious plan, but we believe it can be done.

We need to innovate to improve

The council needs to invest in new ways of managing waste, with increased costs at the same time that local authority budgets are being reduced. We will have to be more efficient, innovative and committed than ever, and the public will have to play its part.

We will take the opportunity to re-design and deliver innovative, cost effective, and customer focused waste management, recycling and cleansing services.

LOVE YOUR NEIGHBOURHOOD

TOWER HAMLETS

THE BIG CLEAN UP

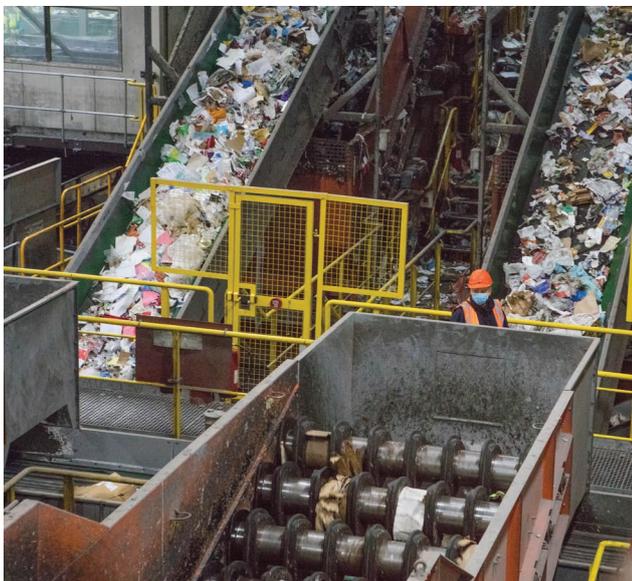
Nominate an area:
#TheBigCleanUp
@TowerHamletsNow

Our Waste Management Challenges

Waste management changes

The changing national and international situation regarding waste management and the uniqueness of Tower Hamlets presents two key waste management challenges:

- The legislation governing waste management in England has been driven by a common European Union framework. We don't know what the outcome of Brexit will mean for future laws on waste.
- Changing international markets for recyclable materials and limited access to regional recycling facilities may result in increased recycling costs



Annual household recycling has increased dramatically from 3.5% in 2003/04 to 26.4% in 2017/18

Collection of food and garden waste from street level properties implemented in 2008

Household waste has reduced by 4 per cent per person since 2009/10

Beginning in 2011/12, all residual waste has been diverted from going directly to landfill to energy recovery

We have successfully responded to the continual rise in annual total household waste following population growth

We collected and processed 113,059 tonnes of waste in 2017/18

Our residents are positive towards our recycling and refuse collections – resident satisfaction for refuse collection in 2018 was 72 per cent; recycling collection was 61 per cent

Tower Hamlets population and households keep growing

The projected increase in Tower Hamlets population² along with housing development pressure³, particularly in Blackwall, Cubitt Town and the Isle of Dogs, will add pressure to our waste and recycling collection services.

Tower Hamlets has an increasingly high population density with over 80 per cent of households living in flats and using shared waste and recycling bins. These properties typically produce half the amount of recycling that is achieved from houses with individual bins.

Lack of indoor storage space and infrastructure in flats can mean that residents in flats are unable to separate their waste in the home for recycling. This leads to high levels of recyclable waste being disposed of.

The borough has lots of residents renting property that don't live in the same place long enough to learn about local recycling opportunities and become good recyclers⁴.

Continuing cuts to council budgets means that all council services, including waste management services, are experiencing growing financial pressure.



Business is on the increase

In March 2017, there were around 16,800 local enterprises in Tower Hamlets. The number of businesses has grown by 55 per cent in the last five years (up from 10,900 enterprises in 2012). The vast majority of businesses in the borough are small businesses. 98 per cent of enterprises employ fewer than 50 people. In 2016, there were an estimated 278,000 jobs in Tower Hamlets, which is higher than the number of working age residents (225,300). In 2015, Tower Hamlets had 1.35 jobs for every working age resident, which was the sixth highest job density in London.



² The number of people living in Tower Hamlets is projected to increase from 317,200 in 2018 to 370,700 in 2028. This is 17% growth, almost twice as fast as London (10%) and is equivalent to 15 additional residents every day for the next decade.

³ The number of households in Tower Hamlets is projected to increase from 132,100 in 2018 to 160,100 in 2028.

⁴ 73% of total housing in Tower Hamlets is rented

Waste in Tower Hamlets

The total amount of waste collected in 2017/18 was 113,059 tonnes. The table below shows how this is broken down by waste type.

Waste Tonnages 2017/2018

Waste Type	Recycling	Food and Garden Waste	Textile reuse and recycling	Residual Waste	TOTALS
Houses, flats and schools	11,444	821	651	52,517	65,433
Bulky waste	1,215	-	-	1,197	2,412
Non household waste (including business waste)	3,694	271	-	29,833	33,798
Cleansing	3,388	-	-	2,413	5,801
Fly-tipped	1,529	-	-	1,542	3,071
Re-use and Recycling Centre	1,696	188	-	661	2,545
TOTALS	22,967	1,280	651	88,161	113,059

Where our waste and recycling goes after collection

Waste type	What happens to waste after collection?
Mixed dry recycling (paper, card, glass, plastic, cans)	Our mixed dry recycling is separated into different types of material at a materials recovery facility before being sent to be made into new products.
Food and garden waste	Our food and garden waste is taken to a composting facility where it is processed into a compost product
Residual waste (rubbish that is not recycled)	The residual waste we collect is taken to our waste transfer station at Northumberland Wharf, loaded in to containers, and transferred down river to an energy from waste facility at Belvedere in Bexley.
Other wastes	For other wastes we use various treatment methods depending on the nature of the waste collected

Managing waste in Tower Hamlets

Tower Hamlets will continue to face considerable development pressure throughout the life of the waste management strategy. The planning process, guided by the revised Tower Hamlets Local Plan⁵, will assist developers to give clear guidance on the amount of space and volume of storage needed for effective waste and recycling.

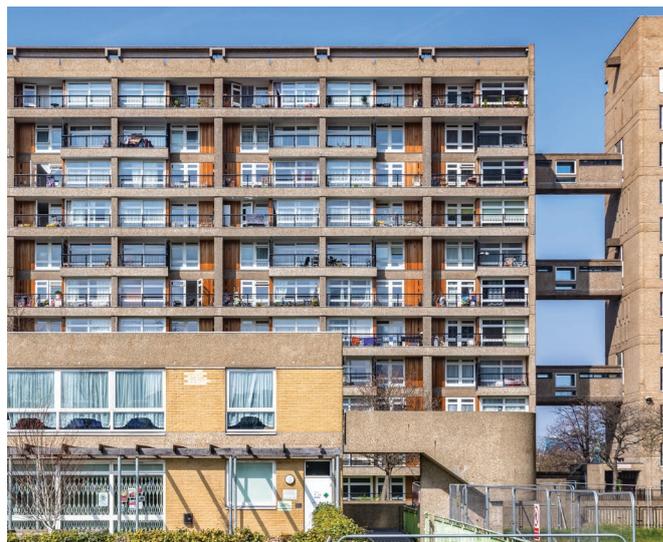
This gives priority to reducing the volume of storage for waste and increasing volume of space for recycling⁶.

New developments must include sufficient space to separate and store dry recyclables, organic waste and residual waste for collection within individual and multi-occupancy properties.

Guidance on the volume of waste and recycling storage needed for each new household is embedded within the Local Plan⁷. This guidance is in place to encourage residents to minimise unnecessary refuse production and encourage recycling.

National and regional waste policy

'Don't let our future go to waste' has been designed to conform to national and regional waste management aims, objectives and targets.



National waste management objectives are set by 'A Green Future: Our 25 Year Plan to Improve the Environment' (2018), which broadly seeks to:

- Ensure that resources are used more efficiently and kept in use for longer to minimise waste and reduce its environmental impacts by promoting reuse, remanufacturing and recycling.
- Work towards eliminating all avoidable⁸ waste by 2050 and all avoidable plastic waste by the end of 2042.
- Reduce pollution by tackling air pollution in our Clean Air Strategy and reduce the impact of chemicals⁹.

⁵ At the time of writing, the Tower Hamlets Local Plan is undergoing independent examination by government.

⁶ Tower Hamlets Local Plan 2031 - Policy D.MW3: Waste collection facilities in new development.

⁷ Tower Hamlets Local Plan 2031 (draft) – Appendix 4: Waste collection standards.

⁸ 'Avoidable' means that which is technically, environmentally and economically practicable to avoid.

⁹ 'A Green Future': Our 25 Year Plan to Improve the Environment (2018).

The Government's strategy, 'Our Waste, Our Resources: A strategy for England' (2018)¹⁰ provides clear longer-term policy direction in line with the 25 year environment plan. It aims to guide England's transition to a more circular economy by minimising waste, promoting resource efficiency, and minimising the damage caused to our natural environment by reducing and managing waste safely and tackling fly-tipping. The national strategy also provides a blueprint for invoking the polluter pays principle, eliminating avoidable plastic waste, doubling resource productivity, and eliminating avoidable waste of all kinds by 2050.

Waste management objectives and targets for London local authorities are set by the Mayor of London in the London Environment Strategy¹¹. The London Environment Strategy outlines a number of London-wide waste targets for the council to contribute to including:

- **50% local authority collected waste recycling target for 2025 and**
- **65% municipal waste recycling target for 2030.**



The London Environment Strategy outlines a minimum level of household recycling service expected from waste authorities, which requires the six main dry recycling materials to be collected from all properties¹²; separate weekly food waste collections (including from flats where practical and cost effective), and a focus on improving recycling performance from flats¹³. As part of our commitment to the aims and objectives of the London Environment Strategy, the council will develop a reduction and recycling plan (RRP) by March 2019. This plan will contain our local waste targets (including a local authority collected waste recycling rate and waste reduction target) and align them to those set in the London Environment Strategy. Once approved by the Mayor of London, the plan will be revised every four years.

Waste in our Local Plan

The new Tower Hamlets Local Plan 2031 sets out how the borough will grow and develop over the next 15 years. Chapter 10 of the Local Plan 2031 (currently under consideration by the Planning Inspectorate) sets out the council's approach to managing our waste and the London Plan apportionment requirements.

Policy S.MW1 identifies existing waste sites in Tower Hamlets (including existing waste sites within the London Legacy Development Corporation area that are within the borough boundary) and areas of search for new sites within Tower Hamlets. Policy S.MW2 sets out the council's approach to new and enhanced waste facilities and policy D.MW3 sets out the council's approach to waste collection facilities in new developments.

¹⁰ Our Waste, Our Resources: A strategy for England (2018).

¹¹ The London Environment Strategy, 2018

¹² The six main dry recycling materials are: glass, cans, paper, card, plastic bottles and mixed rigid plastics (tubs, pots and trays).

¹³ LES Policy: 7.2.1

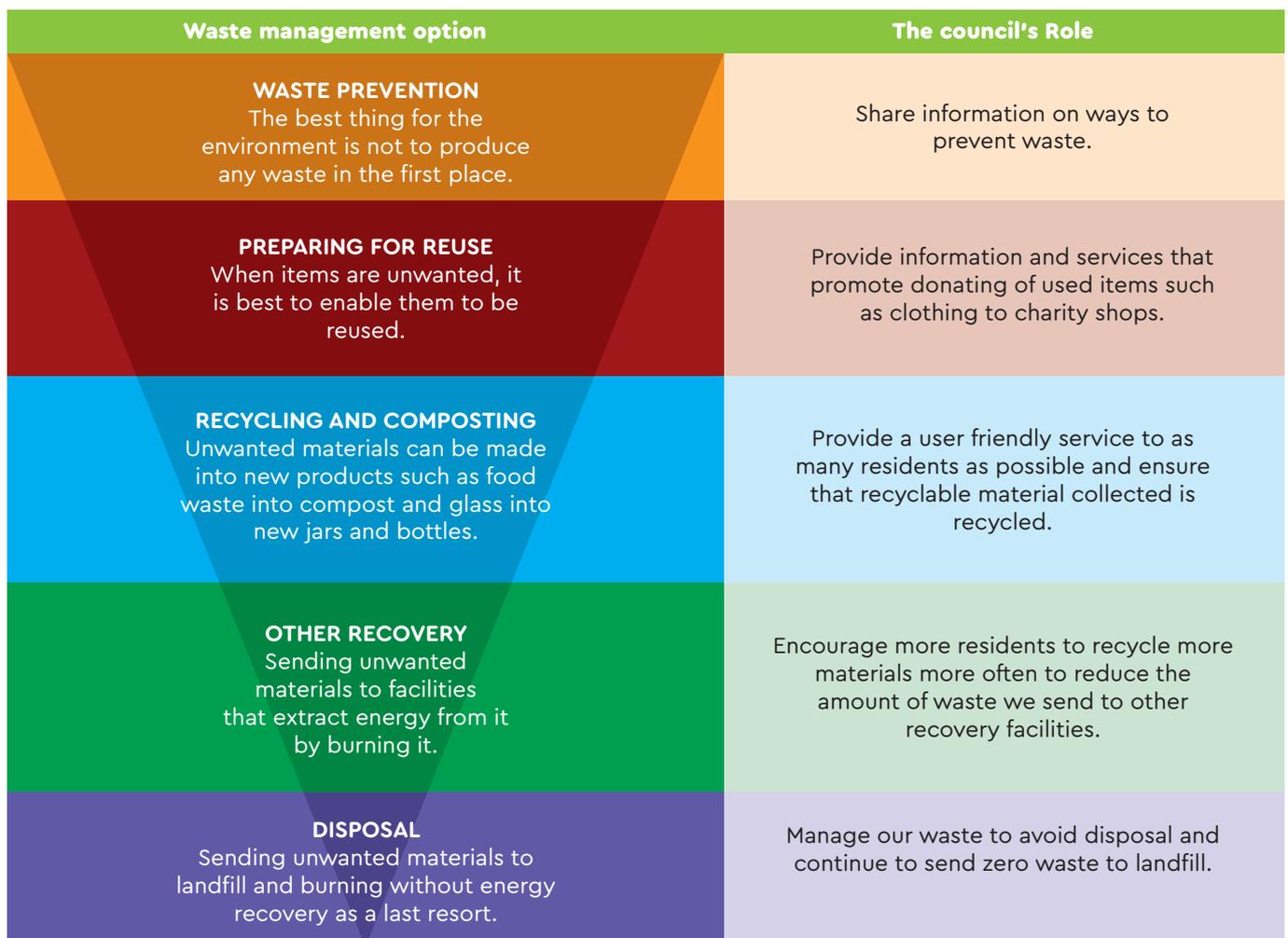
Drivers of change

Waste management legislation has changed a lot over the last 15 years in response to a number of key environmental challenges. New objectives and targets have been set at the national and regional levels for waste management. Two of the most important ideas that have emerged are the waste hierarchy model and the circular economy model.

The Waste Hierarchy

The best practice model we use to manage our waste is the waste hierarchy (illustrated

below). This sets out the preferred order of priority for managing waste in terms of what is best for the environment. The waste hierarchy places the greatest emphasis on preventing waste, then reuse, followed by recycling. Disposal to landfill or energy from waste from incineration are considered the least desirable. Moving waste up the hierarchy away from disposal towards prevention is considered the most important activity for managing waste.

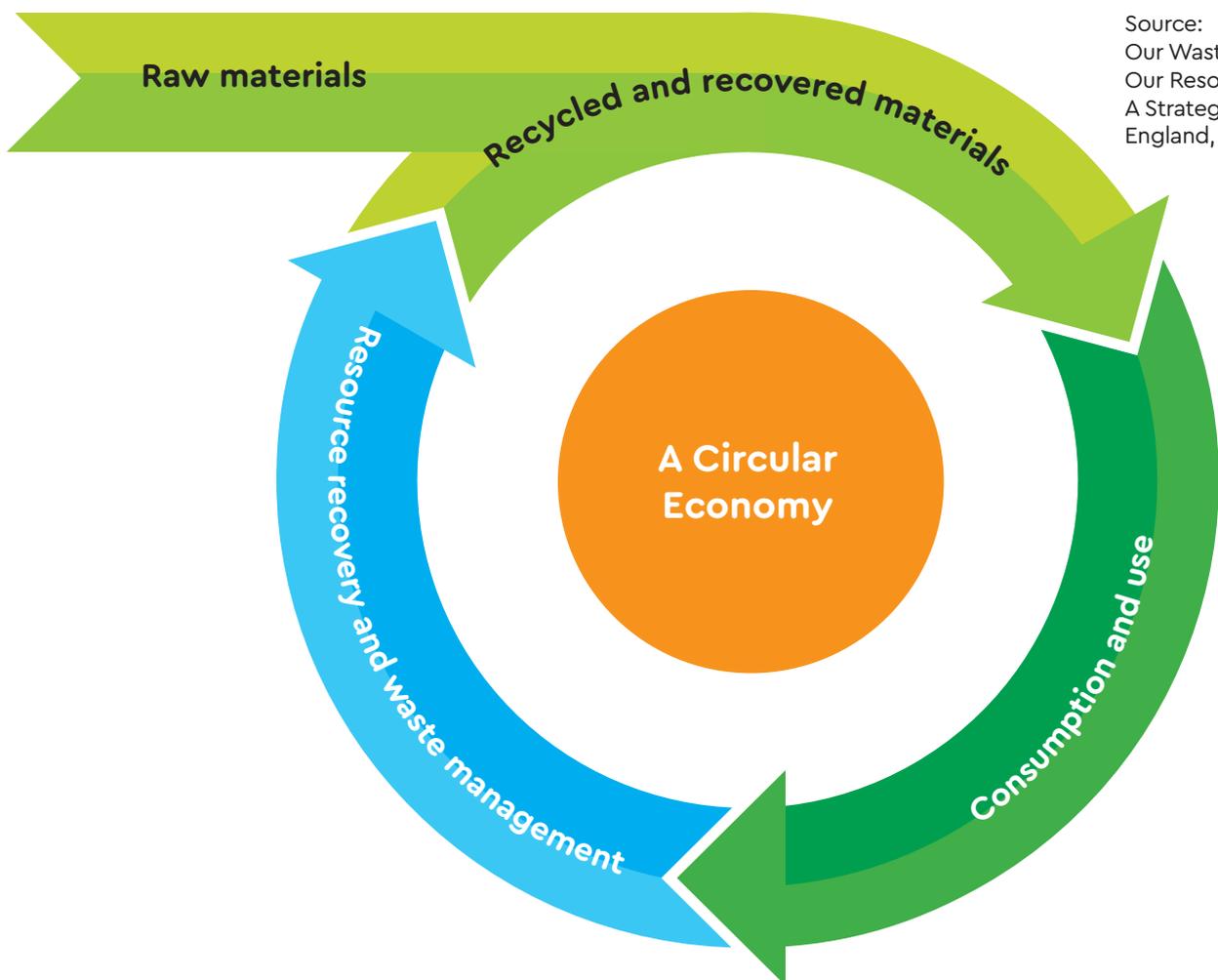


The circular economy

The circular economy model is based on the idea that we don't have an infinite supply of raw materials from which things can be made and that we should look to make new products from reused or recycled material.

Our current linear economy means that raw materials are extracted, products are manufactured, used by people and then thrown away. This produces too much

waste. This can't go on forever as raw materials will eventually run out. The need to become more sustainable means that we need to move to a more circular economic model where the value of products, materials and resources is kept alive in the economy for as long as possible¹⁴. Our role in this process is to help generate more material that can be made into new products through waste prevention, recycling and reuse in line with the waste hierarchy.



¹⁴ The European Union's Circular Economy Package (2015) aims to support the transition away from a linear to a circular economy.

Current services and how they are set to change

Collections from our residents

Collection services for residents living in houses or low rise properties

Now: We provide a weekly collection service for residents in houses (and houses converted to flats) of food and garden waste, dry recycling and other waste that can't be recycled, which we call residual waste. This covers approximately 20,000 households.

We provide biodegradable starch bin liners, a kitchen and collection caddy for the storage and collection of food waste and a green reusable bag for garden waste. Starch liners are delivered twice a year and made available for collection from Idea Stores and libraries.

The dry recycling service collects the following materials: card, paper, glass bottles and jars, food and drinks cans, food and drinks cartons, plastic bottles and plastic pots, tubs and trays.

Clear sacks are used for the collection of this dry recycling and these are delivered to houses twice a year and made available for collection from Idea Stores and libraries. Residents in suitable properties and with space can order a purple wheeled bin for the storage and collection of dry recycling.

Residual waste is collected predominately

from black sacks which residents have to buy themselves. However, some households have purchased their own wheeled bins, which we empty each week.

The food waste collection service has a low take up with only 17 per cent of households able to participate in the scheme using it. Support for the dry recycling collection service is high though with 62 per cent of households using the scheme.

Over 50 per cent of what people put in black sacks is food, garden waste and other recycling that could be recovered through our dedicated recycling services.

Our plans: We want to move waste up the waste hierarchy by encouraging reuse, maximising the amount of recycling collected and reducing the amount of waste collected overall.

We will review our weekly waste collection service from houses and consider options for restricting the amount of residual black sack waste collected each week from houses.



We will provide consistent and standardised waste and recycling capacity across all households, with a focus on creating more space for recycling and less space for any black sack waste that cannot be recycled. We will actively promote the recycling service and make sure people understand when to put bags out for collection.

Collection services for residents living in flats

Now: More than 80 per cent of households in Tower Hamlets are flats. This means it is important that we help residents in flats recycle as much as possible.

Residents in flats have their residual waste and dry recycling collected from large shared bins. Access to the residual waste bins is direct or through chute systems.

Recycling containers are located, where possible, in bin store areas with residual waste containers. However, in many older blocks of flats recycling was not considered in the design of the block. They do not have space in existing bin store areas to cater for recycling, or they have residual waste chute systems and rooms, so recycling containers are located outside bin rooms or in a convenient location on the estate.

There are a number of estates which have underground systems for residual waste and dry recycling. Some smaller blocks have a kerbside collection and are requested to leave their dry recycling in the single use sacks outside the main entrance each week.

To help residents recycle, clear recycling sacks are made available for all at the Idea Stores and libraries across Tower Hamlets.

Our plans: We will work with housing associations and private landlords to improve management of waste on estates

and for blocks of flats. We will:

- Provide support in promoting and encouraging resident participation in the recycling services.
- Provide guidance on roles and responsibilities to ensure all properties have suitable designated areas for waste and recycling bins that are accessible to their tenants and to ensure their tenants know how to use the facilities correctly.
- Help to improve access to bins on collection day.
- Consider the responsibility for dealing with contaminated communal recycling bins. Making it clear what not to put in recycling bins and how putting black sack waste in these bins prevents us from recycling.

To encourage recycling, we will be working to make sure that residents have easy access to enough recycling bins where they live. We will be reviewing bin numbers and frequency of collections to provide standardised waste and recycling capacity across all households. Where too much waste is being produced, with little or poor quality recycling, we will look to charge landlords and homeowners where necessary.

We started an estate waste improvement project in 2018 to progress a range of infrastructure improvements and schemes in purpose built blocks to increase levels of recycling and better general management of waste on estates. This project will span two years and work closely with housing providers and engage with residents to ensure blocks of flats have sufficient and easy to use waste and recycling facilities.

The food waste recycling service will be expanded to blocks of flats where practical and cost effective.

Collection services for flats above shops

Now: Flats above shops are provided with a kerbside collection of both residual waste and dry recycling, weekly or daily depending on their location. All main routes have time-banded collections with the recycling collected at least once a day.

Sacks for the storage and collection of dry recycling are delivered to flats above shops twice a year.

Our plans: We will consider providing flats above shops with specific residual waste sacks so that residential waste can be identified from fly-tipped business waste.

Other services

Now: We have one reuse and recycling centre located at Yabsley Street on the Isle of Dogs for residents to bring in a wide range of materials for recycling.

We provide compost bins and wormeries at discounted prices to enable and encourage home composting.

There are small recycling centres and textile banks located throughout the borough and small waste electrical and electronic equipment (WEEE) bins in the libraries. However, the need for the recycling centres has decreased as the recycling service to flats and flats above shops has been improved and we envisage the need to decrease further.

We also run other events and schemes to encourage waste minimisation, reuse and recycling, for example Swap Days, Love Food Hate Waste events, information stalls in the Idea Stores.

Our plans: We want to provide more residents with access to opportunities for recycling a range of materials, such as textiles and WEEE. We will review how this can be achieved through collections directly from households or through other outlets such as council and housing offices and using local reuse networks and charities.

We will support community composting for estates and blocks of flats to enable residents to compost food waste.



Collection services for schools

Now: All schools are provided with a free collection of co-mingled dry recycling and food waste. The schools are provided with recycling wheeled and bulk bins, food waste wheeled bins, caddies and caddy liners.

We provide schools with a paid for collection of residual waste. This service is discounted and the schools pay for the collection costs only, not disposal costs.

Our plans: We will support schools to encourage the use of all recycling services and ensure that the recycling is free from contamination.

Collection services for businesses

Now: The council offers a commercial residual waste and dry recycling collection service to businesses within Tower Hamlets. The recycling is collected at a lower cost (than residual waste) to act as an incentive to recycle.

In 2017/18 over 28,082 tonnes of residual waste was collected by the council from local businesses but only 973 tonnes of dry recycling.

Our plans: We will develop an improved commercial waste offer that meets the needs of businesses and supports increased commercial recycling and reduction of illegal dumping. We will promote the dry recycling collection service and look in to the feasibility of offering a food waste collection.



The council is legally responsible for cleaning and maintaining the streets, parks, gardens and other public places in Tower Hamlets and we aim to keep the environment attractive for our residents, businesses and visitors.

We will continue to run our Love Your Neighbourhood 'Big Clean Up' events and encourage and support local community groups and other volunteers to get involved in helping to keep the borough clean and tidy.

Now: The 2018 annual residents' survey highlighted a need for improvement with just over a quarter (26 per cent) of residents feeling that rubbish and litter was one of the top concerns in their area.

As a result of this, we are delivering a programme of environmental cleanliness improvements, with key actions targeting litter, rubbish, graffiti, fly-posting and fly-tipping.



Cleansing services

The majority of our residents, businesses and visitors take responsibility for the waste and litter they produce and use the services we provide. Unfortunately, there is a small minority of people that do not, their actions result in litter, fly-tipping, and dog mess on our streets and in our parks as well as graffiti and fly-posting. All of this damages the environment that we all live and work in.



Our plans

Tackling graffiti

We are working to bring in a new graffiti and street art policy, as well as increasing resources to tackle unwanted graffiti.

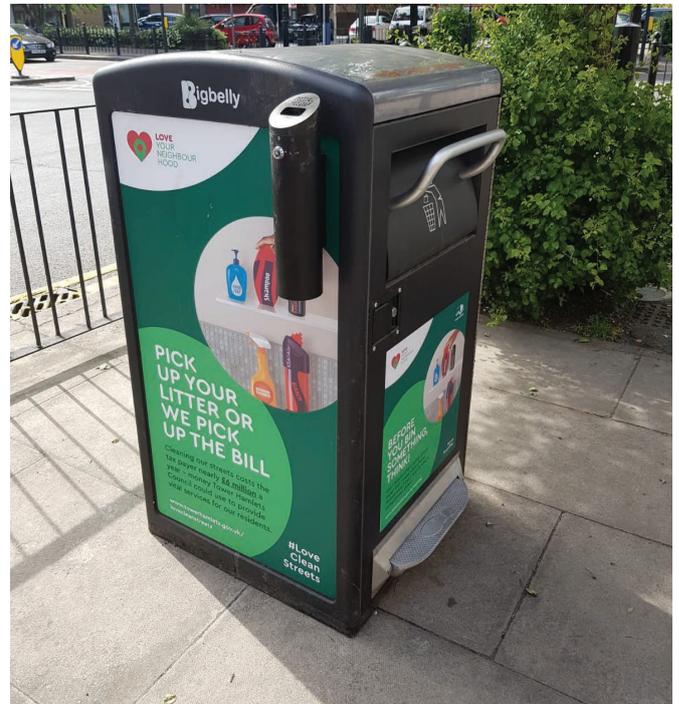


Tougher cleansing standards

We are looking at tougher standards for cleaning, including working with social and private landlords to improve the cleanliness of the borough's estates.

Managing the night time and weekend economy

We will deliver more effective waste, recycling and cleansing services in all areas that benefit from the night time and weekend economy, with additional funding support from the late night levy.



Litter bins and recycling

In addition to over 1000 litter bins across the borough, we will continue to roll out 'Smart Bins' that compact litter, need less frequent emptying and send out an alert when full. We will also look at introducing recycling litter bins in key locations.

Special events

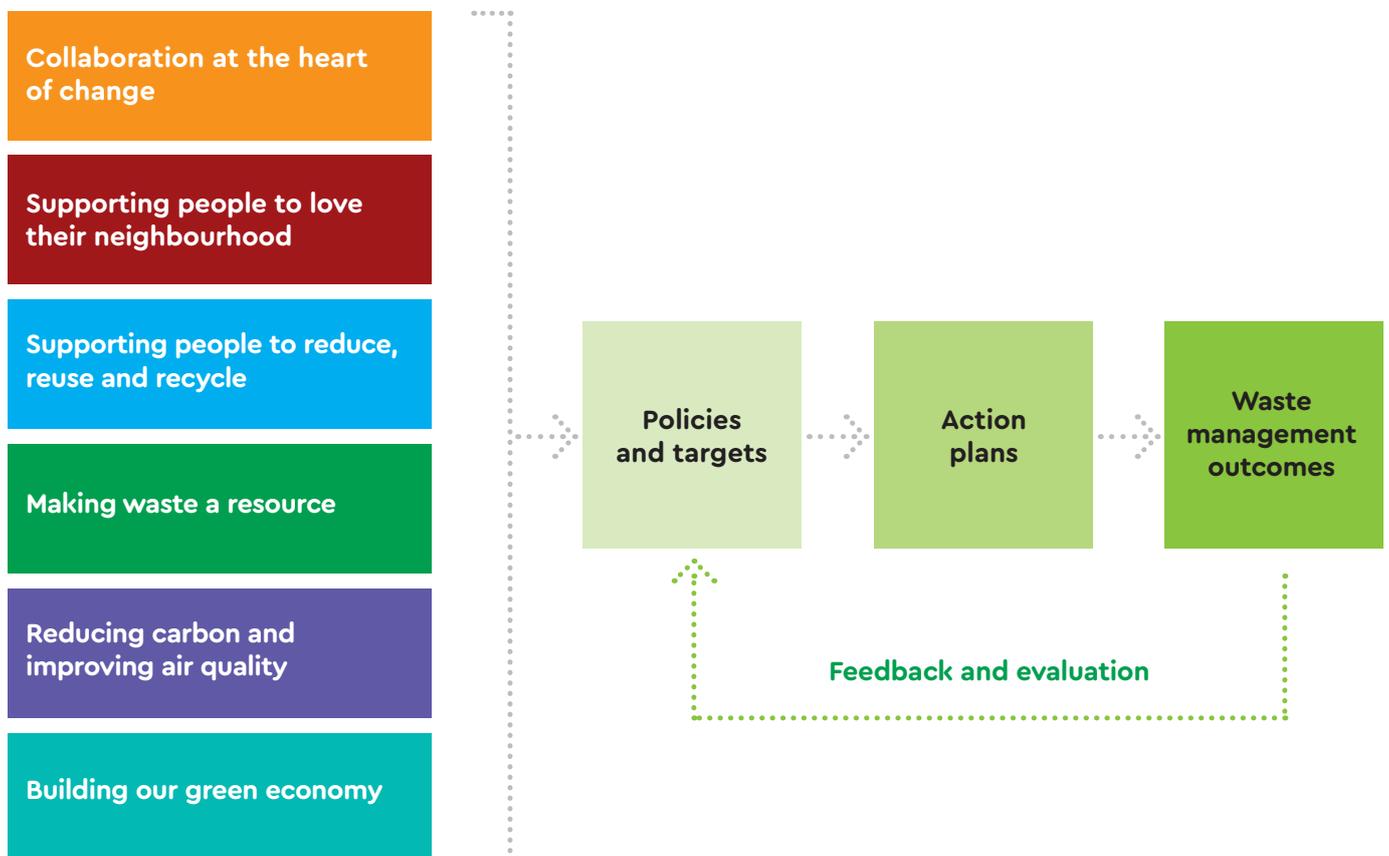
We will continue to clean up and manage waste from special events, with increased recovery of clean-up costs from organisers.

Delivering on our priorities for environmental improvement

Our delivery framework

The six key priorities framing the waste management strategy are intended to guide a series of policies and targets to help us achieve better services for residents, leading to a cleaner, greener Tower Hamlets. These priorities are set to remain relevant until 2030 and will be reviewed every four years alongside our reduction and recycling plan. This will allow any key legislative or policy changes to be incorporated into the strategy if necessary.

Policies will be implemented through related action plans which will help us achieve our waste management outcomes. Feedback systems for monitoring, evaluation and review will be put in place to make sure the strategy delivers its intended outcomes and remains relevant in the context of new developments, innovations, changing circumstances, and equalities considerations.



Monitoring, review, and risk management

It will be necessary to continuously review, monitor and evaluate the action plans to provide a robust monitoring, review and evaluation framework. We intend to periodically review our services with the support of Resource London to help us identify positive changes to improve overall performance, particularly in recycling and waste reduction.

Strategy Monitoring and Review	Monitor	Review
Waste management strategy 2018-2030	n/a	Every four years (or as necessary)
Reduction and Recycling Plan	Annually	Every four years
Operational Action Plan	Quarterly	Annually

Timeline

Mobilisation of in-house waste and cleansing services including strategy action plans



Priority 1 – Collaboration at the heart of change

Objective

To engage and work with our residents, partners and other stakeholders towards improving environmental outcomes from waste management activities by:

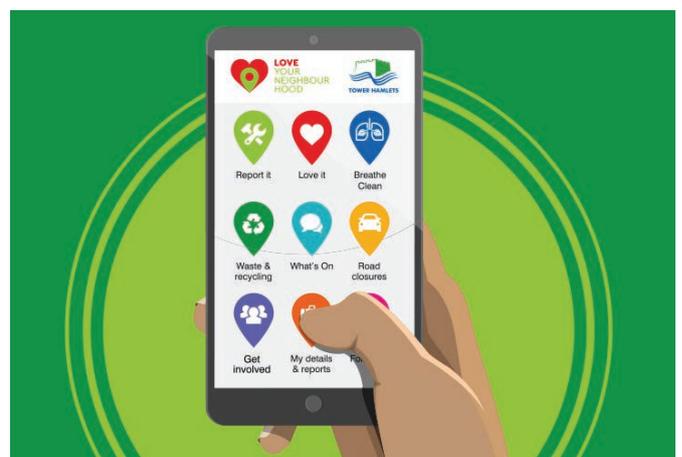
- **Demonstrating leadership to influence others through the way we manage our own waste.**
- **Listening to the community through consultation and engagement.**
- **Improving co-operation with stakeholders and strengthening partnerships.**
- **Supporting education services to promote waste awareness through active learning.**
- **Working more collaboratively with the voluntary and third sector.**

We know that in order for us to enhance our waste services and increase sustainability we have to lead by example, demonstrating the changes we are asking others to make. We have to balance our leadership and influencing roles as the local authority with engagement and collaborative working to achieve the best possible outcomes for all residents, and other stakeholders.

- Co-operating with housing associations and landlords at the Tower Hamlets Housing Forum¹⁶ and public realm sub-group¹⁷.
- Monitoring residents' satisfaction with our waste, recycling and cleansing services through our annual residents' survey¹⁸.

What we're already doing

- Recycling our own waste.
- Improving information, and reporting issues on our website and Love Your Neighbourhood App.
- Working with schools on the importance of recycling and how they can best manage their waste. Providing schools with a free dry recycling and food waste collection service.



¹⁶ The Tower Hamlets housing forum is a partnership between housing associations (registered providers) and the council.

¹⁷ The public realm sub-group works with the council, the London Fire Brigade and other strategic partners to deliver ongoing enhancements to public realm areas on housing developments.

¹⁸ The Tower Hamlets resident's survey is an independent annual survey of residents which explores residents' views about the council, services, and the local area.

What we intend to do

Tower Hamlets residents, partners, businesses and other stakeholders demonstrated a willingness to work together to help improve waste and cleansing services in the borough moving forward. Following this commitment, we intend to:

- Gain a better understanding of the waste we produce as an organisation so that we can take action to achieve an overall reduction of waste generated and increase quantities that are reused and recycled.
- Encourage all staff to become waste and recycling ambassadors, supporting the aim of delivering an overall reduction in our waste and recovering more waste for reuse and recycling.
- Establish a network of resident champions to support the council in engaging with their local community and promoting services.
- Work to strengthen and leverage our community partnerships with landlords, the third sector, volunteers, and businesses.
- Aim to support and direct our stakeholders with clear messaging to achieve our waste minimisation, reuse and recycling ambitions, particularly as behaviour change is critical to the success of these activities.
- Pay particular focus on building partnerships with local housing associations and private landlords who are key stakeholders in resident engagement and can add value to communications campaigns to reduce waste and boost recycling.

- Continue to work with partners in schools, colleges and universities to deliver waste awareness and education programmes to drive improvements in waste minimisation and recycling.
- Facilitate a co-ordinated reuse network in partnership with the voluntary/third sector.
- Look to phase out the use of single use plastics from within our own buildings and encourage businesses to do likewise.
- Lobby government on the need to enhance measures to reduce packaging waste and work with residents (in their role as consumers) to influence retailers to undertake a change of packaging policy.

How do we know if it is working?

- Residents will recycle more.
- Residents will recycle more of the materials that are currently sent to disposal that haven't been recycled due to contamination.



Priority 2 – Supporting people to love their neighbourhood

Objective

We want more people to take responsibility for the waste they produce, to love their neighbourhood and help keep the borough clean and green by:

- Encouraging and enabling people to do the right thing with their waste.
- Ensuring people take responsibility for their waste so that it is managed more sustainably.
- Ensuring waste management activities contribute to maintaining a clean and safe environment.
- Improving the quality of our recycling.
- Taking corrective action against inappropriate behaviours.
- Taking a zero tolerance approach to littering and fly-tipping.

We want all people living, working, learning in and visiting Tower Hamlets to take pride in our local environment. Driving the necessary improvements to achieve this can't be done by the council alone. For everyone to do their part, we need to work together to ensure that residents and businesses have access to appropriate services and that everyone knows and understands how to manage their waste in the most appropriate and environmentally sustainable way.

What we're already doing

- Delivering visual improvements to public recycling centres.
- Supporting and promoting regional campaigns (e.g. Recycle for London, 'Love Food, Hate Waste', National Recycle Week).
- Delivering local campaigns to reduce general waste and boost recycling.
- Running 'Big Clean Up' events across Tower Hamlets to engage local residents and partners in maintaining a clean environment and creating a sense of pride for the area.
- Taking enforcement action to tackle environmental crimes where possible, particularly those related to commercial waste, litter and fly-tipping.
- Implementing a waste improvement project on estates to improve recycling facilities and encourage more recycling.



What we intend to do

Tower Hamlets residents agreed that waste and cleansing services, and recycling services in particular, need to get better. Improvements to collection consistency, storage capacity, clearer service guidance, and the council collecting a wider range of materials were considered positive steps moving forward. Following this we intend to:

- Use a combination of service design, education, partnership work, and enforcement where appropriate, to encourage changes in perception and action. Increased understanding and awareness of the environment, waste management, and roles and responsibilities are critical.
- Provide consistent and standardised waste and recycling capacity across all households. Ensure all households have the appropriate waste containers to enable residents to recycle more of their waste. Addressing multiple collections of residual waste from blocks of flats.
- Consider charging landlords and homeowners for over production of residual waste and or extra collections.
- To review our collection service for large items of furniture and bulky waste that won't fit in bins. We need to improve the collection and recycling of furniture, white goods and other large items from houses and flats.
- Improve presentation of waste on collection day, working with housing associations and landlords to ensure easy access to empty bins when necessary.
 - Support better management of waste on estates and improve the way waste and recycling is presented for collection.
 - Provide guidance on roles and responsibilities to ensure all properties have suitable designated areas for waste and recycling bins that are accessible to their tenants and to

- ensure their tenants know how to use the facilities correctly.
- Review options for dealing with contaminated communal recycling bins – consider options for the collection of contaminated recycling, such as charging for collection to incentivise proper use.
 - Encourage a more proactive approach to be taken towards reducing levels of contamination in communal recycling.
- Introduce a recycling incentive scheme to encourage increased recycling participation.
- Use our powers to enforce against people who deliberately fail to sort, store and present their waste correctly for collection.
- Improve our use of information and technology to identify problems, target hotspots and tackle problem areas.
- Take a new approach to tackling graffiti with the introduction of a new graffiti and street art policy and further investment in graffiti removal.

How do we know if it is working?

- Residents will recycle more.
- Residents will recycle more of the materials that are currently sent to disposal that haven't been recycled due to contamination.
- Satisfaction rate with recycling, refuse and street cleansing services will improve.
- Number of fixed penalty notices and warnings issued due to inappropriate behaviours will decrease.

Priority 3 – Supporting people to reduce, reuse and recycle

Objective

To help more people waste less, reuse more and recycle as much as possible:

- **Delivering initiatives to drive waste reduction towards zero waste growth (per head).**
- **Increasing reuse in Tower Hamlets through an expanded network of reuse opportunities.**
- **Continuously improving recycling performance, targeting increased capture of glass, cans, paper and cardboard, plastic bottles and mixed plastics, plus food waste.**
- **Providing more residents with access to food waste composting or food waste collections.**
- **Ensuring residual waste (the leftover waste after recycling and reuse) treatment maximises the value recovered from waste (resources and energy).**
- **Continuing to provide reliable and comprehensive collection services to all households.**

Our waste services need to change so that we can reduce the amount of waste we create in the first place and increase our reuse and recycling.

We want to make sure that our services are designed and built around the needs of our customers so that they are fit for purpose, future-proof and have the lowest environmental impact. This means making every effort to reduce waste, reuse and recycle more things.



- Providing residents the opportunity to reuse household items through the reuse and recycling centre.
- Supporting home composting through the provision of compost bins and wormeries at discounted prices to residents.
- Enabling residents to recycle the six main recyclable materials through the weekly kerbside and communal collection schemes.
- Providing a separate weekly food waste collection from low-rise properties.
- Providing small waste electrical and electronic equipment (WEEE) recycling bins in Idea Stores.
- Offering a commercial waste dry recycling collection service.

What we're already doing

- Working towards zero waste direct to landfill.
- Extracting recycling from litter, street sweepings and fly-tipped waste.
- Supporting and promoting the national 'Love Food, Hate Waste' campaign.

What we intend to do

Tower Hamlets residents considered the provision of more and better ways to reuse and recycle, including sharing initiatives and a separate food waste collection to all properties, to be important steps towards increasing recycling. The majority said they would welcome such opportunities. Tower Hamlets businesses were keen to see improvements in our commercial waste offer by making it more price-competitive and flexible. Following this we intend to:

- Food waste recycling for flats – expand food waste recycling to blocks of flats where practicable and cost effective.
- Make dry recycling collections more available to all residents – ensure the service meets the separate collection requirements and achieves high quality recycling by collecting as a minimum paper, cardboard, plastic bottles, plastic pots, tubs and trays, steel and aluminium cans and glass bottles and jars.
- Bulky waste service – review the current service and charging policies and explore options to capture as much material as possible for reuse and recycling.
- Support expansion of community composting schemes to council, social and private estates and blocks that want them.
- Commercial waste service – the development of an improved commercial waste offer with increased commercial recycling and reduction of illegal dumping. Actively promote the dry recycling collection service to commercial premises and look into the feasibility of offering a food waste collection service to them.
- The delivery of cost effective waste, recycling and cleansing services in all areas that benefit from the night time and weekend economy.
- Provide clear guidance to developers of new properties.

- Provide more residents with opportunities for recycling or composting unavoidable food waste.
- Continue to roll out 'Smart Bins' across the Borough and incorporate recycling into street bins.
- Provide more residents with access to opportunities for recycling a range of materials, such as textiles and WEEE.
- Create opportunities that enable residents to donate and access reusable items.
- Support the use of reusable nappies.

How do we know if it is working?

- Residual waste per household will decrease.
- A reuse network will be expanded and more residents will use the network.
- Residents will recycle more.
- Residents will recycle more of the materials that are currently sent to disposal that haven't been recycled due to contamination.
- Food recycling will be rolled out across the borough where feasible.
- Residents are satisfied with the council's refuse collection.



Priority 4 – Making waste a resource

Objective

To recover value from waste, so products at the end of their life are recycled, reused or refurbished into new products in a continuous cycle or circular economy:

- **Seeking ways to encourage design for recycling.**
- **Looking to reduce reliance on single use items.**
- **Helping to develop a local sharing economy.**
- **Supporting increased reuse schemes.**

We know that waste is the new resource. To recover value from waste and for new products to be made from recycled materials requires a new approach. The European Union circular economy package (2015) aims to support the transition away from a linear to a circular economy so that the value of products, materials, and resources can be 'kept alive' for as long as possible. Proposed actions will contribute to "closing the loop" of product lifecycles through greater recycling and reuse, and bring benefits for both the environment and the economy. The transition to a circular economy locally represents an essential contribution towards aims and efforts to develop a sustainable, low carbon, resource efficient, and competitive regional, national, and global economy. The London Environmental Strategy (2018) supports circular economy business models in five main areas:

- 1. Products as a service.**
- 2. Sharing economy.**
- 3. Prolonging product life.**
- 4. Renewable inputs.**
- 5. Recovering value at end of life .**



What we're already doing

- Strategic lobbying and looking for ways to 'close the loop' on materials use through forums such as the Local Government Association (LGA), Local Authority Recycling Advisory Committee (LARAC) and the National Association of Waste Disposal Officers (NAWDO).
- Delivering repair and reuse events in partnership with third sector organisations.
- Delivering local 'swap' events.



What we intend to do

- Seek to support national and regional efforts through increased reuse activities, encouraging the use of recycled goods, composting and food waste recovery with continued generation of energy from residual waste.
- Support extended producer responsibility and the implementation of 'take back' schemes.
- Lobby and encourage producers of products to extend product life and to design for recycling.
- Seek opportunities to develop and support a local sharing economy.



How do we know if it is working?

- Residual waste per household will decrease.
- A reuse network will be expanded and more residents will use the network.
- Residents will recycle more.
- More food waste will be collected and diverted to composting facilities.

Priority 5 - Reducing carbon and improving air quality

Objective

To contribute to better air quality in Tower Hamlets and London by adhering to the Tower Hamlets Air Quality Action Plan 2017-2022 and reducing net carbon emissions from waste management activities by:

- **Reducing vehicle movements and distances travelled through route optimisation.**
- **Utilising cleaner fuel technology.**
- **Reducing the overall carbon footprint of our waste management activities.**

We know that poor air quality has a negative impact on the health and wellbeing of the people in Tower Hamlets, and that by reducing the output of pollution through improved use of technology and smarter waste management, we can contribute to a cleaner borough.



There is overwhelming scientific consensus that human activity is causing global climate change, predominantly due to the burning of fossil fuels.

Carbon dioxide (CO₂) is by far the most common greenhouse gas generated by human activity in terms of quantity released and total impact on global warming.

The London Mayor's vision for London is that it is to become a zero carbon city by 2050 with:

- **All new cars and vans (less than 3.5 tonnes) being zero emission capable from 2025.**
- **All heavy vehicles (greater than 3.5 tonnes) being fossil fuel-free from 2030.**
- **Zero emission fleets by 2050.**

Air pollution is associated with a number of adverse health impacts and particularly affects children and older people, and those with heart and lung conditions.

Children in Tower Hamlets have up to 10 per cent less lung capacity than the national average because of air pollution.

What we're already doing

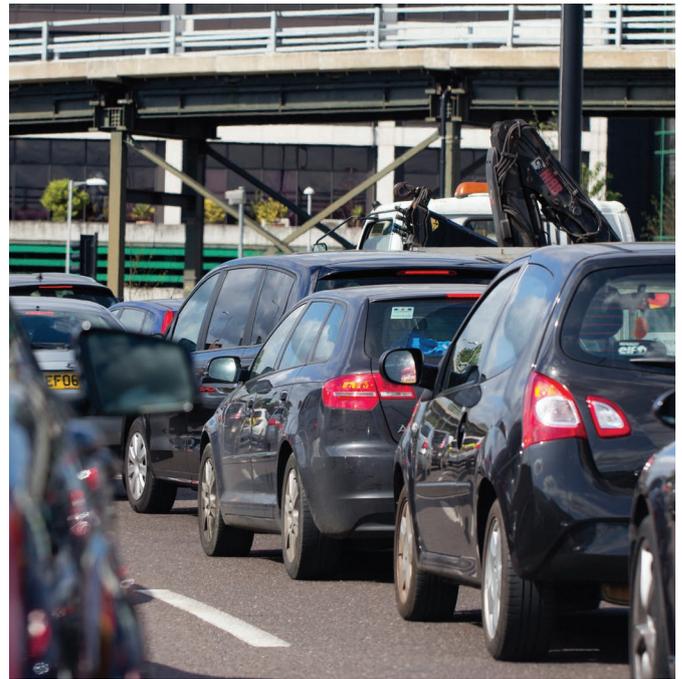
- Increasing recycling of high-carbon materials such as paper and textiles.

What we intend to do

- Support the delivery of Tower Hamlets Air Quality Action Plan.
- Through the re-commissioning of services, ensure all vehicles used for the delivery of waste management services are as low emission as possible moving forward, including the consideration of electric vehicles.
- Utilise round optimisation solutions to reduce vehicle mileage for waste collections.
- Seek ways to increase the procurement of products containing recyclable content as a means of reducing the carbon footprint of the products we use.
- Seek to ensure that municipal¹⁹ waste is managed within the London region wherever appropriate facilities exist to mitigate the impacts of climate change from the transportation of our waste.
- Work towards the achievement of the Mayor of London's Emissions Performance Standard (EPS)²⁰ and require our service providers to meet, or have plans in place to meet, the Mayor's Carbon Intensity Floor (CIF)²¹ targets.
- Meet the Ultra-Low Emission Zone (ULEZ) vehicle exhaust standards for waste fleets according to the London Environment Strategy²².

How do we know if it is working?

- The number of waste management vehicles replaced with low or zero emissions vehicles.
- The carbon footprint resulting from the council's waste management activities will decrease.



¹⁹ Municipal waste is household or business waste consisting of everyday items

²⁰ LES, Policy 7.3.2.a

²¹ LES, Policy 7.3.2.b

²² LES Policy 7.3.1

Priority 6 – Building our green economy

Objective

To provide economic, social and environmental benefits to the community through our waste management activities:

- **Increasing access to jobs for local people in the delivery of the council waste service.**
- **Providing apprenticeship opportunities for local people.**
- **Providing work experience opportunities for local people.**
- **Supporting local businesses.**

We want to ensure that our waste management service and activities add social value to our communities, delivering benefits to residents and local businesses from job creation, work experience and apprenticeships and increasing volunteering activities and support for local schools and organisations.



What we're already doing

Securing community benefits through purchasing and procurement by requiring contractors to:

- Engage local business wherever possible.
- Seek to employ locally as a first option.
- Provide local work experience opportunities.
- Offer paid apprenticeships or volunteering opportunities.
- Support and attend job fairs.
- Apply corporate social responsibility work locally (i.e. working with local schools).

What we intend to do

- Incorporate the council's social value framework into any contracts for the delivery of waste services.
- Encourage our service delivery agents to look locally for their supply chain needs and provide opportunities for networking.
- Foster working relationships between our service delivery agents and local educational establishments.
- Support the voluntary sector.
- Signpost our service delivery agents to local community groups and volunteering activities.
- Ensure that the procurement of goods, works or services are undertaken in line with the Mayor of London's Responsible Procurement Policy²³ which aims to:
 - Enhance social value;
 - Encourage and embed equality, diversity;
 - Embed fair employment practices;
 - Enable skills, training and employment opportunities;
 - Promote ethical sourcing practices, and improve environmental sustainability.

How do we know if it is working?

- More local residents will take part to deliver the council's waste management services.
- More local residents will take up apprenticeship opportunities to deliver the council's waste management services.
- More local residents will take up work experience opportunities to deliver the council's waste management services.



Tower Hamlets is a clean and green place that people are proud of and love to live, work, study and stay in

Collaboration at the heart of change

Residents will recycle more.
Residents will recycle more correctly and recycled materials that are sent to disposal due to a high portion of contamination will decrease.

Supporting people to love their neighbourhood

Residents will recycle more.
Residents will recycle more correctly and recycled materials that are sent to disposal due to a high portion of contamination will decrease.
Satisfaction rate with recycling services will improve.
Residents will be satisfied with the council's refuse collection.
Residents will be satisfied with the council's street cleansing.
Number of Fixed Penalty Notices and Warnings issued due to inappropriate behaviours will decrease.

Supporting people to reduce, re-use and recycle

Residual waste per household will decrease.
A reuse network will be expanded and more residents will use the network.
Residents will recycle more.
Residents will recycle more correctly and recycled materials that are sent to disposal due to a high portion of contamination will decrease.
Food recycling will be rolled out across the borough where feasible.
Residents are satisfied with the council's refuse collection

Making waste a resource

Residual waste per household will decrease.
A reuse network will be expanded and more residents will use the network.
Residents will recycle more.
More food waste will be collected and diverted to composting facilities.

Reducing carbon and improving air quality

The number of waste management vehicles replaced with low or zero emissions vehicles
The carbon footprint resulting from the council's waste management activities will decrease.

Building our green economy

More local residents will take posts to deliver the council's waste management services.
More local residents will take apprenticeship opportunities to deliver the council's waste management services.
More local residents will take work experience opportunities to deliver the council's waste management services.



Circular economy



The waste hierarchy



Residents' satisfaction

Glossary

We have used a number of terms to describe our approach to waste management within our strategy which we have defined below.

Term	Meaning
Air quality	Air quality refers to the condition of the air we breathe. Good air quality is air that is clean, clear, and free from pollutants such as smoke and dust.
Bulky waste service	A collection service that helps residents who are unable to transport bulky items such as furniture, white goods, and mattresses to the reuse and recycling centre.
Carbon intensity	Carbon intensity is the amount of carbon (in terms of weight) emitted for every unit of energy used.
Circular economy	An economy where we keep resources in use for as long as possible, extract the maximum value from them while they are in use, then recover and create new products and materials when they are no longer used.
Cleansing services	The services that we provide to ensure a clean borough, such as cleansing of streets, parks and open spaces, street markets, and removal of fly-tipped waste, fly-posting, and graffiti.
Collection day	The planned day that waste and recycling is collected.
Collection services	A general term to refer to all of the services that we provide to collect waste and recycling.
Collections for flats	We provide communal residual waste and mixed recycling containers for flatted residents to share.
Collections for houses	We provide waste collections from houses including residual waste, mixed recycling, and food and garden waste, which are collected from the kerbside.
Co-mingled materials	A co-mingled collection scheme is one where more than one type of dry recyclable material is collected and processed at a Materials Recycling Facility.
Commercial waste	Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment, excluding industrial waste.
Composting	A biological process in which organic wastes, such as garden and kitchen waste, are converted into a material which can be used to enrich the nutrient content of the soil.
Contamination	Materials that are put into the mixed recycling, food waste or garden waste containers that cannot be processed through that service.
Disposal	Residual waste disposal is when waste is sent to a landfill site or energy from waste facility.
Emissions performance standard (EPS)	The EPS measures the greenhouse gasses (such as carbon dioxide) that are released from London's local authority waste management activities. It aims to achieve emissions savings by recovering materials that deliver the greatest carbon dioxide reductions.

Term	Meaning
Energy from waste facility	Residual waste is sent to a special facility where it is burned in order to generate electricity.
Fly-posting	To put up posters, such as advertising, in places where they are not allowed.
Fly-tipping	The unauthorised dumping of waste on a site that does not have a licence to accept waste (e.g. a road or pavement). Fly-tipping is illegal. People caught fly-tipping can be fined or prosecuted.
Food and garden waste	Waste that is biodegradable such as food scraps and cut grass. Also known as 'green waste'.
Graffiti	Writing or drawings scribbled, scratched, or sprayed illegally on a wall or other surface in a public place.
Hazardous waste	Wastes such as old chemicals and asbestos that cannot be safely managed through the normal waste collection service.
Household waste	Waste from household collections, street sweeping, bulky waste collections, hazardous and clinical household waste collections, litter collections, separate garden waste collections, waste from recycling centres for household waste and waste collected separately for recycling/composting schemes.
Household recycling rate	The percentage of household waste (as described above) that gets sorted and sent on to be made into new products.
Landfill	Land where waste is deposited and eventually buried, often as a method of filling in and reclaiming excavated pits.
Local authority collected waste (LACW)	All waste collected by the local authority.
Materials recovery facility (MRF)	A facility at which particular types of our co-mingled dry recyclables are extracted by the use of mechanical separation methods.
Municipal waste	Household waste or business waste that is similar in composition irrespective of who collects or disposes of it.
Recycle	Convert waste into material that can be made into something new. Material such as card, paper, glass bottles and jars, food and drinks cans, food and drinks cartons, plastic bottles and plastic pots, tubs and trays can all be recycled.
Recycling services	The services that we provide to help residents to recycle. This includes mixed recycling service for houses and flats, food and garden waste collections, and public recycling sites.
Residual waste service	Our residual waste service collects waste that is not separated out for recycling or composting, for example black bag waste.
Reuse	Items such as furniture, clothes, kitchen appliances can often be used a number of times, prolonging the life of the product.
Registered providers and managing agents	Organisations that own and/or manage social or private housing.

Term	Meaning
Sharing economy	An economic model where access to goods and services are shared, facilitated by a community based online platform.
Smart bin	A bin that uses technology such as sensors to monitor and report fill level.
Underground refuse system (URS)	This system involves a large steel container underground with above-ground inlets for residents to put bagged waste and recycling into.
Waste	Any materials thrown away, that we handle including residual waste, mixed recycling, food waste, garden waste and bulky waste.
Waste hierarchy	Our model and preferred order of priority for managing waste from most to least desirable. For example, waste prevention is most desirable while waste disposal is a last resort.
Waste management	The collection, transportation, disposal or recycling, and monitoring of waste.
Waste minimisation or reduction	A set of processes and practices used to reduce the amount of waste produced in the first place.
WEEE	Waste electrical and electronic equipment.
Zero waste economy	An economy where resources are fully valued – financially and environmentally and there is zero waste sent to landfill.

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<p>Cabinet</p> <p>27 February 2019</p>	 <p>TOWER HAMLETS</p>
<p>Report of: Tom McCourt, Strategic Director</p>	<p>Classification: Unrestricted</p>
<p>Local Implementation Plan 3 for Transport (LIP3)</p>	

Lead Member	Councillor David Edgar, Cabinet Member for Environment
Originating Officer(s)	Margaret Cooper, Head of Engineering
Wards affected	All wards
Key Decision?	Yes
Forward Plan Notice Published	24 December 2018
Reason for Key Decision	Financial
Strategic Plan Priority / Outcome	All Priorities and Outcomes relating to Transport and Highways

Executive Summary

The Council is required to develop its LIP3 (Local Implementation Plan) for Transport to demonstrate how it intends to deliver the Mayor for London’s Transport Strategy at the local level. An accompanying 3 year delivery plan is also required to demonstrate the detailed projects the Council intends to use its annual LIP allocation of approx. £2.2m to help to deliver these projects.

The Draft LIP is based on the Council’s Strategic Priorities, and seeks to align them with the Mayor for London’s transport strategy objectives.

The Consultation Draft LIP was approved by the Mayor in November to be issued for statutory consultation as required by LIP guidance. This report summarises the results of that consultation and modifications which will be made to accommodate TfL comments in particular in order to expedite final approval by TfL.

It also appraises Members of the approval of the £2.2m LIP allocation for 2019/20 approved by TfL and seeks approval to include in the Capital Programme.

Recommendations:

The Mayor in Cabinet is recommended to:

1. Note the content of the LIP3 document (referenced as linked report available through Modern.Gov)
2. Approve the document for submission for TfL approval.
3. Agree that the scheme funding allocations approved by TfL for 2019/20 in the Annual Spending Submission (as per Table 1 Appendix 16) are incorporated into the Capital Programme for 2019/20.
4. Approve the adoption of new capital estimates for these schemes in line with Financial Regulations in order that works can commence early in 2019/20 on the delivery programme.

1 REASONS FOR THE DECISIONS

- 1.1 It is a statutory requirement that the Council submits a Local Implementation Plan for Transport to TfL for approval and it must be in line with guidance provided by TfL to ensure that the Council shows how it is intending to deliver the Mayor for London's Transport Strategy at the local level.

2 ALTERNATIVE OPTIONS

- 2.1 None considered as failure to follow TfL guidance would result in non-approval and no funding allocation.

3 DETAILS OF THE REPORT

- 3.1 LIP 3 will be the Council's third Local Implementation Plan for Transport and Highways improvements. The layout and content follows the standard template required by TfL as provided in its Guidance document.
- 3.2 The document begins with a detailed breakdown of the state of the borough according to data on transport provided by TfL, and population and economic data provided by colleagues within the borough. This sets the scene and provides a justification for our actions which will also be useful to the Borough Transport strategy which will build on the LIP3 and Local Plan transport content to provide a more comprehensive borough-specific strategy.
- 3.3 The LIP3 must detail how the Council intends to contribute to delivering the Mayor for London's Transport Strategy (MTS) over the next 10 - 20 years and particularly his core transport objectives.
- 3.4 It must also include a more detailed 3 year delivery plan to explain how the Council intends to spend its LIP allocation each year to demonstrate that it is compatible with the MTS objectives: the value of this funding is approximately £2.2m per annum- a total calculated by formula. No changes have been

made by TfL to the indicative funding allocations provided a year ago despite cuts to their Business Plan funding.

- 3.5 Officers have sought to match the MTS objectives with Tower Hamlets' Strategic Priorities so as to ensure additional funding for their delivery. The projects link strongly with Air Quality and Health strategies in particular having engaged with colleagues from other departments as fully as possible.
- 3.6 The draft document has almost reached completion – the final stage is the addition of cross-referencing and some further scheme details as requested by TfL. These are listed in Appendix Two to this report and our proposed modifications are currently under discussion with TfL. At this time, no other comments have been received from the statutory consultation. *(Subject to any comments raised at MAB, the final LIP3 will be submitted for Cabinet approval on 27th February to meet the TfL deadline for submission).*
- 3.7 Alongside the formula-based allocations, there is a competitive process for securing funding for more major individual schemes : this funding stream is referred to as Liveable Neighbourhoods and the Council has submitted a bid for Bow Love Your Neighbourhood referred to in 4.4 below. The outcome is due in March.
- 3.8 It is not intended to issue this document for public consultation at this time due to the constraints imposed by the MTS and TfL guidance. It is suggested that the forthcoming public consultation on the Borough Transport Strategy would be a more helpful dialogue with local residents, and would reduce potential confusion and overload of consultation materials.
- 3.9 TfL have already advised on the annual LIP allocation for 2019/20. The allocation is as anticipated and no reductions have been made, despite the current financial constraints facing TfL. The schemes will then be incorporated into the Capital Programme with appropriate capital estimates being adopted to enable progress early in the new financial year.

4 THE 3 YEAR DELIVERY PLAN

- 4.1 The 3 Year Delivery Plan is attached as Appendix One and the core themes are summarised below. The Annual Spending Submission was slightly over the indicative allocation in order to give some flexibility in finalising total allocations – it has however been approved, subject to the approval of the LIP3 itself, at a total of £2.177 m. The 2019/20 proposed allocation has therefore been revised in the attached plan in line with this decision.
- 4.2 The key themes in the Delivery Plan are:
 - Love Your Neighbourhoods – Area-wide schemes to protect local residential neighbourhoods from through traffic and encourage more walking and cycling;
 - Vision Zero – measures to improve road safety at problem sites and borough-wide actions;
 - School Streets – to help deliver 50 School Streets over the next 3 years;

- Implementing the Cycle Strategy – with a focus on cycle parking, including a secure parking hub at Whitechapel Station as several routes are being designed with TfL and are eligible for alternative funds;
 - Improving Air Quality – Electric Vehicle Charge Point roll-out
 - Ben Johnson Road – continuing work to improve the streetscene and control traffic with new signals
 - Chrisp Street corridor – funding to complement section 106 obligations to traffic calm and green that corridor;
 - Tackling ASB driving – measures to prevent circuit racing and quick getaway routes for drug dealers;
 - Sustainable Drainage Schemes – supporting greening of the public realm with rain gardens and pocket parks to reduce run-off from hard landscapes areas.
 - Secure Motorcycle Parking to reduce theft;
 - Improving local accessibility – minor works to add more dropped kerbs and at-grade crossings;
 - Local Transport Funding – for further studies for instance, a Road Safety Plan and update of the Cycle Strategy;
 - Supporting Measures – this includes travel awareness activity, cycle training, and road safety education. This will be tied into the engagement of people in the Low Traffic Neighbourhoods to build ownership of the public realm and encourage travel behaviour change. These programmes can also address issues such as dementia through targeted road safety education for carers and elderly people, and will review potential for assisting in the suicide prevention strategy.
- 4.3 In addition, there will be potential to bid for emergency funding to complete the resurfacing of Hackney Road. We successfully secured funding for this project for 2018 and have completed the length from Cambridge Heath Road to Goldsmiths Row, but hope to be able to complete the length within the borough’s responsibility next year.
- 4.4 The borough has also taken the opportunity to bid for Liveable Neighbourhoods Funding of £ 2-3m for supplementing funding for the delivery of a Love Your Neighbourhood scheme in Bow. This is a competitive element of the LIP process, and although officer feedback has been positive, the final outcome will not be known until March.

5 EQUALITIES IMPLICATIONS

- 5.1 The proposals seek to protect vulnerable road users and improve air quality and accessibility for all residents. DfT and TfL Guideline standards will be applied for this purpose. An accompanying Equalities Impact Statement is being carried out in parallel according to TfL’s Guidance requirements.

6 OTHER STATUTORY IMPLICATIONS

- 6.1 This section of the report is used to highlight further specific statutory implications that are either not covered in the main body of the report or are

required to be highlighted to ensure decision makers give them proper consideration. Examples of other implications may be:

- Best Value Implications,
- Consultations,
- Environmental (including air quality),
- Risk Management,
- Crime Reduction,
- Safeguarding.

Environmental

- 6.2 The aim of the projects in the LIP is to support the Air Quality Management Plan, improve air quality and health encourage active travel to achieve a mode change. An accompanying Environment Impact Assessment is being carried out in parallel according to TfL's Guidance Requirements.

7 COMMENTS OF THE CHIEF FINANCE OFFICER

- 7.1 This report seeks the approval by the Mayor in Cabinet of the Council's third Transport Local Implementation Plan and to its submission to TfL.
- 7.2 Approval is also sought for the recently confirmed TFL LIP funding to be incorporated into the 2019-20 capital programme and the corresponding capital estimates adopted. The schemes in Appendix One of the report set out the priorities for the Council that were included within the December 2018 Annual Spending Submission to TfL on which the allocations were based.
- 7.3 The confirmed TFL allocation of £2.277 million is made up as follows:

Capital

Corridors and Neighbourhoods	1,727,000
Local Transport Funding	100,000

Revenue

Supporting Measures	450,000
---------------------	---------

The capital programme that was approved by the Mayor in Cabinet on 9th January 2019, for onward consideration at the full budget Council meeting on 20th February 2019, included a provisional capital budget of £2.435 million for TfL LIP funding. This, and the revenue budget, will be adjusted as necessary within the first quarter's budget monitoring report to reflect the confirmed funding levels above.

8 COMMENTS OF LEGAL SERVICES

- 8.1 By Section 141 of the Greater London Authority Act 1999("the Act") the Mayor shall develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London. In pursuance of this duty the Mayor is

required by section 142 to publish a Transport Strategy [the Mayors Transport Strategy (MTS)]

- 8.2 Under section 141(1) of the Act the Council is to have regard to the Transport Strategy in the exercise of its functions. Section 144(2) of the Act allows the Mayor to issue guidance as to the implementation of the Mayor Transport Strategy (MTS) to any London borough council. The Council is required to have regard to the guidance in exercising any function.
- 8.3 The functions relevant to the preparation of the LIP guidance were delegated to TfL by the Mayor. LIP3 guidance was thus issued by TfL.
- 8.4 The requirements for preparing a LIP are set out in section 145 of the Act and the guidance. In addition to containing the borough's proposals for the implementation of the MTS in its area, the LIP shall include a timetable for implementing the different proposals in the plan and the date by which all proposals will be implemented. When approving a LIP, the Mayor must ensure that it is consistent with the MTS, that the proposals that it contains are adequate and that the timetable for implementation and the deadline by which the proposals are to be implemented is adequate. If a LIP is produced which does not meet the statutory requirements, the Mayor may use his powers of direction in sections 147 and 150 of the Act and may even step in and produce the LIP himself.

Linked Reports, Appendices and Background Documents

Linked Report

Appendices

- Appendix 1 – Tower Hamlets Third Local Implementation Plan
- Appendix 2 - Summary of TfL comments on consultation

Background Documents – Local Authorities (Executive Arrangements)(Access to Information)(England) Regulations 2012

- TfL LIP Guidance - contact TfL

Officer contact details for documents:

Margaret Cooper x 6851

London Borough of Tower Hamlets Third Local Implementation Plan

February 2019

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Foreword

I believe Tower Hamlets is the greatest place to live in London. We are a vibrant and diverse borough with a rich history. This Local Implementation Plan sets out our vision for improving transport in Tower Hamlets by implementing the Mayor of London's Transport strategy at the local level.

I have an ambition to create a borough which is an active, attractive and vibrant place for people to live, work and visit. Residents want to be proud of their local area. That's why over the past three years we've made cleaning up the borough a priority, keeping our streets clear of litter and introducing schemes like my Neighbourhood Refresh programme working with residents to make our streets safer and greener. In this Local Implementation Plan we commit to continuing to tackle our poor air quality and making the borough more accessible for pedestrians and cyclists.

The Mayor for London's Transport Strategy aims for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. In Tower Hamlets, while 81 per cent of daily journeys made by residents are already done on foot, bicycle, or by public transport, we are not complacent about having already exceeded the Mayor's 2041 ambition for London. As a Council we wish to go further because the level of motor vehicles travelling through our borough is causing air pollution, injuries and poor health.

Car dominated streets limit the freedom of movement of people walking and cycling, and this has a detrimental impact on those who depend on walking and cycling to get about, particularly children. Too many roads and streets are polluted, congested and dangerous. This plan complements the work we are doing around our 'Breathe Clean' campaign trying to reduce emissions. Research by King's College found that children in Tower Hamlets had up to 10% less lung capacity than the national average because of air pollution. As Mayor, I'm committed to tackling this.

Our vision is for walking and cycling to play a central role in the borough's growth to relieve congestion on the roads, buses and train systems. This Local Implementation Plan, together with a range of local strategies which impact on transport, recognises that creating a cleaner and greener place to encourage more walking and cycling not only has an important role in improving the health and quality of life the borough's residents, it also brings with it economic benefits and helps to make the borough more attractive, liveable and safe.

Tower Hamlets supports the 'Healthy Streets' approach set out in the Mayor's Transport Strategy and we are committed to traffic reduction, liveable neighbourhoods, working towards Vision Zero and putting health and well-being at the heart of local transport plans and schemes.

John Biggs

Mayor of Tower Hamlets



Mayor John Biggs and Cllr Krysten Perry, London Borough of Tower Hamlets Cycling Champion

Executive summary

Tower Hamlet's Local Implementation Plan (LIP) is a statutory document prepared under the GLA Act that requires the Borough to detail its proposals for implementing the Mayor for London's Transport Strategy (MTS) within the borough. With each new MTS, new LIPs are required to be prepared, and this document forms the third LIP for the Borough to correspond with the new MTS, published in March 2018.

This document is structured in three chapters.

Chapter 1 outlines the introduction, local approval process, consultation process and the Council's statutory duties.

Chapter 2 reviews the borough's transport objectives. This includes background data on geography, demographics and transport in Tower Hamlets. It is followed by a detailed review of the nine MTS outcomes set by TfL, looking at the challenges and opportunities they present to Tower Hamlets. It considers relevant local strategies, plans and ambitions relating to transport. This section describes some of the solutions to transport the Council is implementing as its Borough Objectives along with aspirations for the future. It also explains the Council's transport approach with emphasis on how transport can contribute to equality, health and well-being.

Chapter 3 details how the London-wide targets set by TfL will be met in practical terms; what infrastructure will be built and when. It provides information on schemes and initiatives to promote walking, cycling and public transport. This section includes the 'TfL Business Plan', how schemes will be funded, the three-year Delivery Plan, and annual programme of work and a risk assessment.

This document is accompanied by the Strategic Environmental Assessment (SEA) and Equalities Impact Assessment (EqIA).

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CHAPTER ONE

INTRODUCTION

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1. Introduction and preparing a LIP

1.1 Introduction

The Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the GLA Act and sets out how the borough proposes to deliver the Mayor's Transport Strategy (MTS) in its area, as well as contributing to other local and sub-regional goals. It has been developed in accordance with the Revised Guidance for Borough Officers on Developing the Third Local Implementation Plan published by TfL in March 2018.

This document is the third LIP for the London Borough of Tower Hamlets. It covers the same period as the MTS (published in March 2018) and it also takes account of the transport elements of the draft London Plan, and other relevant Mayoral and local policies. The document sets out long terms goals and transport objectives for the London Borough of Tower Hamlets for the next 20 years, a three-year programme of investment starting in 2019/20, and includes delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes the borough are seeking to achieve. A more detailed delivery plan is provided for the financial year 2019/20 in line with the Annual Spending Submission allocation confirmed by TfL in December 2018.

This LIP identifies how the London Borough of Tower Hamlets will work towards achieving the MTS goals of:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

The Council notes that the overarching aim of the strategy is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% today, and there are different targets set for central, inner and outer London. The MTS target for Tower Hamlets is 89% of all trips to be made on foot, by cycle or using public transport by 2041 in the Borough, compared to the 81% observed in 2016/17. The LIP outlines how Tower Hamlets Council will set local priorities and targets in order to assist with achieving this aim.

This document also outlines how the Council will work with TfL to assist with delivering the outcomes, polices and proposals of the MTS at a local level.

1.2 Local approval process

The development of the draft LIP was based on the Council's strategic priorities, and core strategies and policies.

This Consultation Draft LIP was approved by the Mayor of Tower Hamlets in October to be issued for consultation as required by LIP guidance.

1.3 Statutory consultation

The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with the following organisations:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis;
- TfL;
- Such organisations representing disabled people as the boroughs consider appropriate;
- Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan; and
- Any other body or person required to be consulted by the direction of the Mayor.

The borough undertook a statutory consultation exercise between November and December 2018. A separate transport strategy will be issued for public consultation later in 2019 covering similar ground. We wish to avoid consultation fatigue on high-level transport strategy so have opted not to pursue any non-statutory consultation.

All direct consultees were written to, drawing attention to the consultation, which was made available via a website link.

The consultees were as follows:

Statutory consultee	Those consulted
TfL	TfL
Police	The Met Police Borough Commander, Ambulance and Fire Service
Disability groups	Local Voices and Accessible Transport Forum
Local authorities	City of London, Hackney, Newham, Greenwich, Lewisham, Southwark
Other consultees agreed by the Mayor of Tower Hamlets	
Transport & environment groups and operators	London Cycling Campaign, Tower Hamlets Wheelers, Tower Hamlets Living Streets

Business groups	London Legacy Development Corporation; Canary Wharf Management Group. Aldgate Partnership (Aldgate proposed BID area) Queen Mary University (Mile End and Whitechapel campus) Truman Brewery
Community groups	Friends of Meath Gardens Friends of Arnold Circus Oxford House (business and resident engagement in Bethnal Green town centres) Roman Road Trust (business and resident engagement for Roman road East and West town centres) Poplar Housing and Regeneration Community Association Limited (Chrisp Street)

We received replies from TfL, Tower Hamlets Wheelers and Leaside. Their responses were noted and addressed through correspondence.

1.4 Statutory duties

The Equality Duty's purpose is to help public bodies consider how different people will be affected by their activities and to ensure this forms part of their policy and decision-making processes. It applies to all public authorities named in Section 19 of the Equality Act, including government departments, health bodies, local authorities, transport authorities, schools and the police.

As part of the Equality Act 2010, a legal duty was placed on public bodies and others carrying out public functions to ensure that they consider the needs of all individuals in their day to day work – known as the Public Sector Equality Duty. It covers a number of protected characteristics, such as age, race and disability.

The Public Sector Equality Duty and The Equality Act require councils not to discriminate on the basis of age and ability. Therefore, the roads we live on, or use to get about, need to be usable for all ages and abilities.

We have taken account of these duties and the legal duties placed on local authorities through the Health and Social Care Act 2012 to promote public health through transport. The Tower Hamlets objectives and programme of schemes reflects our adherence to the principles of health and equality for all in public transport and highways design.

The borough has met its statutory duty and conducted a Strategic Environmental Assessment (SEA) and, as recommended, an Equality Impact Assessment (EqIA) on the proposals contained in its LIP. The SEA Environmental Report, including a non-technical summary, and a draft of the EqIA was available to statutory consultees during the consultation period.

The SEA underlines that the major issue in Tower Hamlets is air pollution, which is currently being linked with approximately 100 deaths a year in the borough. This is predominantly associated with pollutants arising from ground-based traffic movements and congestion. The difficulties for the local authority going forwards are that the pollution hot spots tend to be on routes maintained by TfL and on which the local authority can have little direct influence. As noted in the scoping report of the SEA, these air quality issues can only be addressed by the LIP3 if there is a coordinated approach, involving Tower Hamlets, regional bodies such as the Greater London Authority and TfL. These organisations need to work together with the Council to constrain motor traffic and enable more walking, cycling and public transport.

1.5 LIP approval

In November 2018, the Consultation Draft LIP was approved for statutory consultation by the Mayor of Tower Hamlets. It was then issued to TfL, neighbouring boroughs and other statutory consultees for comment in December 2018, with responses received in January 2019.

In January 2019, senior managers reviewed the plan and process, with Lead Members reviewing the consultation draft with the consultation responses on 30th January 2019. The final LIP will be submitted to Cabinet for approval on 27th February 2019.

The final LIP will be submitted to the Mayor of London in February 2019 subject to Cabinet approval.

CHAPTER TWO

LOCAL CONTEXT

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2. Local Context

2.1 Introduction

This chapter sets out the local policy context for the Council's third LIP. It covers the borough's detailed interpretation at a spatial level and the local policies and proposals which will help deliver the MTS. The chapter also considers the link between the LIP and other key frameworks against which the borough plans and delivers local services.

This LIP is informed by evidence and analysis of local needs and issues and it is shaped by the wider context of the MTS vision, the MTS Healthy Streets Approach and the MTS policies, proposals and outcomes.

The Healthy Streets Approach is about engineering physical activity back into the daily lives of residents and reducing the use of unhealthy types of transport, most notably the use of private motor vehicles. Travel by private motor vehicle (car, motor bike or van) is sedentary (so inactive and bad for health) but also causes harm to others through pollution (air and noise), road injuries and road deaths. Roads dominated by motor vehicles blight communities, have a negative impact on well-being and freedom of movement of others, particularly children and those accompanying children, older and disabled people and anyone walking or cycling. Ultimately, the Healthy Streets Approach is a health impact assessment for our roads and public spaces. At street level, the Healthy Street approach means investing in walking, cycling, public realm and public transport to provide roads which are safe, clean and appealing to all, regardless of age or ability.

Prioritising walking, cycling and public transport is also about increasing efficiency. Cities designed for people over cars, not only have higher levels of health and well-being, but also offer a more space efficient, reliable and sustainable transport. This is vital for a borough like Tower Hamlets which faces health issues, but also has a rapidly growing population and economy.

For more information on Healthy Street, please see:

<http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

2.2 Local context

i. Location

The London Borough of Tower Hamlets is an Inner London Borough located to the east of the City of London. It is bounded to the south by the River Thames, and bordered by the London Boroughs of Newham, Hackney and City of London north of the Thames. The Borough covers 19.77km² (1,978ha) land area, the eighth largest of the Inner London Boroughs.

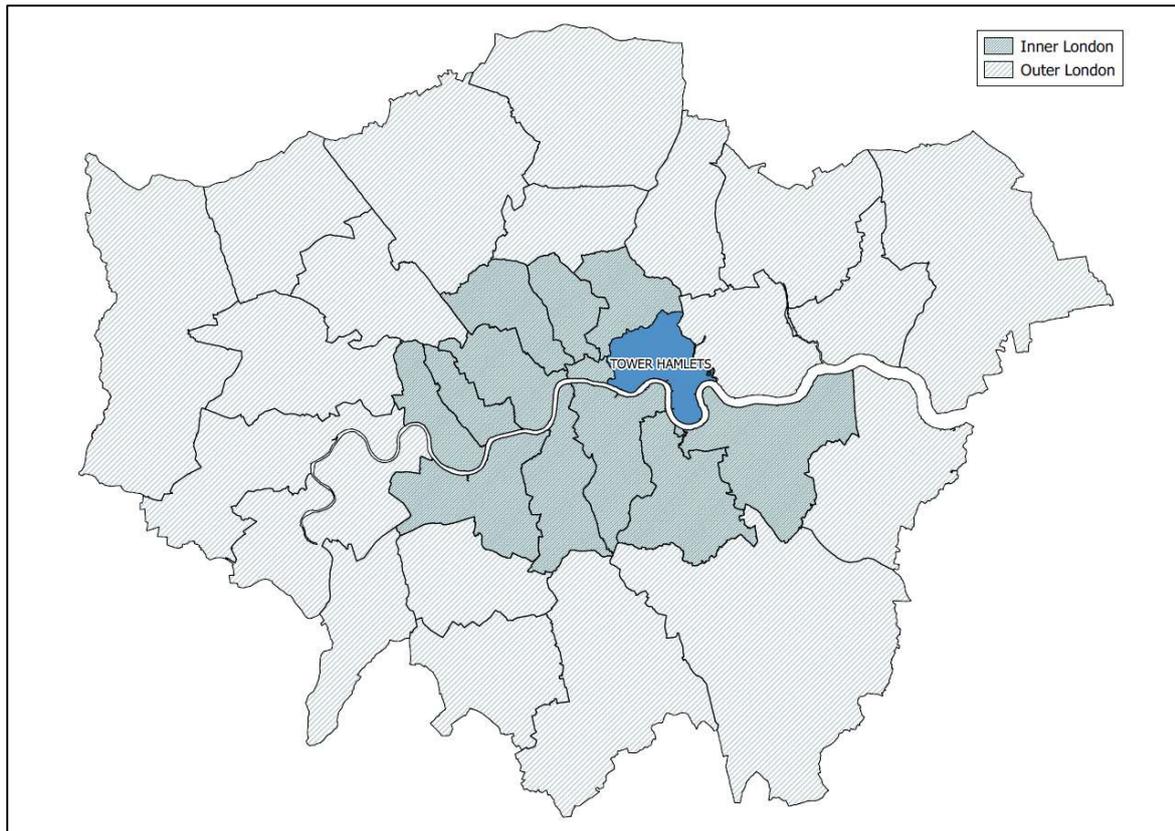


Figure 1: Tower Hamlets location

ii. Population Growth

Tower Hamlets has a resident population of 304,854 making it the fourth largest population of any of the Inner London Boroughs¹. The daytime population increases by about 60%, rising to 428,000. This is largely due to Canary Wharf which attracts a large working weekday population.

¹ Office for National Statistics (ONS), Mid-Year Population Estimates, 2016

185,744 people commute into Tower Hamlets from other local authorities while only 71,363 people commute out of Tower Hamlets to other local authorities resulting in a net change of an additional 114,381 people (Census data, 2011)².

Tower Hamlets has an average population density of 149 persons/ha, the third most densely populated borough in London and the second highest of the Inner London Boroughs.

The population has increased by 35.3% (79,603 people) over the past 10 years. The overall population increase for Inner London was 16.5% over the same timeframe. This places significant pressure on existing transport infrastructure. However, the population is predicted to increase to 365,000 by 2026, making it the fastest growing population in the UK (see Figure 2).

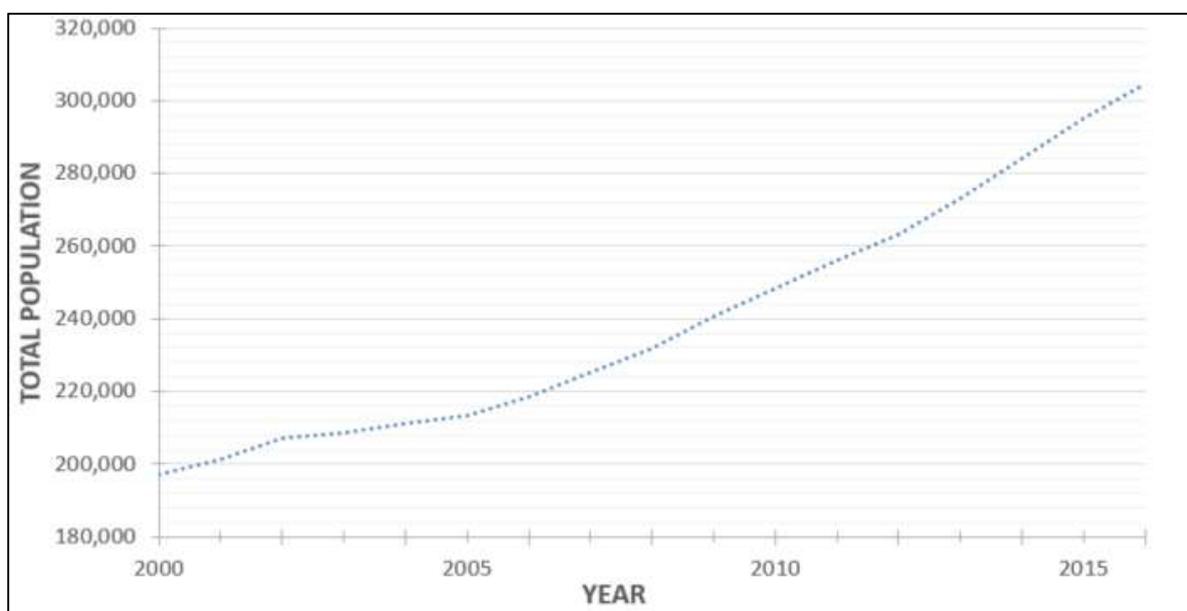


Figure 2: Tower Hamlets Population Increase 2000 – 2016

Population growth is expected to vary greatly within the Borough. Figure 3 shows the projected percentage increase in the population by Middle Super Output Area (MSOA). Populations in many areas, particularly in the centre of the Borough, are expected to fall slightly (less than 0 per cent growth). This is because there is little housing development planned in these areas. At the same time the average household size of the existing population is expected to fall as the population ages. For instance, an area in Shadwell is projected to see the biggest decrease, with a fall of 9 per cent over the next ten years.

² Office for National Statistics (ONS), Location of usual residence and place of work by method of travel to work <https://www.nomisweb.co.uk/census/2011/WU03UK/chart/1132462401>

Dramatic increases are anticipated in other areas in the Borough. Population growth is expected to be concentrated in the east of the Borough where there is large scale housing development. The populations of two areas in the Isle of Dogs - Canary Wharf and Blackwall & Cubitt Town wards - are expected to nearly double over the next decade (+90 per cent). Population growth in these and other areas of the borough is driven primarily by large scale housing development.³

The MTS targets and trajectories for transport outlined in this LIP3 take predicted population increase into consideration.

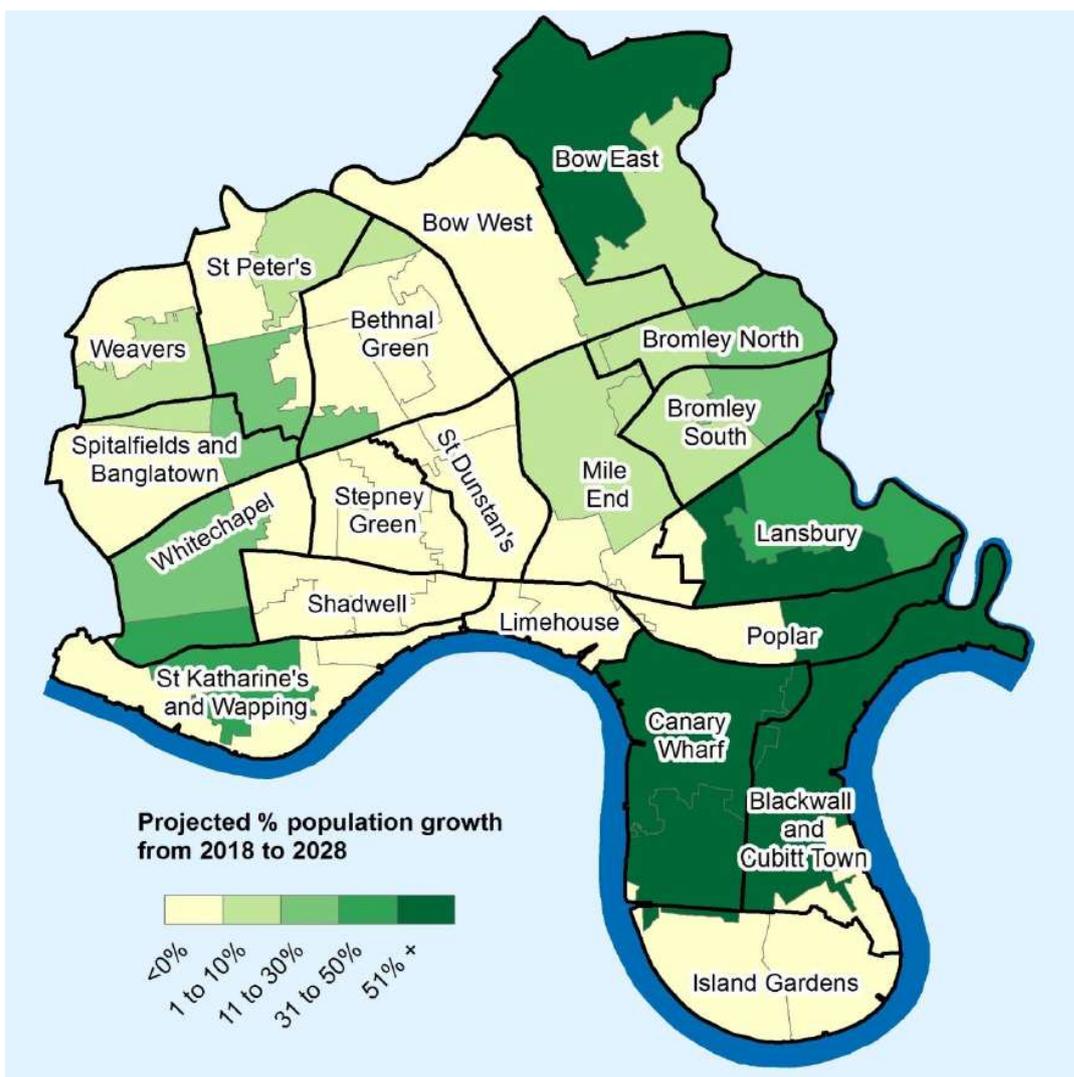


Figure 3: Projected percentage increase in population by MSOA, 2018 to 2028. Source: GLA 2016-based housing led population projections.

³ Population Projects for Tower Hamlets. Borough Statistics 2018. Accessed via internet.

iii. Shifting age profile

The Tower Hamlets population is predominantly young. The average age of residents is 32 years, so lower than the average for Inner London which is 35 years old, the average of 36 years old for Greater London and 40 years old for England. 24% of residents are 19 years old or younger. Half the population is aged 20-39. Only 2% of residents are over 75 years old.

However, the Borough's population is expected to age soon, although Tower Hamlets will remain a relatively young borough. Over the next decade, the number of residents aged 65+ is projected to grow by 39% compared with a 17% increase in working age residents and a 7% increase in school age children.⁴ The 2016 school population of 42,000 is set to increase by 25% by 2025.⁵ Figure 4 illustrates this change.

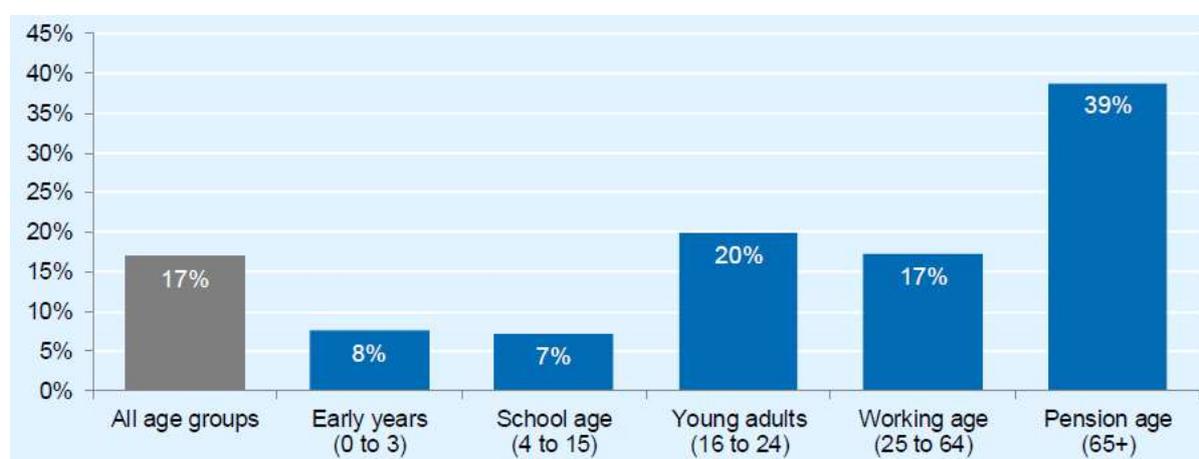


Figure 4: Projected percentage increase in population by broad age group, 2018 to 2028. Source: GLA 2016 – based Housing-led Population Projections

iv. Uncertainty

All projections are subject to some level of uncertainty and are at their weakest in times of great demographic change because they rely heavily on information about historical trends. These projections do not attempt to account for the impact of the UK leaving the European Union (known as 'Brexit'), which will likely affect the economy and migration patterns, and consequently the population of Tower Hamlets. It is unclear what assumptions should be made about the future until Brexit policies are finalised and new trends begin to emerge.⁶

⁴ Population Projects for Tower Hamlets. Borough Statistics 2018. Accessed via internet

⁵ Data source: Tower Hamlets Strategic Plan, 2016 – 2019).

⁶ Population Projects for Tower Hamlets. Borough Statistics 2018. Accessed via internet.

v. Life expectancy and health

In Tower Hamlets, life expectancy at birth is 78.1 for males and 82.5 for females⁷. This has increased by 3.5 years for males, and 2.7 years for females over the course of 10 years. However, Tower Hamlets' life expectancy is still 2.2 and 1.7 years lower than the Greater London average for males and females respectively.

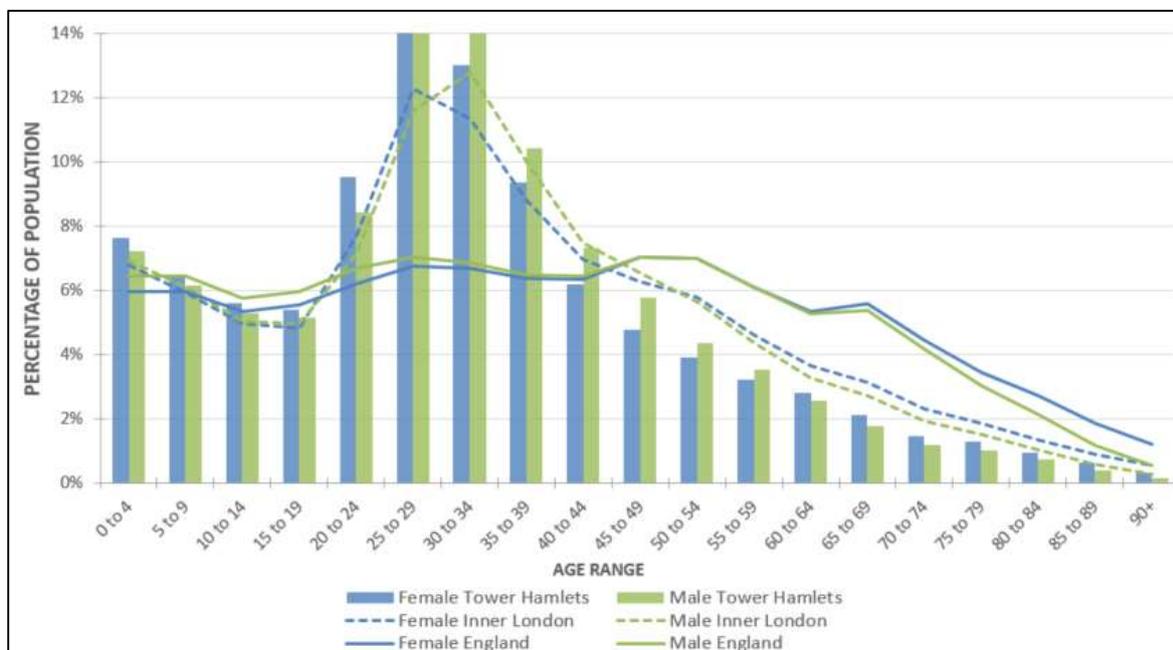


Figure 5: Proportion of residents by age and sex

The 'Tower Hamlets Health and Wellbeing Strategy 2017-2020' notes the higher levels of lifestyle risk factors in Tower Hamlets compared to elsewhere:

- 13% of children aged 4-5 are obese (7th highest in the country) and 1 in 4 children aged 10-11 are obese, amongst the highest in the country;
- 68% do not meet recommended levels of physical activity (compared to 66% nationally) with significantly lower levels in more deprived parts of the Borough.

Our aim is to encourage more walking and cycling. Cars, vans and powered two-wheelers (PTWs) support sedentary behaviours which are bad for health. Private motor vehicles provide the most sedentary form of door-to-door transport and one of the indirect consequences of increased traffic has been a rise in obesity, particularly among children. Each additional hour spent in a car per day is associated with a 6%

⁷ ONS, Life Expectancy at Birth and Age 65, 2015

increase in the likelihood of obesity, while each additional kilometre walked is linked to a 4.8% reduction on the likelihood of obesity (Frank, 2004)⁸.

Tower Hamlets Mayor's Strategic Pledges 2018 notes how "A Tower Hamlets child will have smaller and less developed lungs than a child where the air is clean. And anyone with a breathing problem – a child with asthma, or an adult with COPD - will suffer more in Tower Hamlets because of our poor-quality air. Several hundred Tower Hamlets residents die early every year as a result of long-term exposure to air pollution, with many of our residents, particularly children and the elderly, living with life-limiting conditions such as asthma and heart conditions"⁹ Consequently our aim is also to reduce the use of all polluting and harmful vehicles including cars, vans, HGVs and PTWs to improve air quality.

vi. Diversity

Tower Hamlets has 230 individual ethnicities recorded amongst residents during the 2011 Census¹⁰. This is the 19th highest number recorded in England and Wales and 7th highest in Inner London. The proportion of non-white British ethnicities is now 69%, compared to 58% across Inner London and just 20% in England. This is the 5th highest proportion in England and Wales, and 3rd highest in Inner London. Figure 6 illustrates the percentages of non-white British residents by geographical area in the Borough.

Cultural diversity provides for a rich variety of community life in the borough but can pose challenges in delivering change in travel behaviours in terms of communications and cultural attitudes/perceptions towards use of different modes of transport. Therefore, our programme of supporting measures seeks to cater for these differences.

vii. Employment

The employment rate for the Borough is comparatively low amongst the working age population, at 62.2%, compared to 73.3% for the Inner London average¹¹. Figure 7 illustrates the employment rate across the Borough, showing that areas of lowest employment are around Mile End and Queen Mary University of London.

⁸ Frank LD., Andresen MA, Schmidt TL, 'Obesity relationships with community design, physical activity, and time spent in car', Vancouver, 2004

⁹ <https://www.pdf-archive.com/2018/08/13/02-thlp18-manifestoa5web2/02-thlp18-manifestoa5web2.pdf>

¹⁰ Census 2011, QS211EW – Ethnic Group (detailed)

¹¹ ONS, Employment Rate by Gender (Working age), by broad age groups, and whether disabled, Annual Population Survey, 2017

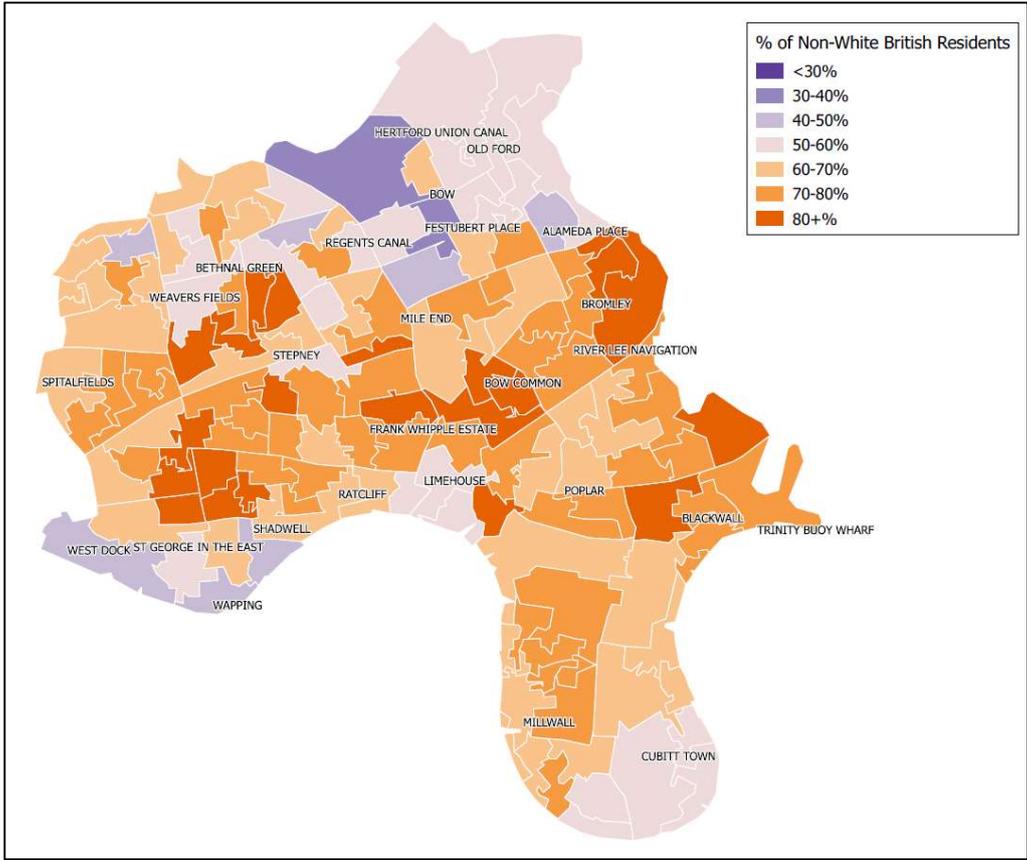


Figure 6: Proportion of non-white British Tower Hamlets residents

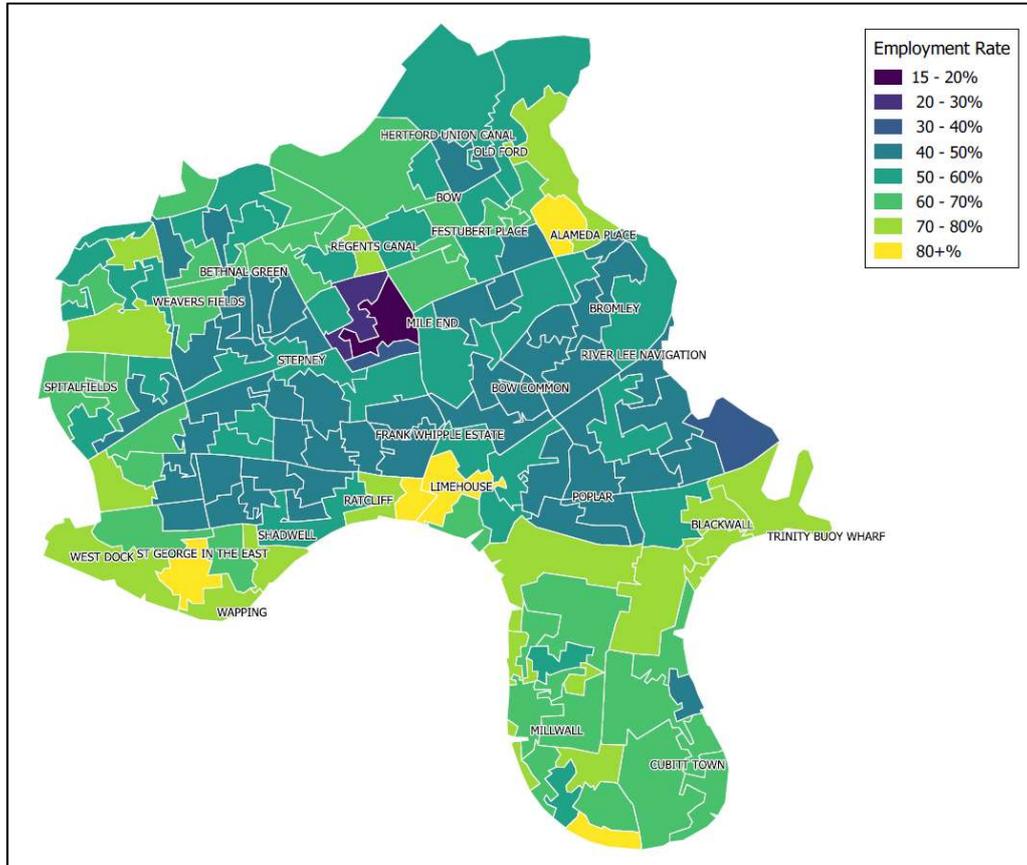
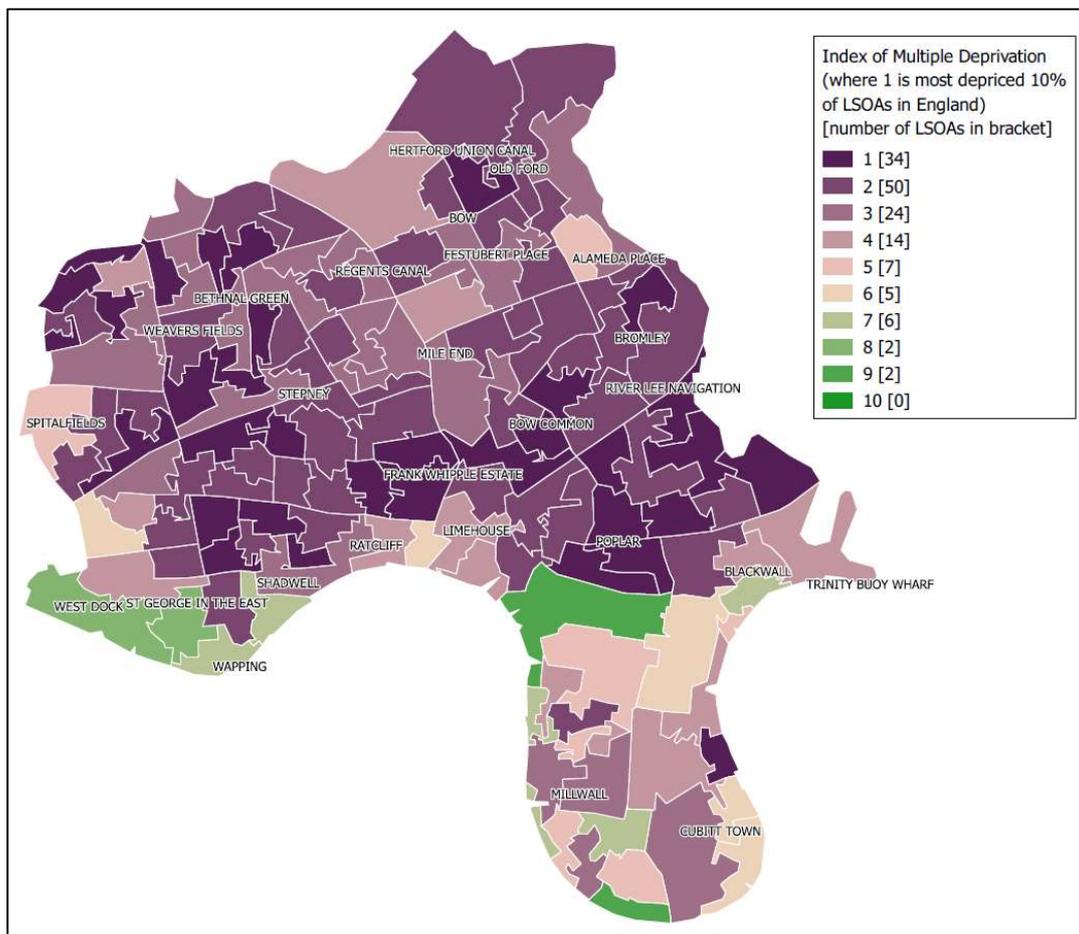


Figure 7: Tower Hamlets Employment Rate

viii. Multiple deprivation

The Index of Multiple Deprivation (IMD)¹² is based upon indicators of income, employment, education, health deprivation disability, crime, barriers to housing and services, and living environment. Each indicator is scored and given a weighting which is used as the basis for the IMD.

Figure 8 shows the distribution of IMD decile ratings within the Borough at Lower Super Output Areas (LSOA) level. These are calculated by ranking each LSOA in England from most to least deprived and splitting the rankings into 10 equal groups. Each decile is given a rating, with decile 1 comprising the most deprived 10% of LSOAs in England, and decile 10 comprising the least deprived 10%. The IMD ranks



58% (144) of Tower Hamlets' Lower Super Output Areas (LSOAs) in the most deprived 20% of LSOAs in England.

¹² Department for Communities and Local Government (DCLG), English Indices of Deprivation 2015 for London

Figure 8: Index of Multiple Deprivation Deciles¹³

ix. Economic activity

The borough's economy is dominated by the financial sector, largely due to Canary Wharf, the second largest business district in the UK. Around 107,000 commuters head to work in Canary Wharf each day, and major tourist attractions like the Tower of London draw in over 4 million visitors each year.

The Tower Hamlets Growth Strategy aims to create the right environment for sustained economic growth whilst harnessing the benefits for residents and businesses. Certain types of development and transport are conducive to this. Investing in public transport contributes to the interactions between people that are important for success (the agglomeration benefits recognised by economists) allowing big cities such as London to prosper with declining car use ¹⁴(Metz, 2014) ¹⁵(Transport Studies Group, University of Westminster). Most businesses choose to be located on dense developments near good public transport networks to access a wide talent pool of potential employees and facilitate face-to-face contact for business. In Tower Hamlets, businesses are attracted by the existing transport hubs such as LUL stations, Docklands Light Railway line, and the prospect of Crossrail at Whitechapel Road and Canary Wharf stations.

While earnings for all workers in the borough are the second highest in London, the resident population suffers from pockets of deprivation and average earnings for residents are considerably lower than average earnings of all borough workers. As noted in the Strategic Plan 2016-19 "the extent of poverty for children and older people remain stubborn long-term challenges" (p6). Tower Hamlets' adults develop health problems 10 years earlier than the national average.

x. Creating successful high streets and markets

A key part of implementing the 'Tower Hamlets Town Centre Strategy 2017 to 2022' is carrying out improvements to the public realm. To improve the competitiveness and vitality of our town centres as sustainable places at the heart of the community, celebrating our East End heritage, this strategy aims to exploit the success of the borough's street markets. This aligns with the new Local Plan, Growth Strategy and Health and Well-Being Strategy.

¹³ Department for Communities and Local Government (DCLG), English Indices of Deprivation 2015 for London

¹⁴ Metz, D. 'Peak Car', 2014)

¹⁵ Transport Studies Group, University of Westminster, for Transport for London and the Department of Transport, 'JLE Summary Report', (June 2004)

Successful high streets and town centres are an essential part of a thriving local economy and have been the subject of numerous reviews at a local, regional and national level, including the independent review by Mary Portas (2011) and the Grimsey Review (2013). Residents and businesses alike want to see a variety of shops and other businesses which meet the needs of local communities and offer a range of jobs for local people, in a pleasant and safe environment (Tower Hamlets Partnership, Community Plan 2015).

Tower Hamlets has relatively high numbers of independent retailers. Canary Wharf, while attracting a large weekday working population, could benefit from more arts and cultural events to draw weekend visitors. Street markets attract many visitors and enhance footfall, but the aim is to improve their offer and street environment. “We have the opportunity to design spaces that are attractive to shoppers as well as health promoting”¹⁶ (p3).

Improvements include actions to support new waste, recycling and air quality strategies. The continuing extension of our Legible London signage programme is critical to helping visitors find local centres and places of interest and includes approximate walk times. Further improvements will include changing market stall infrastructure, modifying streetscapes, and improving key pedestrian links to town centres.

Specific draft visions exist for Town Centres; Chrisp Street District Centre, Bethnal Green District Centre, Roman Road East District Centre and Brick Lane District Centre. These visions complement our town centre regeneration programmes and delivery plans for electric vehicle charging points, air quality monitoring, cycle storage and wayfinding to improve the visitor experience and extend footfall which in-turn will support local business.

Within the Council there are strong working links between teams such as public health, regeneration, high streets, town centres, growth and economic development, and the Place Directorate which will provide a coordinated approach to implementing the Delivery Plan.

xi. Political outlook in relation to transport

Tower Hamlets as a Council has a progressive transport agenda with the Borough Mayor’s Strategic Pledges which tally with the aspirations for traffic reduction and healthy streets outlined in the MTS. The Borough Mayor’s Strategic Pledge reflects the aspirations of the MTS, with most schemes focussing particularly on green streets and clean air

¹⁶ Tower Hamlets Town Centre Strategy 2017 to 2022

2.3 Transport overview

The existing infrastructure network in Tower Hamlets presents constraints to capacity and ease of movement, but also provides several opportunities to enable more cycling, walking and public transport use. One of the main deterrents to walking and cycling on local, residential roads is rat-running and through traffic. For this reason, the borough is pursuing Love Your Neighbourhoods projects, an approach to curb through traffic using inappropriate residential routes.

A high density of stations link to frequent services on the DLR, National Rail and Overground. The Borough will also benefit from 2 new stations on Crossrail's new Elizabeth line. Walking rates are relatively high, but the percentage of overall trips done by bicycle could be significantly increased which would help reduce motor traffic. See Figure 10 below.

A wide range of Tower Hamlets policies and programmes support the aims of the MTS and focus on walking, cycling, improved air quality and far fewer road casualties. The Borough Mayor's Strategic Pledges is committed to half of the borough becoming Liveable Neighbourhoods incorporating multi-modal improvements including new pocket parks, school streets (timed closures to motor traffic or more transformational schemes), improved walking and cycling environments, cycle hangars, car bike port and EV charge points. These are complemented by Slower by Design and Strategic Cycle Route projects on boundary roads.

i. Major TfL Schemes

In terms of major schemes planned by TfL, the proposed Rotherhithe to Canary Wharf crossing for pedestrians and cyclists has the potential to create a new route across the Thames benefitting communities on both sides of the river.

The Silvertown Tunnel, a new twin-bore road tunnel under the Thames linking Greenwich Peninsula and Silvertown, is also planned by TfL at a cost of £1 billion. More detail on the Silvertown Tunnel is provided in the Delivery Plan section of this document under the TfL Business Plan.



Figure 9: Plan of Tower Hamlets including transport infrastructure

ii. Opportunities and challenges

The current mode share for trips originating in Tower Hamlets are shown in Figure 10.

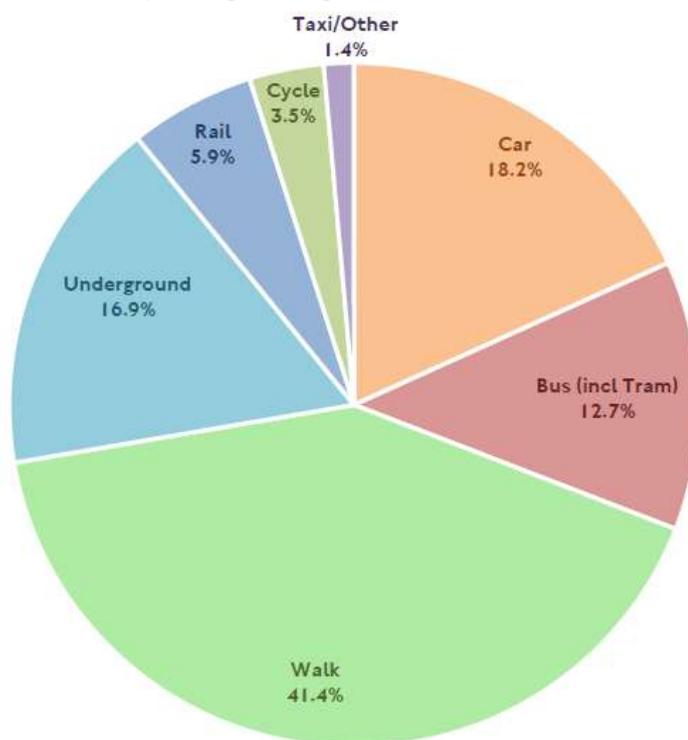


Figure 10: Mode share trips originating in LB Tower Hamlets (July 2017), Source: Transport for London, <http://content.tfl.gov.uk/tower-hamlets-june-2017.pdf>

Table 1 shows the car and van availability per household. The average ratio of cars or vans per household in Tower Hamlets is 0.429 across the Borough, with 85% of residents without access to off-street parking. This is low in comparison to:

- Inner London: 0.537 cars/household
- Greater London: 0.812 cars/household
- England: 1.156 cars/household

This should mean lower car-dependency compared to other boroughs. Nevertheless 17% of Tower Hamlets residents say that traffic congestion is among their top three personal concerns (Tower Hamlets Strategic Plan, 2016 – 2019, p7).

The highest car ownership occurs south of Cubitt Town (0.692), and the lowest occurs in Whitechapel, to the east of Aldgate East station (0.263). Differing car ownership throughout the Borough is shown in Figure 11.

Car or Van Availability ¹⁷	Tower Hamlets	Inner London	London	England
No cars or vans in household	63%	56%	42%	26%
1 car or van in household	32%	35%	41%	42%
2 cars or vans in household	4%	7%	14%	25%
3 cars or vans in household	1%	1%	3%	5%
4 or more cars or vans in household	0%	0%	1%	2%

Table 1: Car/van availability per household

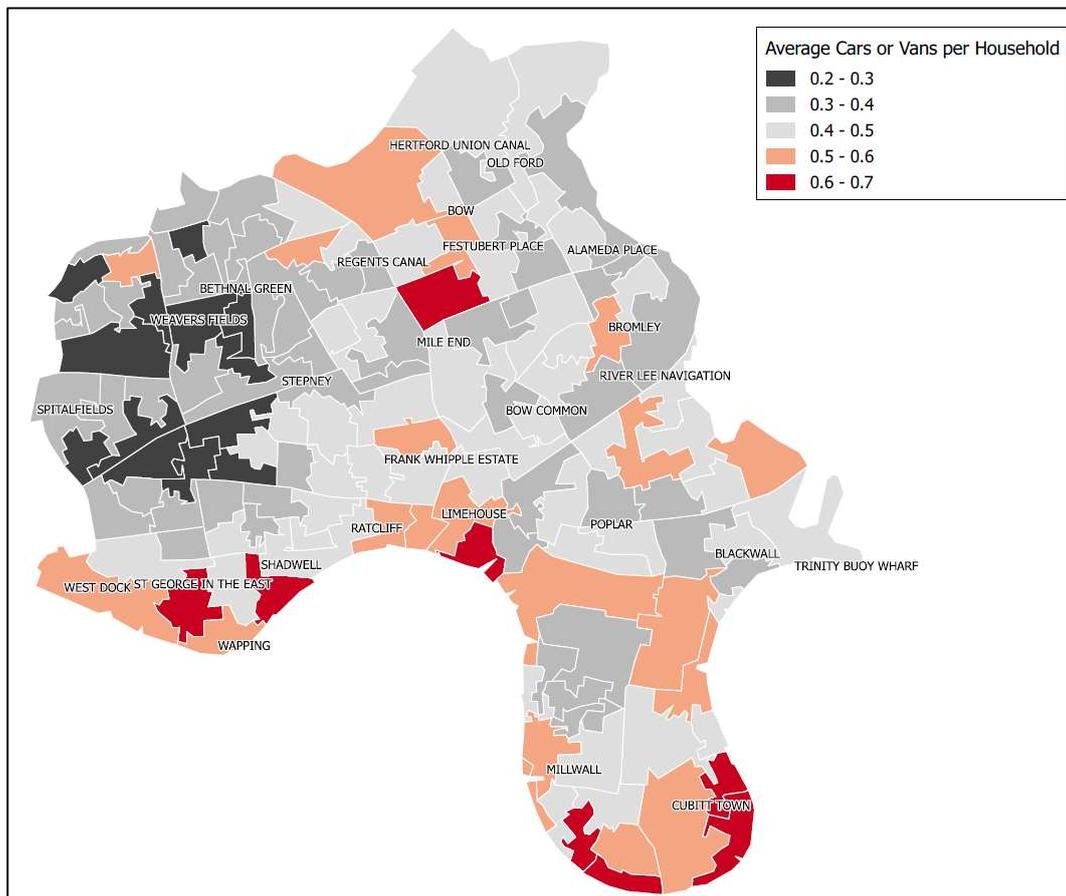


Figure 11: Average Cars of Vans per Household

¹⁷ Census 2011, KS404EW - Car or van availability

While Tower Hamlets lacks green space in comparison to other inner London boroughs, a substantial proportion of land is currently dedicated to water and the canals and tow-paths provide attractive walking and cycling routes. 17% of land is dedicated to road and again this provides an opportunity in terms of space which can be re-allocated away from harmful modes towards healthy, active travel. See Table 2.

Land Use (%) ¹⁸	Tower Hamlets	Inner London	London	England
Area of Water	22%	4%	3%	3%
Area of Greenspace	15%	22%	38%	87%
Area of Path	1%	1%	1%	0%
Area of Rail	2%	2%	1%	0%
Area of Road	17%	18%	12%	2%

Table 2: Land-use proportions in Tower Hamlets

Due to this, there is significant potential for increased walking and cycling within the Borough. Figure 12 shows there is significant potential to increase walking in the Isle of Dogs area which can be supported through improved walking environments. See 3.2.1.v for further information.

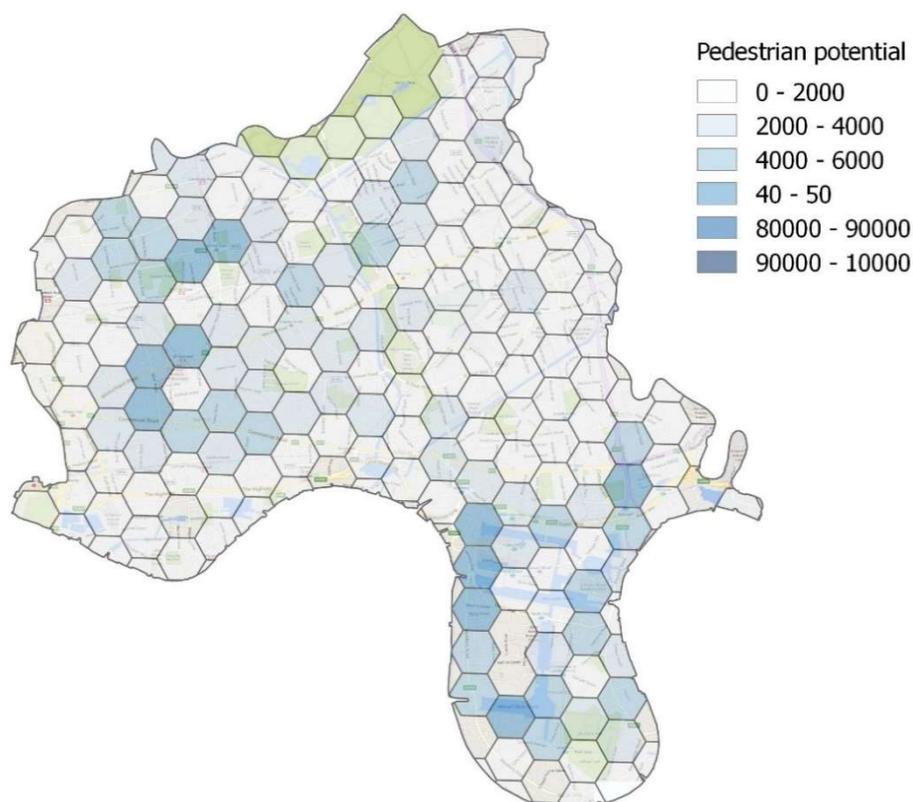


Figure 12: Walking Potential. Source: Transport for London

¹⁸ Department for Communities and Local Government (DCLG) Generalised Land Use Database, 2005

With the Borough aiming to be one of the best in London for walking and cycling¹⁹, there is also significant potential to increase cycling levels, especially along strategic cycling routes (see Figure 13).

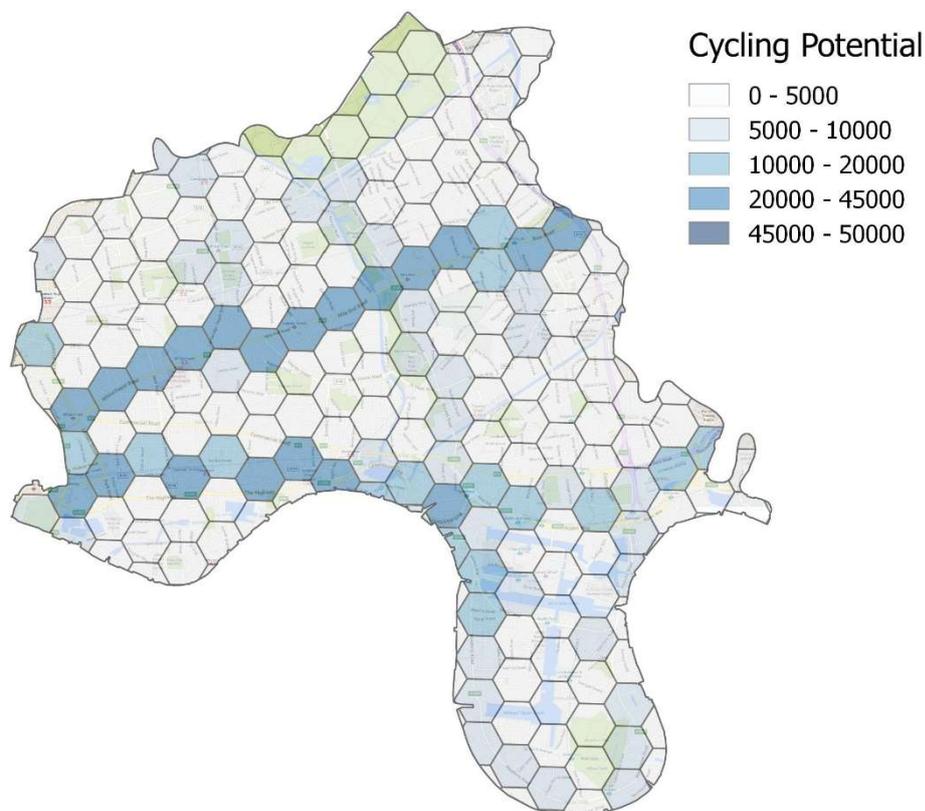


Figure 13: Tower Hamlets Cycling Potential. Source: Transport for London

The Council has an ambitious vision for the future of cycling in the Borough and wants to become one of the easiest and safest places to cycle in London. The document outlining our cycling aspirations ‘Tower Hamlets – A Cycling Borough’ (2016) “recognises that increased cycling has an important role in improving the health and quality of life the borough’s residents, bringing about economic benefits and making places more attractive, ‘liveable’ and safe” (p2). See 3.2.1.viii for further information.

It is important that we capitalise on this potential to increase active travel levels in the coming years. With high levels of enthusiasm and interest among both members and the local community, there is significant opportunity to create behaviour change at present. This will allow a shift in modes towards healthier, more active lifestyles.

With all new developments, major planning applications and master planning now requiring appropriate, adequate and well-located green space and infrastructure,

¹⁹ Tower Hamlets Strategic Plan 2018-2021

including for walking and cycling, there is an opportunity for proposed developments to make a positive difference (see 3.2.8/9).

The Emerging Local Plan 2031²⁰ contains numerous policies in support of the LIP:

- S.TR1, clauses 1a and 1b, support walking, cycling and public transport as priorities for the borough
- D.TR2(2) requires mitigation for any development that will increase congestion
- D.TR3(1) relates to parking standards, which are low for cars and quite high for bikes
- D.TR3(3) encourages electric vehicle charging points, cycle hire, cycle parking in general, and car-club spaces rather than individual car parking spaces
- D.TR4 focuses on sustainable freight (i.e. rail and water transport of freight)

In addition, the Isle of Dogs & South Poplar Opportunity Area will support pedestrian and cycle improvements including a new and improved bridge crossing at South Dock, a new decked connection over Aspen Way and a link between Rotherhithe and Canary Wharf.

These development proposals and policies that prioritise active travel in new developments provide the chance to move away from car-based travel, supporting the MTS aim of 80% of journeys to be made by foot, cycle or public transport by 2041. With the support of investment outlined in the Delivery Plan, Tower Hamlets can address the challenges it currently faces and create opportunities for active travel to be the best choice for journeys.

²⁰ https://www.towerhamlets.gov.uk/Documents/Planning-and-building-control/Strategic-Planning/Local-Plan/Appendix_1_Tower_Hamlets_Local_Plan_2031_Regulation_19.pdf.

CHAPTER THREE

BOROUGH TRANSPORT OBJECTIVES

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3. Borough Transport Objectives

3.1 Borough objectives

Our objectives align and assist with meeting the Mayor's Transport Strategy aim of increasing the sustainable travel mode share. Specific borough outcome indicators are included to aid delivery of the LIP objectives. The objectives and delivery plan in this document place equality, inclusivity, health and well-being at the heart of transport in Tower Hamlets.

The Council has four priority objectives summarised below, with reference to our outcomes and how they align with the nine MTS outcomes.

The borough's priority objectives are:

1. Tower Hamlets streets will be healthy and more residents and visitors will travel actively.
2. Our roads and public transport will be safe, secure and accessible.
3. Tower Hamlets will be clean and green, with less motor traffic and cleaner air.
4. Active travel and public transport will be the best option (attractive, safe, affordable, accessible, reliable and fast) in existing and new developments, sustaining new jobs and homes.

Table 3 overleaf identifies how the borough objectives align to our target outcomes, at the same time as showing their relationship to the nine MTS priority outcomes. For ease of reference, the final two columns show how these relate to the Borough strategic pledges and actions in the Delivery Plan.

Tower Hamlets LIP3		MTS Outcomes	Evidence and Borough Objectives	Delivery Plan – commitment in LIP
Borough Objectives	Borough Outcomes			
1. Tower Hamlets streets will be healthy and more residents and visitors will travel actively.	Expanded and improved walking and cycling network	1, 3, 5, 8	3.2.1.ii, 3.2.1.v, 3.2.1.viii, 3.2.1.ix, 3.2.1.x, 3.2.1.xi, 3.2.1.xii	4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.10
	Creation of 50 School Streets and half of the borough to be Liveable Neighbourhoods			
	Reduced use of private motor vehicles			
	New public transport connections			
2. Our roads and public transport will be safe, secure and accessible.	Higher quality streets which are inclusive, safe and enable more walking and cycling	2, 3, 6	3.2.2.ii, 3.2.2.iii, 3.2.2.v, 3.2.2.vii, 3.2.6.ii, 3.2.6.iii, 3.2.6.iv	4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.10
	100% of Tower Hamlets' bus stops will be accessible			
	More step-free rail stations			
	Reduction in KSIs and improved perception of road safety			
3. Tower Hamlets will be clean and green, with less motor traffic and cleaner air.	Reduced rat running traffic	2, 3, 4	3.2.3.ii, 3.2.3.iii, 3.2.4.iv, 3.2.4.v, 3.2.4.vi, 3.2.4.vii, 3.2.4.viii	4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.10
	Greater use of electric vehicles by businesses and car clubs			
	More cycle hangars and secure cycle parking			
	More street trees, soft landscaping and pocket parks to capture carbon			

<p>4. Active travel and public transport will be the best option (attractive, safe, affordable, accessible, reliable and fast) in existing and new developments, sustaining new jobs and homes</p>	<p>Maximise car-free development</p> <p>Walking, cycling and public transport prioritised in new developments as the best options to improve connectivity to public transport and manage traffic growth</p> <p>Greater public transport capacity as a result of working with TfL</p>	<p>5, 6, 7, 8, 9</p>	<p>3.2.5.ii, 3.2.5.iii, 3.2.5.iv, 3.2.5.v, 3.2.5.vi, 3.2.6.ii, 3.2.6.iii, 3.2.6.iv, 3.2.7.ii, 3.2.7.iii, 3.2.8/9.iii, 3.2.8/9.iv, 3.2.8/9.v, 3.2.8/9.vi, 3.2.8/9.vii</p>	<p>4.2, 4.3, 4.4, 4.5, 4.8, 4.9</p>
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Table 3: Borough objectives and their link with the MTS outcomes

3.2 Mayor's Transport Strategy outcomes

The following section outlines the local challenges and opportunities for Tower Hamlets in the context of the nine MTS outcomes, and details how the Council can contribute towards the achievement of the outcomes.

Outcome indicators have been detailed within the MTS with measurable targets for 2021 and 2041 for outcomes 1 to 7. These vary by borough. Tower Hamlet's specific indicator targets have been detailed in each section under 'MTS Borough Indicators'.

MTS Outcome 1: London's streets will be healthy and more Londoners will travel actively

i. MTS Outcome Indicators

Outcome 1a: All Londoners to be doing a healthy level of activity through travel, demonstrated by 70% of people reporting two periods of ten minutes spent walking or cycling on the previous day.

Measure: Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041.

Metric: LTDS borough residents. Proportion of London residents doing at least two x10 minutes of active travel a day (or a single block of 20 minutes or more).

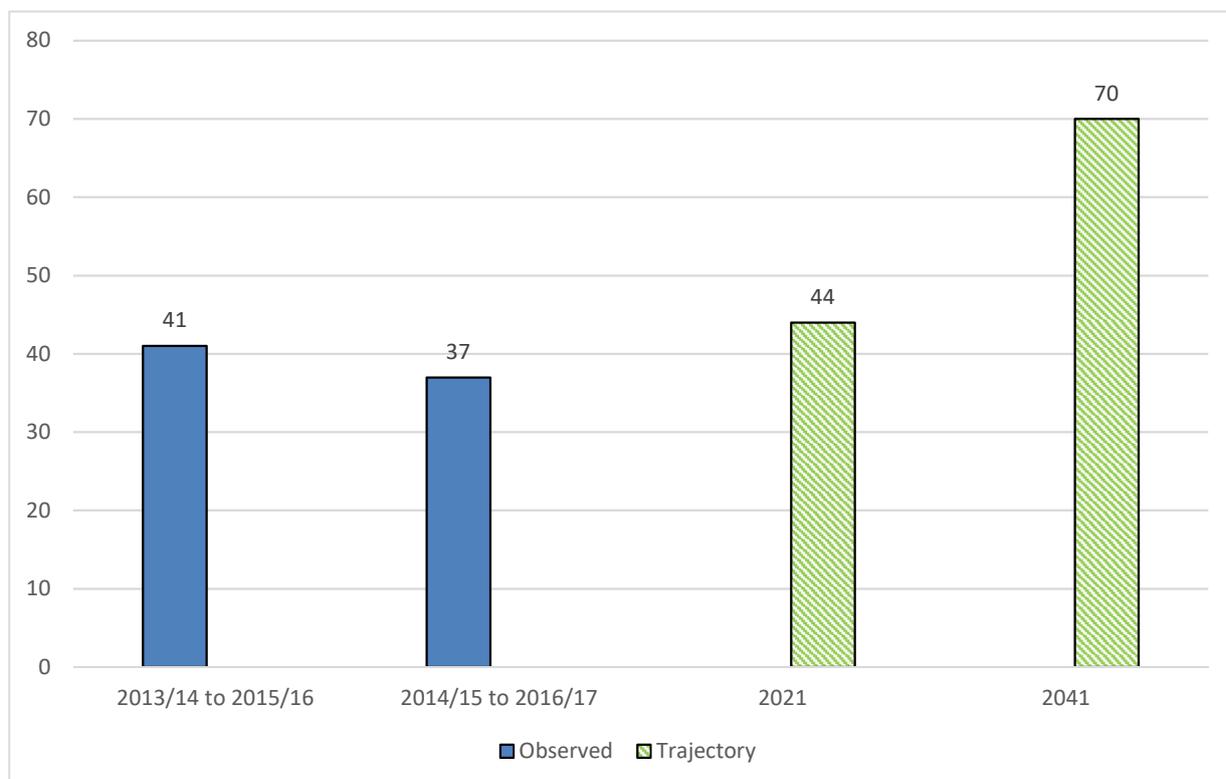


Figure 14: Percentage of residents doing at least two x10 minutes of active travel a day. Source: LIP3 MTS outcomes borough data pack v1_1

Outcome 1b: London's streets will be healthy and more Londoners will travel actively. Walking or cycling will be the best choice for shorter journeys.

Measure: 70% of Londoners will live within 400m of the London-wide strategic cycle network by 2041.

Metric: GIS analysis and Strategic Cycling Analysis

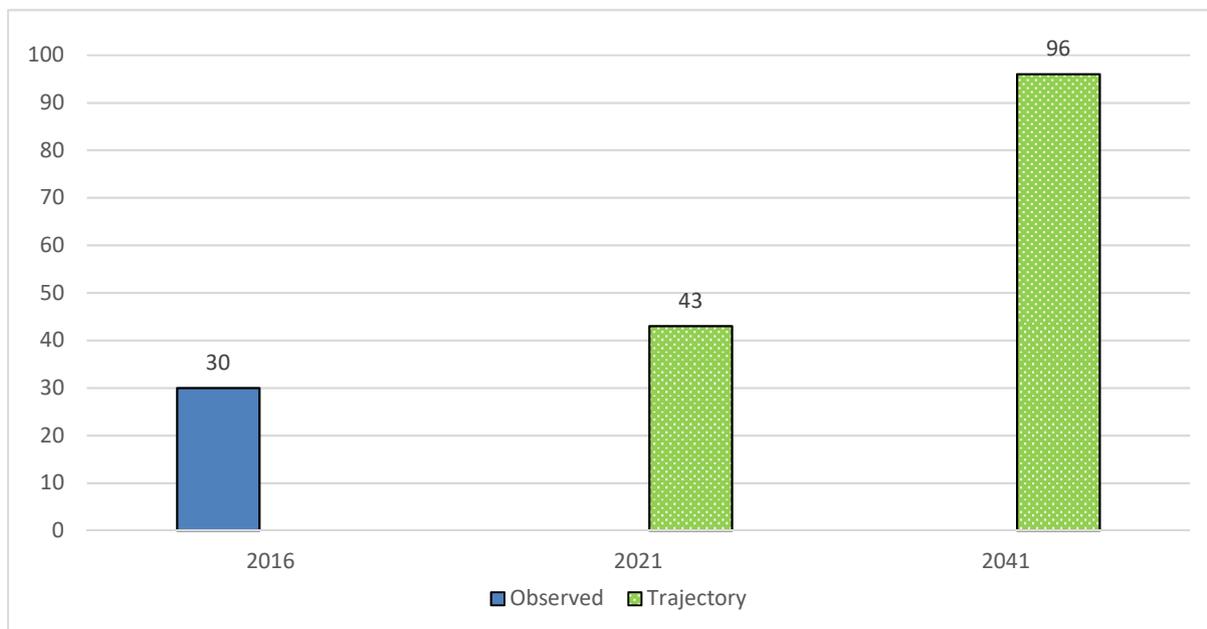


Figure 15: Percentage of population within 400m of strategic cycle network in Tower Hamlets.

Source: LIP3 MTS outcomes borough data pack v1_1

ii. Supporting health across the Council

To support this outcome, the Borough will use its stated priorities to deliver improvements to walking and cycling.

The Borough Mayor's Strategic Pledges 2018²¹ are closely aligned with this MTS Objective to make Tower Hamlets friendlier for pedestrians and cyclists, because this will make our borough safer and healthier for everyone. Consequently, these improvements will be completed through close working with TfL. Through our planning process, the new Local Plan and our Green Grid Strategy, we will increase the number of low emissions routes for walking and cycling.

The Council will update the Tower Hamlets Cycling Strategy to include progress on the design of all five strategic routes identified as having significant potential for

²¹ <https://www.pdf-archive.com/2018/08/13/02-thlp18-manifestoa5web2/02-thlp18-manifestoa5web2.pdf>

cycling. We will prioritise these routes for completion as high-quality, flagship cycling routes by 2022.

We will make a major investment in filtered permeability to extend the network of informal cycling routes along quieter streets and parks. We will actively support the proposal for a new pedestrian and cycle crossing between Canary Wharf and Rotherhithe on the northern alignment.” (p8 & 9) subject to proven feasibility and land use constraints being resolved.

‘Communities Driving Change’ commissioned by the Council, aims to support residents in improving their health and wellbeing at the local level. The programme puts local residents in the driving seat by asking them what the response to their health and wellbeing needs to look like. The programme runs for three years and will involve multiple neighbourhoods, their residents and local organisations. Communities Driving Change is a priority of the council’s Health and Wellbeing Strategy 2017-2020 designed to tackle health inequalities.²²

Together these programmes will promote physical activity and active travel which will encourage a shift away from private motorised modes of travel (para 9.9).

‘Tower Hamlets Health and Wellbeing Strategy’ 2017-2020 (draft) identifies that more active travel and less motor traffic would help address a number of health and wellbeing priorities highlighted (p10) including poor health, unemployment, child obesity, polluted air, and lack of access to green space and employment. More active travel leads to cleaner air, improved fitness, community cohesion, happiness and greater access to green spaces and jobs for all.

Under the ‘Tower Hamlets Health and Wellbeing Strategy 2017-2020’ the actions to be taken in relation to healthy places are:

1. Gathering evidence showing the link between health and development so that health and wellbeing is central to planning and development decisions
2. Assessing health impacts at the core of policy decisions across the partnership (not just the council)
3. Ensuring that a healthy place is a priority for policy decisions under the Community Infrastructure Levy (p14)

‘Tower Hamlets Green Grid Strategy’ (originally developed in 2010 and updated 2017) proposes a framework for the design and delivery of attractive walking routes across the borough. Public transport and local roads within Tower Hamlets face capacity issues which will probably be exacerbated as the population grows unless

²²https://www.towerhamlets.gov.uk/News_events/News/2017/November_2017/Communities_are_%27driving_change%27_through_new_health_programme.aspx

action is taken. The Green Grid helps address this by facilitating walking for shorter trips (e.g.: to school, shops, services, work and transport hubs).

Walking route quality varies in Tower Hamlets. Issues such as lack of safe crossings, narrow footways and close proximity to traffic, street clutter including railing and excessive sign posts, lack of natural surveillance due to inactive street frontages and lack of way finding can make walking unappealing and unsafe.

Borough-wide Green Grid actions include better connectivity, making the most of water spaces, regeneration and wayfinding (e.g.: integrating the Grid into the Legible London maps). Design principles involve art installations to reflect the diversity and history of the Borough, more street trees and soft landscaping, new wildlife space, quiet streets and routes away from polluted roads, safe streets with natural surveillance and lighting, quality materials, de-cluttering, widened footways, and Green Grid-branded signposting.

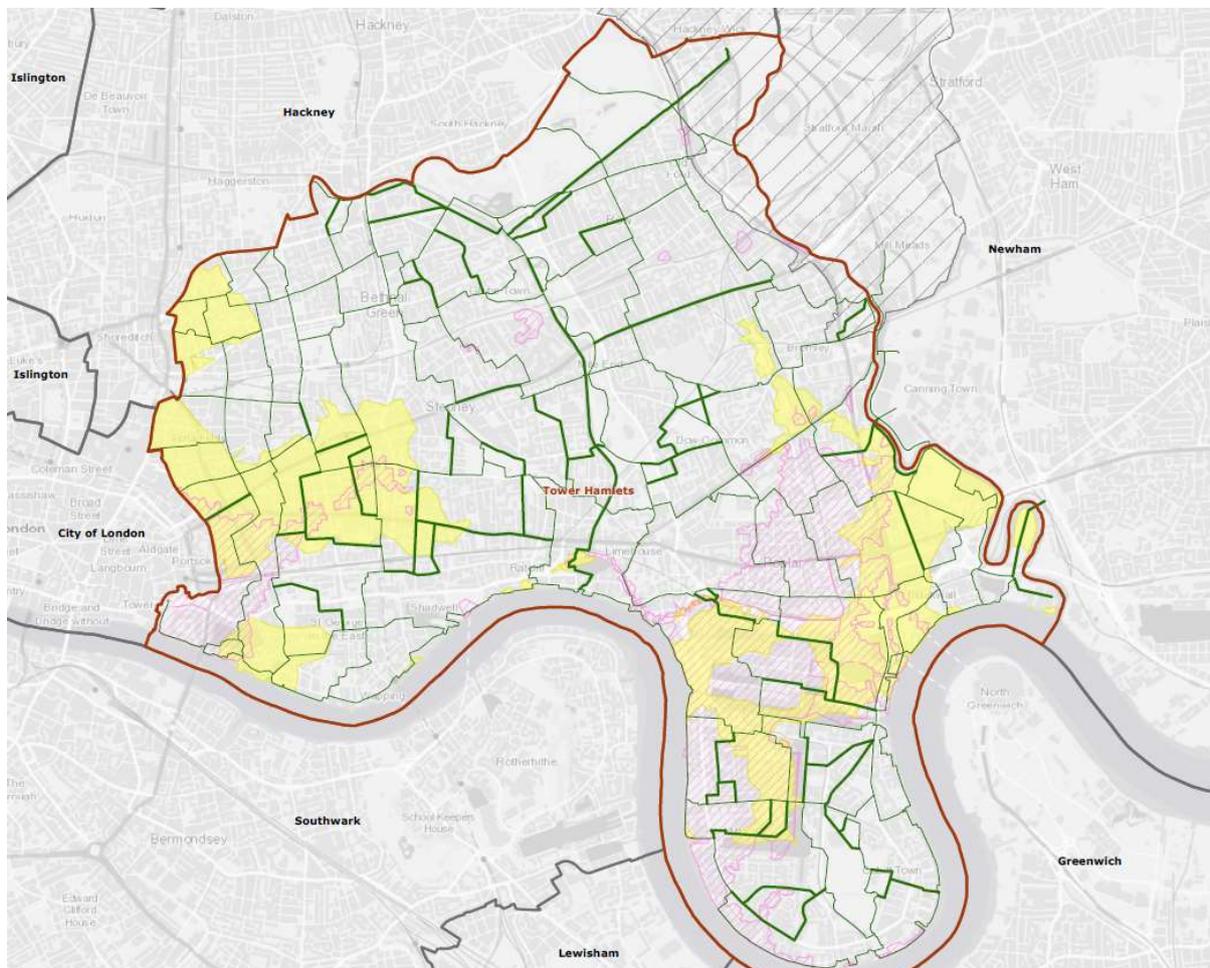


Figure 16: Open Space Deficiency and Access to Nature Deficiency

Love Your Neighbourhoods: Tower Hamlets has many main arterial roads going through it, serving the strategic Transport for London road network. Through-traffic should by and large stick to these main roads but many of our residential neighbourhoods have seen huge increases in rat-running traffic, making them more

dangerous, noisy and polluted. Love Your Neighbourhoods will address issues such as this as well as engaging with local communities to develop area-wide public realm improvements and encourage changes in travel behaviour, all to the benefit of residents' health and wellbeing. We have an ambition to have started work in half of the borough by 2022.

All new road schemes in Tower Hamlets will have the London Cycling Design Standards applied to them and new roadwork schemes will aim to not be detrimental pedestrians or public transport users.²³

Play Streets: Enabling children and young people to play safely in non-dedicated play spaces within their local environment, such as streets, squares or Home Zones, allows them to develop risk awareness in relation to other road users. They will also be able to develop the skills necessary to navigate their neighbourhoods more safely. Studies have shown that, where traffic is slower, parents allow their children to play outdoors in much greater numbers than in similar streets where it is faster.²⁴

As part of the consultation for developing the Mayor of London's guidance on making London a better place for children to play, a key aspect was to make streets safe for children to play²⁵(p26). Play Matters in Tower Hamlets (para 7.2.4) includes creating a culture throughout the Borough, which is supportive of children playing in the streets and communities where they live.²⁶

School Streets: The Borough Mayor's Strategic Pledges make a commitment to introduce School Streets at 50 of our primary schools to improve air quality around our most polluted and congested schools at drop-off and pick-up times (see Figure 17). Each primary school in a Love Your Neighbourhood scheme will be assessed for School Street access restrictions or more transformational schemes.

The initiative aims to increase the safety around schools, promoting active travel amongst school children. By encouraging cycling, scooting and walking to school, the health and wellbeing of children will be improved.

²³ <https://www.pdf-archive.com/2018/08/13/02-thlp18-manifestoa5web2/02-thlp18-manifestoa5web2.pdf>

²⁴ Play Matters in Tower Hamlets A strategic approach to play in Tower Hamlets

²⁵ <http://democracy.towerhamlets.gov.uk/mgConvert2PDF.aspx?ID=5795>

²⁶ Play Matters in Tower Hamlets A strategic approach to play in Tower Hamlets

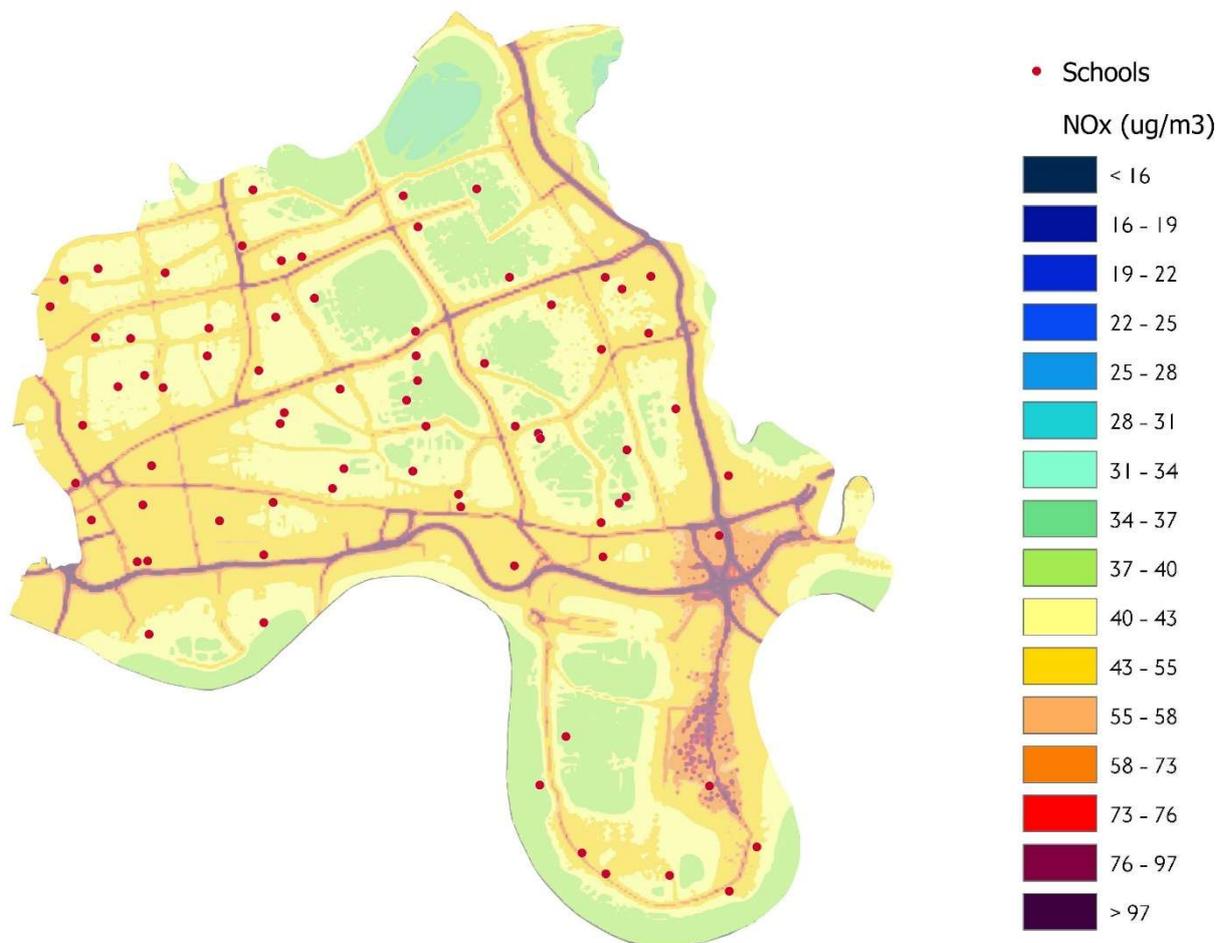


Figure 17: Schools mapped against air quality hotspots
 Source: Greater London Authority, London Atmospheric Emissions Inventory (LAEI) 2013.

iii. Walking

Walking is, in many ways, the mode of travel that is most important to the aims of the strategy ('Walking action plan: making London the world's most walkable city.' Transport for London. July 2018). All trips involve walking (or using a mobility aid) at some point in the journey. For those using wheelchairs or pushchairs, the quality of the walking environment can be especially important. A quarter of trips made by Londoners each day are on foot, and the number choosing to walk has been relatively constant for many years. A better walking environment will help connect communities and reduce road danger, air pollution, noise, and health and economic inequalities.

As well as recognising the importance of walking as a mode of transport, it also recognises the walking potential available in the borough. This is discussed in section 2.3.ii above.

iv. Walking challenges

21% of Londoners say too much traffic is a barrier to walking, and 14% say traffic travelling too fast is what stops them walking more. 12% of Londoners say that fear of road collisions stops them from walking more. In 2016, pedestrians accounted for 35 % of those killed and seriously injured (KSI) on London's streets, and 16% of KSIs in Tower Hamlets (in 2016) (see section 3.2.2).

Fear of traffic is the main reason people give for being unwilling to let their children walk unaccompanied ('Walking action plan: making London the world's most walkable city.' Transport for London. July 2018, p. 27). TfL analysis highlights the importance of helping London's children to walk more.

Tower Hamlets benefits from good road and rail links, as well as the River Thames, River Lea and a network of waterways including several canals. However, such features often create physical barriers to walking, so that pedestrians have to take more circuitous routes with limited way-marking.

There are two major causes of severance in the borough: the East Anglian railway line running from east to west from Liverpool Street to Stratford; and the north/south A12 trunk road in the east of the Borough. Both restrict movement between neighbourhood centres²⁷ which this plan aims to overcome.

v. Walking opportunities

Solutions for inner London include: reducing car use; freed-up space for other non-car uses, including major schemes that transform streets in certain locations and restricting traffic where appropriate to provide better environments for walking and cycling; improving walking access to key transport hubs; making areas around stations welcoming and good for onward active, efficient and sustainable travel; building strategic interchanges to make it easier to switch between rail, bus, walking and cycling; creating dense, mixed land-use developments in areas with good public transport and access to services within walking distance.

Specifically, there are TfL schemes which can help increase walking in Tower Hamlets:

1. Further design consultation on the Rotherhithe to Canary Wharf crossing in 2018.
2. Liveable Neighbourhoods programme (£115m total for London)
3. Reducing waiting times for pedestrians at signalised crossings and identifying locations for Pedestrian SCOOT technology

²⁷ Green Grid Update 2017. Accessed via internet.

4. Ensuring roadworks are not a barrier to walking

Local strategies supported in The Borough Mayor's Strategic Pledges 2018 also provide opportunities for walking:

LIP3 objectives outlined in this document prioritise pedestrians in the following ways:

1. Creating Love Your Neighbourhood schemes: reducing rat-running traffic on residential roads to make walking and cycling more pleasant, safer and easier;
2. Building more crossings which give legal priority to those crossing to enable children and others to walk independently;
3. Providing side road priority to pedestrians by design;
4. Improving information and wayfinding;
5. Applying the Healthy Streets check for new schemes;
6. Improving the condition of footways; and
7. Greening the streetscape to make it more attractive for walking.

vi. Cycling

The borough recognises the growing importance of cycling as a mode of transport and the cycling potential available (see 2.3.ii). The cycling potential for Tower Hamlets has been calculated using detailed cycling potential results from the Propensity to Cycle Tool (www.pct.bike).

The PCT routes cyclists using the Cyclestreets 'direct' route – so it is not necessarily where everyone currently cycles, but it gives an idea of key desire lines (where people might want to cycle, if it were facilitated). As with any tool it is not perfect and needs to be interpreted with local knowledge.

Figure 18 shows what the PCT suggests for current (2011) levels of commuter cycling in Tower Hamlets. The Go Dutch scenario seen in Figure 19 calculates what we would see if English commuters become as likely as Dutch commuters to cycle trips of particular lengths and hilliness. The scenario suggests Tower Hamlets' commuter cycling levels could be 15-39% rather than 0-9%.

Cycle use is already rapidly expanding despite a need for improvement in facilities and infrastructure. There is great potential to increase cycling in Tower Hamlets because:

- Nearly two thirds of potentially cyclable trips are currently made by car.
- Of the 4.3 million potentially cyclable trips made every day, 3.5 million would take less than 20 minutes for most people to cycle.
- Almost half the population is aged between 20 and 39, the most popular ages for regular cycling, and large population growth is expected in the next ten years.

- Car ownership in the borough is also lower than the inner London average. According to the 2010 London Travel Demand Survey 61% of households do not own a car and so are reliant on alternative modes of travel.
- Tower Hamlets has a network of attractive off-road canal and riverside paths which are suitable for most types of people to cycle.
- Tower Hamlets (along with Newham) is the flattest borough in London.

The targets set out in our Cycling Strategy 2016 are that by 2025 we will at least:

1. Double the volume of cyclists in the borough
2. Increase the proportion of residents cycling to work to 15%
3. Reduce the risk of cyclist accidents by half
4. Double the number of children cycling to school

The current, proposed and future network to enable this growth can be seen in the 2016 Cycling Strategy which is due to be updated this year (see Figure 20, Figure 21 and Figure 22 below).

vii. Cycling challenges

As the proportion of cyclists has grown, cycle safety has become an area of increasing concern in Tower Hamlets, particularly given the rise in fatalities on busy arterial roads as can be seen from Figure 30. The Tower Hamlets Local Plan 2031 (Regulation 19) seeks to reduce the impact of delivery, servicing and construction traffic on the environment and the health and well-being of residents in terms of noise disturbance and its contribution to road congestion and air pollution.

viii. Cycling opportunities

We are working with Transport for London to improve routes on the Cycle Grid by 2022. Routes include:

- Future Route Hackney to Greenwich via Grove Road, Burdett Road and Westferry Road
- Grid Extension 1: Hanbury to Cephass Street via Durward Street
- Grid Extension 2: Cable Street to Portelet Street (QW6) via Bancroft Road and Jubilee/Sutton Street
- Grid Extension 3: Virginia Street to Spital Square
- Grid Extension 4: Bishopsgate to Cable Street (provisional)



Figure 18: Levels of commuter cycling in Tower Hamlets, 2011. Derived from the Propensity to Cycle Tool.



Figure 19: Go-Dutch scenario for Tower Hamlets. Derived from Propensity to Cycle Tool.



Figure 20: Current cycle network in Tower Hamlets. Source: 2016 Cycling Strategy



Figure 21: Proposed cycle network in Tower Hamlets. Source: 2016 Cycling Strategy



Figure 22: Future cycle network in Tower Hamlets. Source: 2016 Cycling Strategy

ix. Bike Hire Scheme

The Santander Cycle Hire Scheme is well used in the borough with 1.2 million hires in the last 12 months which equates to over 3000 hires per day. After the spike in Olympics year the level of use has remained constant.²⁸ There is a strong network of over 100 docking stations, providing 2,700 docking points and over 2,000 bikes across the entire borough putting everyone within 400m of a station. This scheme helps to overcome problems of safe storage and access to cycles for many residents and has proved to be very popular.

However, the Council does not support the establishment of any unlicensed Dockless Cycle Hire Scheme in the borough to protect footway areas from obstruction and being aware of ASB behaviour associated with such schemes. We note several trial schemes are being withdrawn after experiencing viability problems.

x. Cycle parking

Many of our residents do not have space in their homes to securely store cycles. We have introduced secure estate and on-street cycle hangars. Demand has rapidly outstripped supply. The Borough Mayor's Strategic Pledge 2018 outlines a commitment to installing an additional 100 on-street cycle hangars annually.

We will work with Tower Hamlets Homes and other housing providers in the borough to ensure that every resident who needs it has access to suitable secure cycle parking, to allow residents to rent garages for cycle storage of non-conventional bikes that won't fit in other on-street and estate storage.

A secure Cycle Hub at Whitechapel Crossrail station is planned to cater for regular commuters and we will explore further opportunities for such facilities.

We will continue to install 'Car Bike Ports' to expand bike parking in areas of high or growing demand and work with commercial landlords to increase commuter and resident cycle parking on land which is not owned by the Council.

xi. Inclusive cycling

Cycling take-up is unequal in the UK; children, women, older people, ethnic minorities and the disabled are generally less likely to cycle. This is usually because the road environment is unsuitable for most to be and feel safe.

The Department for Transport estimates that only 2% of children cycle to school nationally. However, the cycling charity Sustrans reported in 2015 that their Bike It programme in 126 schools across London, several of which were in Tower Hamlets, resulted in an increase in regular cycling from 6% to 12.5%. Therefore, we have taken

²⁸ Tower Hamlets Cycling Strategy October 2015

6% as the baseline proportion for Tower Hamlets. Our target is to achieve 12% of all children cycling to school by 2025. Training is offered to all pupils in a given year group irrespective of ability. Training was carried out at 45 schools in 2014/15.²⁹

Women have more complex travel diaries, linking multiple trips, and making more and shorter trips (Department for Transport, 2014)³⁰ – exactly the kinds of journeys which could be done on foot or bicycle.

Women also make approximately four times as many ‘escort education’ trips as men (Department for Transport, 2016a)³¹ so are more likely to have the added complication and responsibility of cycling with children which heightens safety concerns. A physical environment which may be acceptable to a single person without responsibility for others becomes unacceptable when cycling with children (Pooley, 2011). While most people, regardless of gender, prefer not to interact with motor traffic while cycling, women place greater importance on being separated from traffic (Aldred et al., 2016)³².

Many disabled people already cycle and many more could do so given the right conditions. Disabled Londoners, like Londoners in general, overwhelmingly use public transport or the car as their main mode. Cycling accounts for 3% of commutes by disabled Londoners, well behind other modes but used by more Londoners than taxis and ‘other’ combined (each on 1%)³³. Where possible we will adopt the design principles set out by *Wheels for Wellbeing*.

The Council supports a popular All Ability Cycling Club³⁴. Residents of all ages and abilities in Tower Hamlets can now take advantage of the new and improved All Ability Cycling Club, funded by Tower Hamlets Council and run by Bikeworks in Victoria Park. The All Ability Club has been awarded London 2012 Inspire Mark status. The club is free to attend and open to all, regardless of age or ability. There are a range of bicycles available for participants, including hand cycles, wheelchair bicycles, tandems, scooters, two wheelers and training is provided by qualified instructors.³⁵

All new road schemes in Tower Hamlets will have the London Cycling Design Standards applied to them and all cycling schemes will be planned to cater for non-

²⁹ Tower Hamlets Cycling Strategy, 2015

³⁰ Department for Transport, (2014). ‘National Travel Survey Trip Chaining: 2002-2014’

³¹ Department for Transport, (2016a). ‘Average number of trips (trip rates) by age, gender and purpose: England, 2016’. National Travel Survey. Table NTS0611

³² Aldred, R., Woodcock, J. and Goodman, A., (2016). ‘Does More Cycling Mean More Diversity in Cycling?’, *Transport Reviews*, 36:1, pp. 28-44

³³ Andrews, N., Clement, I. and Aldred, R., 2018. Invisible cyclists? Disabled people and cycle planning—A case study of London. *Journal of Transport & Health*, 8, pp.146-156.

³⁴ https://www.towerhamlets.gov.uk/ignl/transport_and_streets/cycling/all_ability_cycling_club.aspx

³⁵ Tower Hamlets Cycling Strategy October 2015

standard cycles, including disability adapted bikes, bike trailers, cargo bikes and bikes adapted to carry small children.³⁶

We will continue to work with local cycle groups and British Cycling (the national governing body) to promote cycling for sport and leisure, including Sky Rides, Santander Cycle Rides, all ability cycling club and women-only rides.³⁷ In section 3.2.2.vii the benefits of social and group cycling are highlighted.

However, safety concerns remain the main barrier to more cycling for all so cycling infrastructure will continue to be improved and extended to enable more people to cycle on a daily basis.

xii. Measuring cycling ‘success’ & Bike Life Project

Our guiding principles (set out in ‘Tower Hamlets – A Cycling Borough’) focus on producing an environment which enables all ages and abilities to cycle. With fear of traffic being the major deterrent to cycling for 80% adults (Pooley, 2011)³⁸ solutions which provide protection and continuity without delays are likely to be attractive for the majority. This type of provision for cycling will mean re-allocating road space away from motor vehicles and reducing on-street car parking (both of which can be unpopular).

Presence of children, women, older people and disabled cycling is therefore just as important a measure of success as cycling numbers. Although it is possible to measure increasing diversity in cycling in London, at the borough level sample sizes taken by Transport for London are too small to give meaningful results. However, Tower Hamlets is partnering Sustrans in a Bike Life Project which places the borough in a unique position as the only London Borough able to measure cycling diversity.

BikeLife is a project taking place across a number of cities throughout the UK, which aims to encourage the long-term development of cycling. Tower Hamlets is the first and only London borough to be involved so far. The project, which is inspired by the Copenhagen Bike Account report, aims to:

- Encourage and assist in the long-term planning of provision for cyclists, particularly by helping create better targets and measuring progress against those targets.

³⁶<https://www.pdf-archive.com/2018/08/13/02-thlp18-manifestoa5web2/02-thlp18manifestoa5web2.pdf>

³⁷ Tower Hamlets Cycling Strategy October 2015

³⁸ Pooley, C., 2011. Understanding Walking and Cycling. Lancaster Environment Centre, Lancaster University.

- Increase awareness, amongst both the public and decision-makers of all the benefits of cycling and its place in creating “more liveable” cities.
- Encourage sharing of best practice and ambitions between participating cities
- Secure sustained political commitment to cycling.

In Tower Hamlets BikeLife will provide research into cycling conditions, cycling behaviour and its impacts, public attitudes to cycling and new initiatives. In conjunction with all the participating BikeLife cities, the research will be carried out and published on a biennial basis. BikeLife will provide a good opportunity to measure the participation of local residents in cycling, and monitor levels of cycling according to ethnicity, gender, socio-economic profile and other characteristics. It will also build on existing research on cycling including the borough’s own Annual Resident Survey.

MTS Outcome 2: London’s streets will be safe and secure

i. MTS Outcome Indicators

Outcome 2: Vision Zero – Deaths and serious injuries from all road collisions to be eliminated from our street.

Measures: 65% reduction in KSIs by 2022 on the 2005-09 baseline. 70% reduction in KSIs by 2030 on the 2010-14 baseline. 0 KSIs by 2041.

Metric: Casualties Killed or Seriously Injured (KSIs) according to STATS19 data.

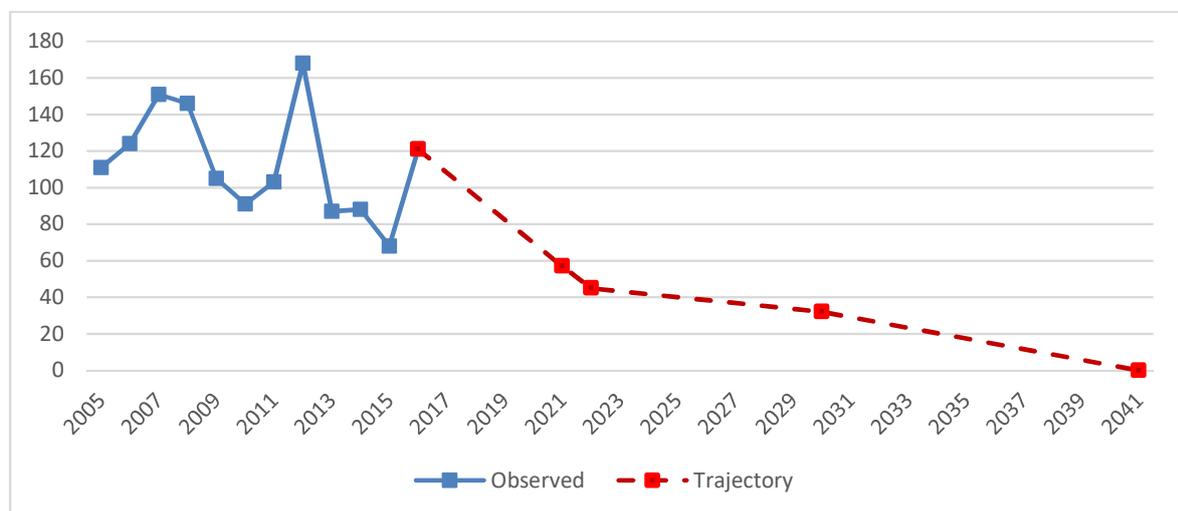


Figure 23: Killed and seriously injured casualties.
Source: LIP3 MTS outcomes borough data pack v1_1

The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 – the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting and Sharing (CRASH) system in October 2015. This has had a number of impacts on the data that is available to

Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation.

Under the new systems, officers use an ‘injury-based assessment’ in line with DfT STATS 20 guidance and online self-reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.

TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre-November 2016 data to be compared with post-November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor’s Transport Strategy, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets were released following consultation on the LIP3, so an assessment of how these may require additional measures to achieve them will be incorporated in our next more detailed Road Safety Action Plan. The level of ambition remains unchanged, despite these revised figures.

ii. Vision Zero

Every year, more than 2,000 people are killed or seriously injured on London’s streets³⁹. In London in 2016, more than 30,000 people were injured in road collisions with 1,272 casualties in Tower Hamlets. Between 2012 and 2016 inclusive (i.e.: over 5 years) 5,915 people were injured and 30 people were killed in road crashes in Tower Hamlets. People from more deprived areas, some ethnic minorities, disabled people, children and older people are disproportionately affected by road danger.

There has been a significant shift in approach to safety on the roads which is recognised in the Mayor’s Transport Strategy, and which we wish to act upon – a shift from ‘road safety’ to ‘road danger reduction’. This must not be a simple switch of terminology. Instead it must be a fundamental shift in approach, policy and action. As highlighted in the Mayor’s Vision Zero action plan:

“For too long these tragic road incidents have been accepted as inevitable events. This would be unthinkable on other transport modes. We must change this mindset”

Road danger reduction focusses on motor vehicles, targeting the danger at source. It means reducing the number of motor vehicles, reducing their speed and designing roads to prioritise walking and cycling. This approach tallies with the ambition to

³⁹ Vision Zero action plan: Taking forward the Mayor’s Transport Strategy’. Transport for London, July 2018

reduce motor traffic and increase walking and cycling and Healthy Streets as set out in the Mayor's Transport Strategy.

Reducing road danger will be based upon Safe Systems rooted in the principle that our lives and health should not be compromised by our need to travel. As is reflected in Vision Zero, no level of death or serious injury is acceptable on our streets, and we all – particularly those driving vehicles which potentially pose harm – have a responsibility to ensure we don't threaten or harm others.

By considering risk and fear of traffic in addition to actual casualties we will aim to reduce KSIs on Tower Hamlets' streets. The Borough already implements a number of the measures which support Vision Zero, including School Streets targeting collision hotspots, Liveable Neighbourhoods and has a 20mph speed limit in place on all roads maintained by the Borough. It will continue to implement and extend these measures to meet Vision Zero including working with TfL to implement a 20mph speed limit on more roads maintained by TfL. In addition, we will continue to deliver Road Safety Education programmes in schools and older people's groups, and through Community Safety will help to deliver reductions in anti-social driving. Our commitment to Vision Zero is clearly reflected in the Delivery Plan in sections 4.9 and 4.12 in the form of improving compliance with 20mph limits and supporting measures, Slower by Design programmes, and Love Your Neighbourhoods schemes.

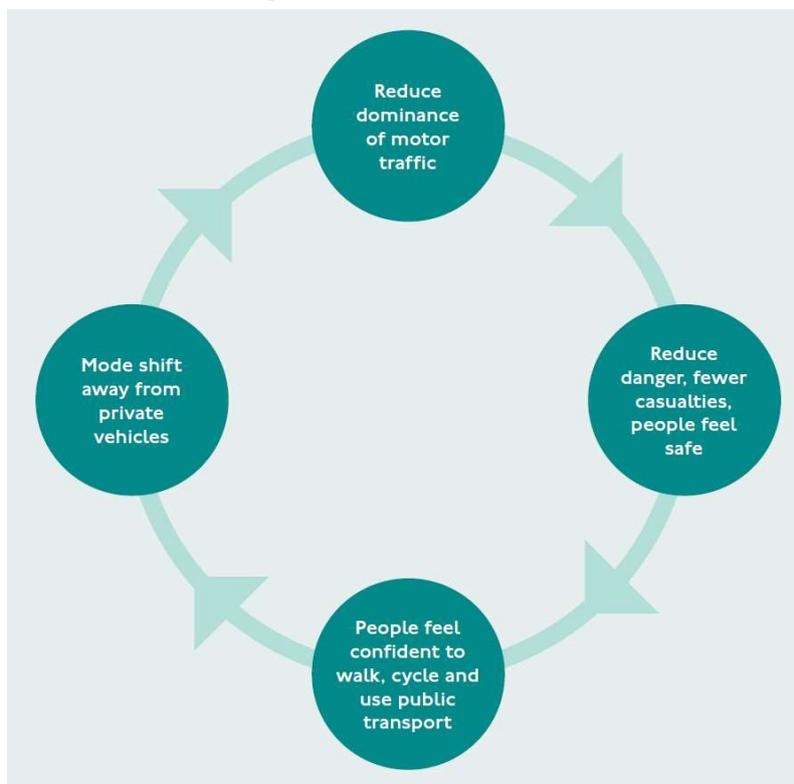


Figure 24: Road danger reduction as part of the Healthy Streets Approach. Source: Vision Zero action plan: Taking forward the Mayor's Transport Strategy'. Transport for London, July 2018.

iii. Casualties

It must be noted that post-2016, there have been changing patterns of collisions following implementation of CS2 which has diverted more through traffic onto less appropriate borough roads, consequently making cyclists and pedestrians more at risk on busy shopping and residential streets. See Table 4 and Figure 25.

Pedal cyclists and Powered Two Wheelers (PTWs) are vastly over-represented in Borough casualty statistics. Only 3.5% of all trips are by bicycle but 21.6% of injuries and deaths on the roads of Tower Hamlets are suffered by people cycling. These statistics include 17km of TLRN roads which cross the borough. PTWs account for only 0.4% of trips but 20.3% of injuries and deaths in the Borough. This is no doubt due to the greater speed, weight and volume of PTWs compared to someone on a bicycle, but it is concerning that many such vehicles can be driven by learner drivers often working as delivery couriers.

To tackle the issue of cycle safety, Tower Hamlets will improve cycle safety with better protected routes. This follows the London Cycle Design Standards which includes a requirement for a greater degree of physical separation on busy roads. The upgrading of CS2 and CS3 will increase their capacity and safety and other cycle routes that do not meet the latest guidance for quality will be upgraded. These changes could consist of Quietways, painted cycle lanes or, the option that often improves people's perceptions of safety the most, segregated cycle tracks/lanes⁴⁰.

Year	Mode of travel	No. / Severity of casualties				As % of all casualties	Approx. % trip mode share
		1 Fatal	2 Serious	3 Slight	Sum		
2012-2016	1 Pedestrian	14	176	867	1057	17.7%	41.4%
	2 Pedal cycle	8	137	1140	1285	21.6%	3.5%
	3 PTW	4	131	1076	1211	20.3%	0.4%
	4 Car	4	45	1905	1954	32.8%	18.2%
	5 Taxi	0	4	148	152	2.6%	1.0%
	6 Bus or coach	0	6	153	159	2.7%	12.7%
	7 Goods vehicle	0	3	111	114	1.9%	0.5%
	8 Other vehicle	0	0	23	23	0.4%	Unknown
	Sum	30	163	1027	30		

Table 4: Total casualties in Tower Hamlets, all modes, 2012-2016

⁴⁰ Tower Hamlets – A Cycling Borough, January 2016

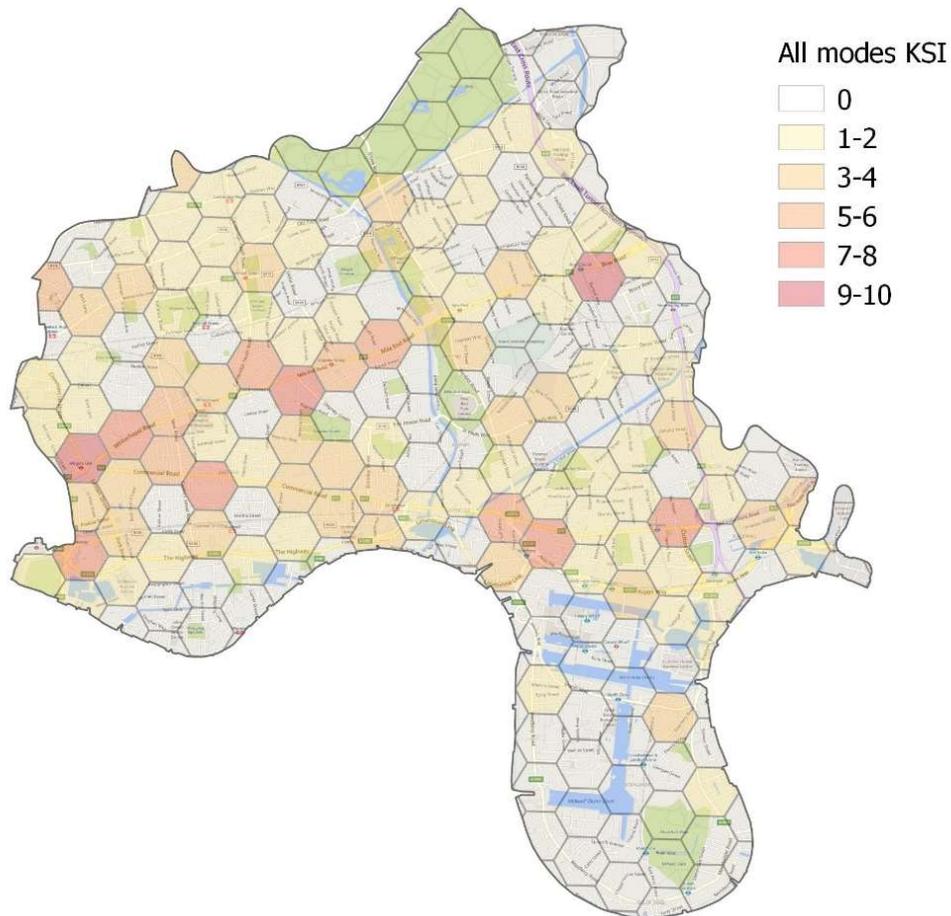


Figure 25: Killed and Seriously Injured (KSIs) for all modes 2014-16 Source: Transport for London

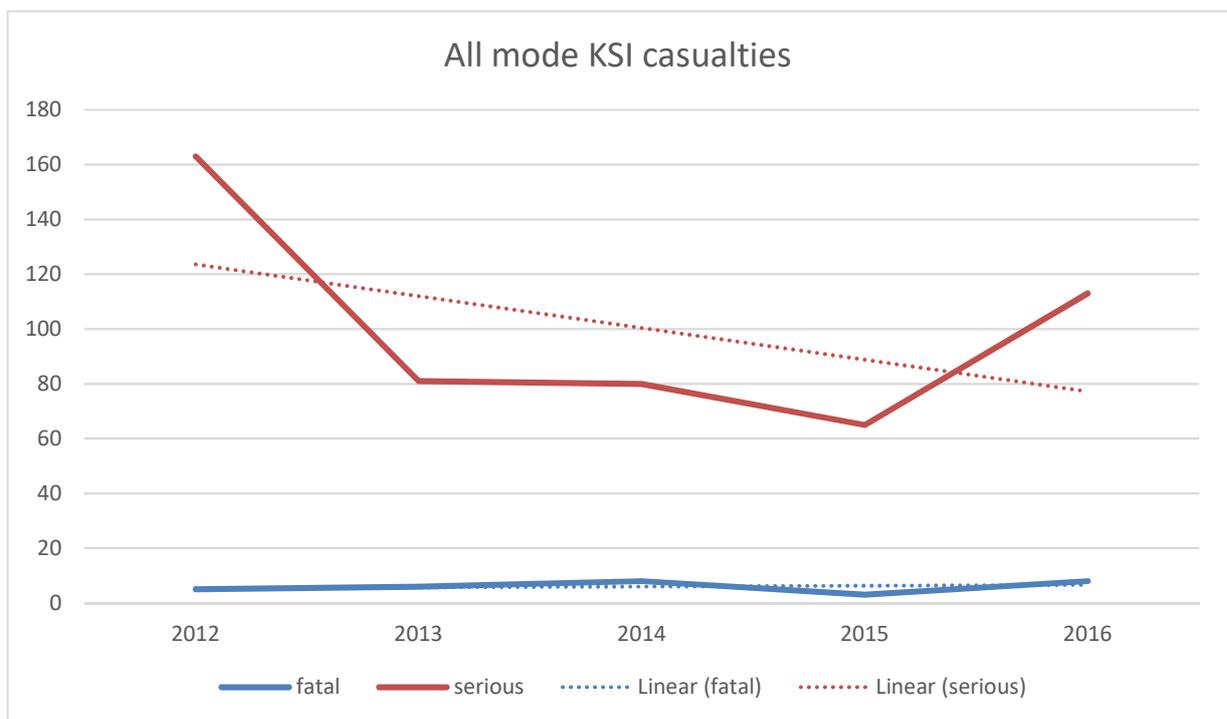


Figure 26: LB Tower Hamlets all casualties, fatal and serious 2012-2016

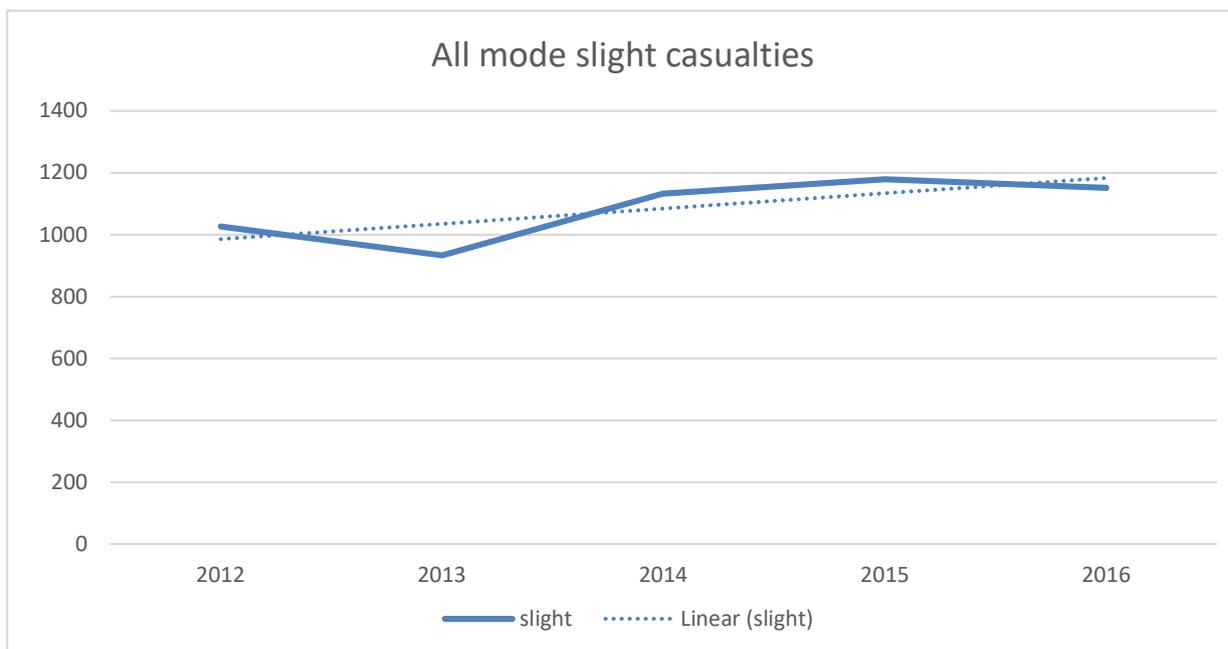


Figure 27: LB Tower Hamlets all mode casualties, slight only 2012-2016

The number of serious casualties has declined since 2012 while the number of fatalities has flatlined as indicated by the dotted trend lines shown in Figure 26. However, the number of collisions resulting in slight casualties has remained stubbornly high as illustrated by the trend line in Figure 27. Given the need to reduce casualties, including slight injuries, the Council has adopted a wholesale approach to road danger reduction by introducing a Borough-wide 20mph limit in 2015 in explicit support of Vision Zero.

As a high percentage of KSIs are related to journeys made on the TLRN (see 3.2.2.iv below) many of which are the result of through-traffic from other boroughs (rather than local trips), achieving Vision Zero will be challenging. Tower Hamlets would welcome discussion with neighbouring boroughs to ensure there is a coordinated response to the issue. This would ensure any projects created under Vision Zero within each borough, do not negatively impact on surrounding boroughs and their KSI rates.

ASB driving is also a major issue in the borough, with night-time road racing, speeding and cars congregating on local residential roads. This creates an unsafe and unpleasant environment for pedestrians and cyclists and fear of stepping outside amongst residents. With the support of the Love Your Neighbourhood schemes and smaller-scale programmes under the three-year and annual programme of initiatives, such as road closures, ASB driving will be tackled to support Vision Zero.

iv. TLRN casualties

Main radial roads pass through some of the most deprived communities, creating environments that are not inclusive to all, with roads that are intimidating and difficult to cross. 80% of all deaths and serious injuries occur to people walking, cycling or

riding motorcycles in London⁴¹. 73% of collisions resulting in death or serious injury for those on foot, bike or motorbike in London take place at junctions. In Tower Hamlets, there is a clear pattern of more casualties occurring on the Transport for London Road Network (TLRN) as opposed to the local road network: This is illustrated on the crash maps for adult pedestrians (Figure 29), cyclists (Figure 30) and motorcyclists (Figure 31). Figure 29, Figure 30 and Figure 31 indicates casualties in a section of Tower Hamlets since casualties for the whole area are not legible at this scale.

Year	No. of pedal cycle casualties			Sum
	Casualty severity			
	1 Fatal	2 Serious	3 Slight	
2012	2	49	203	254
2013	4	24	226	254
2014	2	19	252	273
2015	0	13	209	222
2016	0	32	250	282
Sum	8	137	1140	1285

Table 5: Tower Hamlets Pedal Cyclist casualties 2012 – 2016

There were no cyclists killed on Tower Hamlets roads in 2015 and 2016 but the number of slight casualties rose in 2016 – see Figure 28.

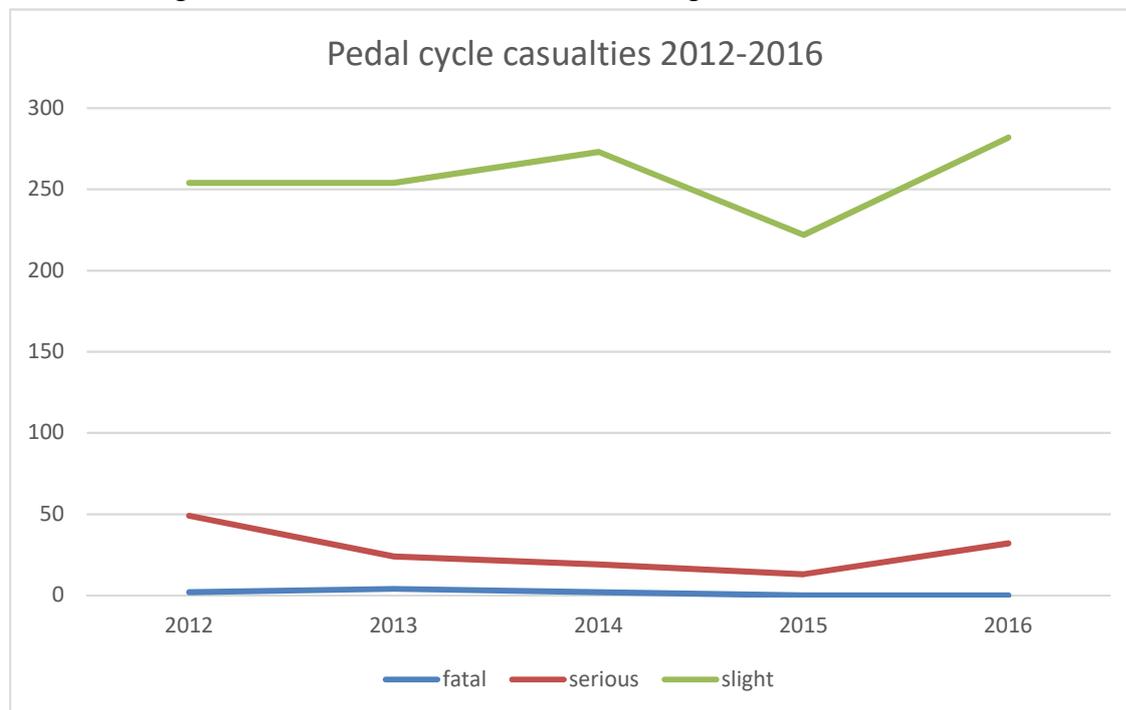


Figure 28: Tower Hamlets Pedal Cyclist casualties 2012 – 2016

⁴¹ Vision Zero action plan: Taking forward the Mayor's Transport Strategy'. Transport for London, July 2018

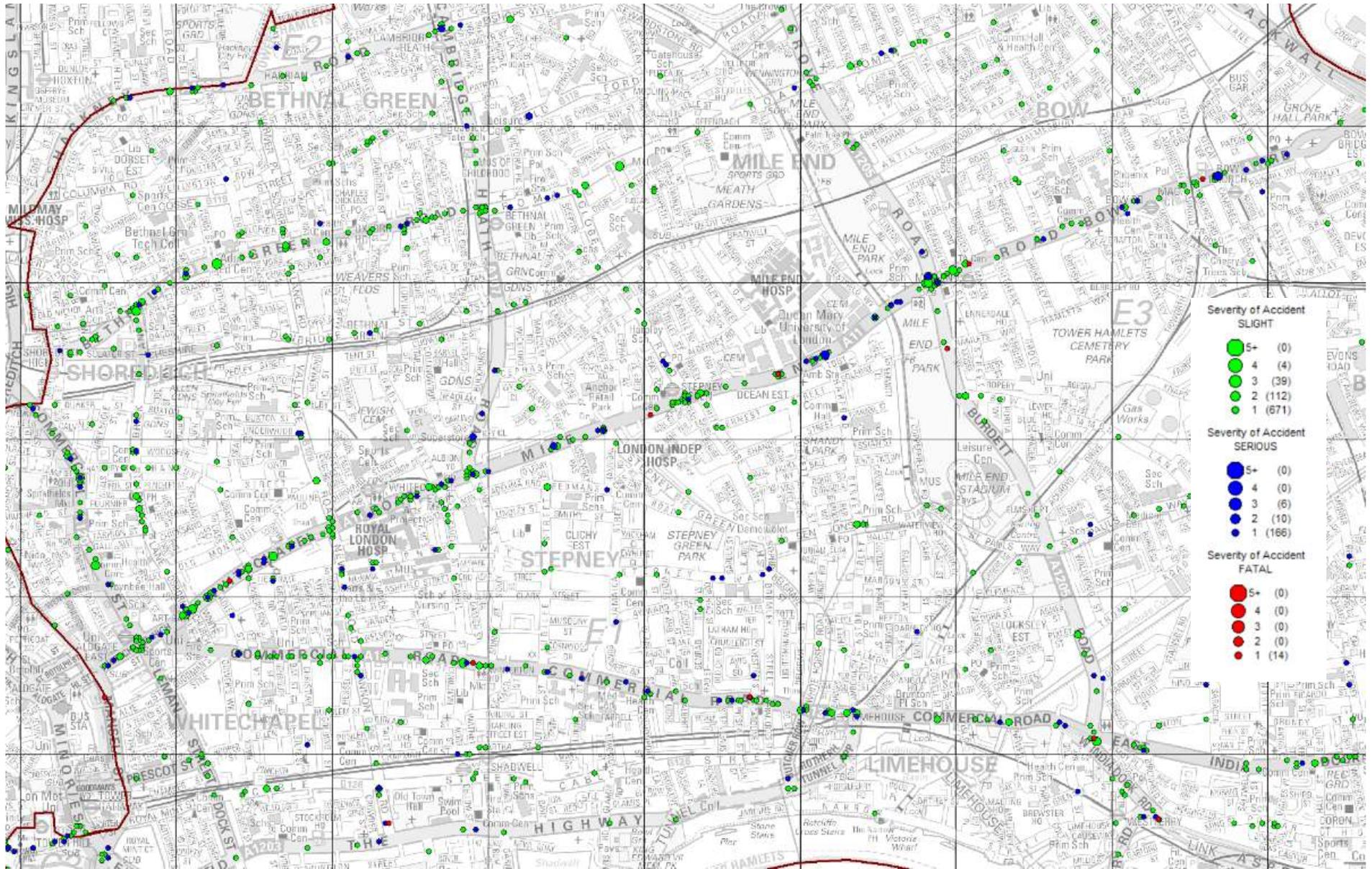


Figure 29: Pedestrian casualties in central Tower Hamlets. Years 2012-2016. Key not to scale

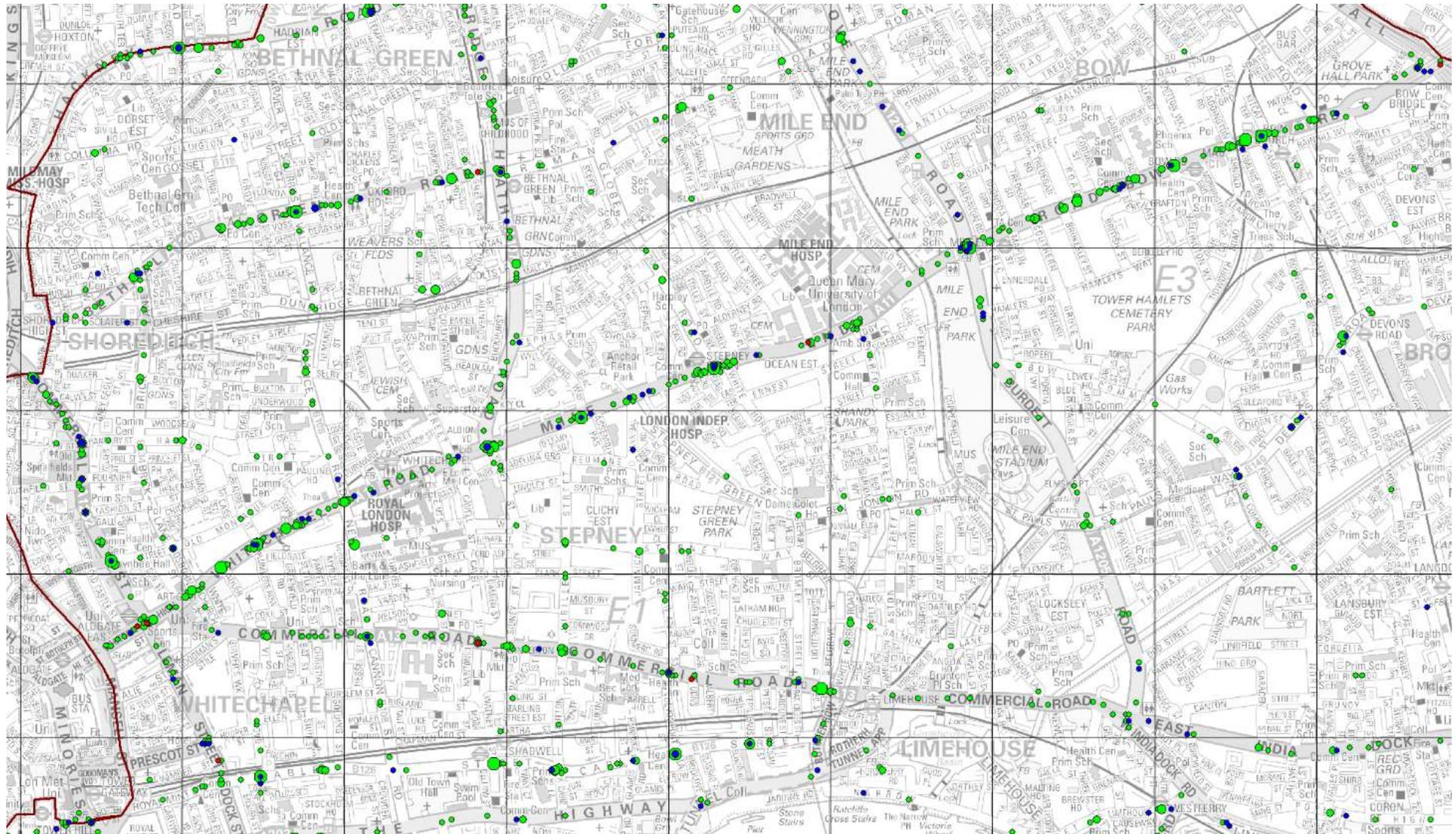


Figure 30: Cycle casualties in central Tower Hamlets. Years 2012-2016. Key not to scale.

From these maps, it can be seen that KSIs are scattered, however ‘slights’ are a lot more frequent and have increased significantly in recent years. This is an issue that can be tackled as part of Vision Zero, however, as TLRN roads are managed by TfL, we will rely on collaborative work with TfL to allow changes to be made to improve the safety of pedestrians and cyclists and to protect the most vulnerable road users. In particular we call on them to deliver the A13 safety scheme as soon as possible.

v. Powered-Two Wheelers

In Tower Hamlets PTWs are, when measured by trip, a source of more danger to pedestrians than any other mode including HGVs and cars. PTW drivers are a hazard to both pedestrians and cyclists and there is a notable problem of PTW drivers illegally using pedestrian/cycle only routes and participating in anti-social driving in the borough.

By allowing PTWs into bus lanes the aim is to reduce the danger they pose to people cycling. This approach shows safety benefits for PTW users but could be seen to encourage their use, which is not desirable given PTWs are polluting and are a cause of specific environmental annoyance for pedestrians when low background noise levels and sparse traffic flow allow identifying the PTW⁴².

PTWs are also over represented in casualties. Of the 5955 casualties in Tower Hamlets between 2012 and 2016, 19% (1133 in number) were PTWs. See Figure 31.

Mode of travel	No. of casualties			Sum
	Casualty severity			
	1 Fatal	2 Serious	3 Slight	
1 Pedestrian	1	18	92	111
2 Pedal Cycle	0	1	33	34
3 PTW	2	94	848	944
4 Car	0	1	32	33
5 Taxi	0	0	3	3
6 Bus or Coach	0	0	1	1
7 Goods Vehicle	0	0	5	5
8 Other Vehicle	0	0	2	2
Sum	3	114	1016	1133

Table 6: All casualties from collisions involving a PTW Tower Hamlets 2012-16

⁴² Paviotti, M. and Vogiatzis, K., 2012. On the outdoor annoyance from scooter and motorbike noise in the urban environment. *Science of the Total Environment*, 430, pp.223-230.



Figure 31: Collisions involving PTW injury, 2012-2016. Central Tower Hamlets. Key not to scale

Approximately 12% of PTW crashes involve no other vehicles (28 PTW casualties per year based on five-year average from 2013-2017). 64% of these PTW collisions involving no other vehicle result in serious or fatal injuries. Of the three PTW fatalities, one involved no other vehicle. This suggests a proportion of PTW injuries and fatalities are the result of the driving behaviour (rather than the result of behaviour of other road users) and could be addressed via campaigns or training.

Casualty sex	No. of casualties				Sum
	Casualty age (banded)	Casualty severity			
		1 Fatal	2 Serious	3 Slight	
1 Male	10-15	0	1	0	1
	16	0	1	2	3
	17	0	0	4	4
	18-19	0	3	31	34
	20-24	0	10	133	143
	25-59	2	66	596	664
	60+	0	3	5	8
	Unknown	0	2	25	27
	Sum	2	86	796	884
2. Female	18-19	0	0	2	2
	20-24	0	1	4	5
	25-59	0	7	44	51
	Unknown	0	0	2	2
	Sum	0	8	52	60
Sum		2	94	848	944

Table 7: Powered Two Wheelers casualties Tower Hamlets 2012-16 showing age banded and gender

Of the PTW casualties which occurred between 2012 and 2016, only 6% were women, and 94% were males. 70% of all PTW KSIs between 2012 and 2016 in Tower Hamlets involved PTW drivers who were male and in the 25 to 59-year age band.

Potentially, tested and targeted campaigns, and training to change PTW behaviour to reduce not only the injury to themselves, but also to other road users, would be of great benefit in reducing casualties in Tower Hamlets overall. Alternatively, campaigns to encourage PTWs drivers onto other types of more benign transport would benefit Tower Hamlets in terms of pollution and casualty reduction. Funding to this effect has therefore been included in the Delivery Plan under Supporting Measures.

vi. Danger posed by respective vehicles in Tower Hamlets

Vehicle type (banded)	Pedestrian casualties Tower Hamlets 2012-16 showing vehicle in conflict with pedestrians				
	Casualty severity			Sum	Approx. % trip mode share
	1 Fatal	2 Serious	3 Slight		
1 Pedal cycle	0	3	42	45	3.5%
2 PTW	1	18	92	111	0.4%
3 Car	4	93	446	543	18.2%
4 Taxi	0	6	37	43	1.0%
6 Bus/coach excluding minibus	1	8	20	29	12.7%
7 Goods vehicles	3	14	59	76	1.0%
8 Other	1	2	4	7	
Sum	10	144	700	854	

Table 8: Pedestrian casualties Tower Hamlets 2012-16 showing vehicle in conflict with pedestrians

Car drivers are involved in 64% (543 in number) of reported crashes which cause pedestrian injuries or deaths but only 18.2% of trips are made by car. Goods vehicles are involved in 8.9% (76 in number) of reported crashes which cause pedestrian injuries or deaths but only 0.5% of trips are made by van or lorry.⁴³

One of the most striking aspects of the data is that PTWs are involved in 13% or approximately one in eight (111 in number) of all reported collisions which result in injury to pedestrians but represent only 0.4% of all trips.⁴⁴ That makes PTWs the greatest source of road danger to pedestrians per trip of all the types of road user in

⁴³ Transport for London on request

⁴⁴ Transport for London on request

the Borough of Tower Hamlets. PTWs are also more than twice as likely to be involved in collisions with pedestrians and six times more likely that cyclists to cause a serious injury to pedestrians than cyclists.

vii. Road danger by income, ability, age and gender

Low-income residents, disabled people and children suffer disproportionately when it comes to injuries caused by road crashes. A study based on the National Travel Survey showed that nationally, for every mile walked, a low-income pedestrian is three times more likely to be injured by a motor vehicle than someone from a high-income household. Disabled people are five times more likely to be injured than non-disabled people.⁴⁵

People are most likely to be injured between the ages of 10 and 14. Speeds and traffic volumes on roads where children live or might live need to be substantially reduced through design and enforcement.

The Council's plans to reduce rat running, extend a Love Your Neighbourhood programme, along with School Streets and Play Streets and reduce speed by design are all aimed at enabling more active travel amongst children while reducing their exposure to road danger.

In Tower Hamlets, child pedestrian and cycle casualties (see Figure 32 and Figure 33) tend to be dispersed across the road network, presumably because children are making more local journeys to school, friends etc. (rather than commuting along the TLRN).

While training programmes can go some way to encouraging children to cross at crossings and so on, the approach should be that it is the road users who pose the harm whose activities should be curtailed through design and not the activity of benign road users. The nature of children will not change. Therefore, the approach we take in this strategy is that the road environment, and driver behaviour, must be adapted.

The age at which residents are most likely to be injured as pedestrians in Tower Hamlets is 10-15 years and 80-84 years as measured in five-year age bands based on 2017 population against the number of average annual casualties per 1000 population (see Figure 34).

⁴⁵ Aldred, R. Road injuries in the National Travel Survey: under-reporting and inequalities in injury risk. Project Report. Department of Planning and Transport, University of Westminster, London. April 2018

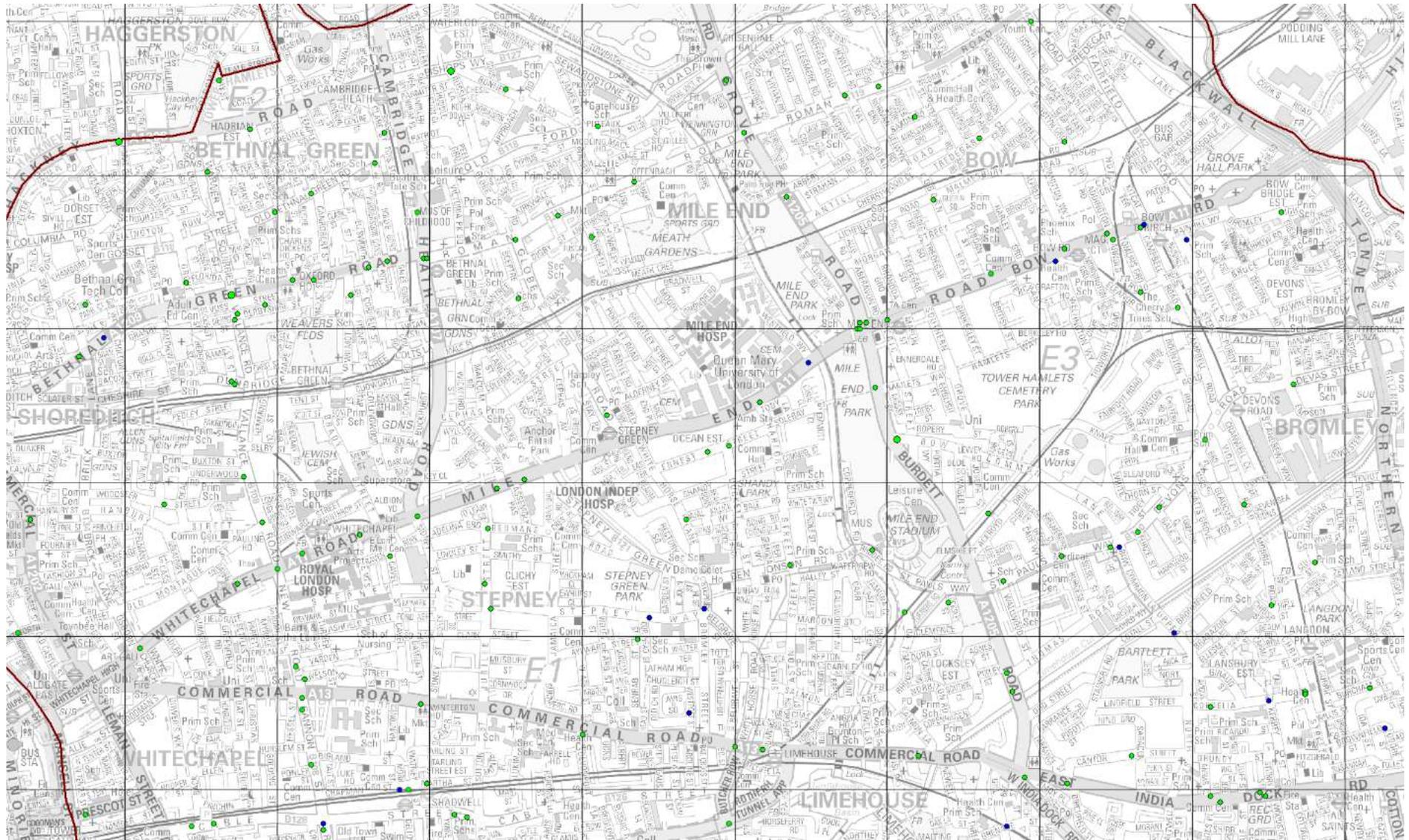


Figure 32: Child pedestrian casualties (aged 0-15), Tower Hamlets, 2012-2016. Key not to scale

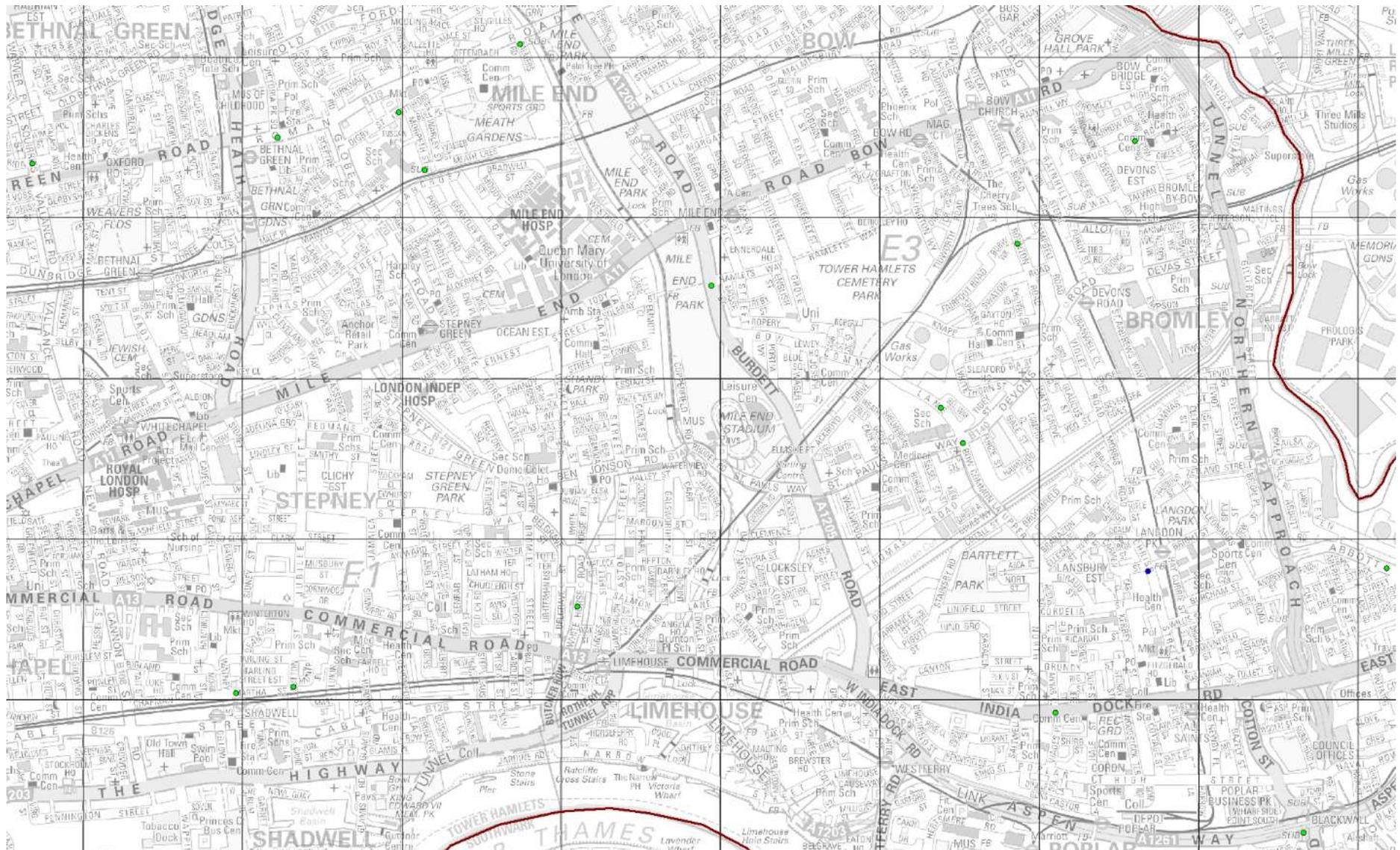


Figure 33: Child cycle casualties (aged 0-15), Tower Hamlets, 2012-2016. Key not to scale

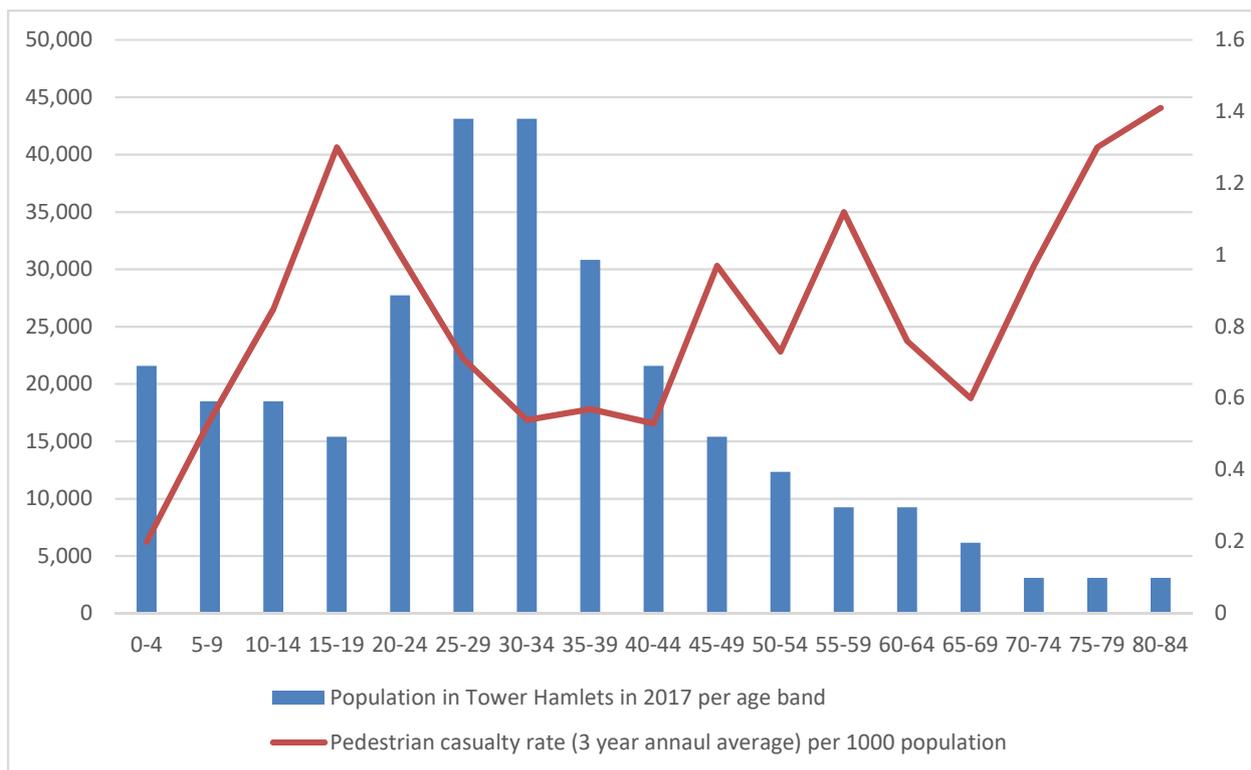


Figure 34: Pedestrian casualty rate (3-year average for 2015, 2016 and 2017) per 1000 population against the number of Tower Hamlets population in five-year age bands (as of 2017). Calculated based on data provided by TfL.

Perceptions of security also vary according to age, gender and ability. We recognise that feelings of security amongst residents holds a strong link to social inclusion. Those who feel vulnerable are less likely to go out, or travel by active modes. This eliminates opportunities for socialising and interaction with the local environment and can lead to residents feeling isolated, with older generations particularly at risk.

Individuals experience environments in different ways; women who cycle report more incidents of unsafe passes⁴⁶ and adult males are more likely to take physical risks⁴⁷. Women also express stronger preferences than men for infrastructure separated from motor traffic⁴⁸ particularly if accompanying children, so protected cycle routes are crucial to increasing cycling uptake among women. In addition, by enabling people to

⁴⁶ Aldred, R. 2015. Investigating the rates and impacts of near misses and related incidents among UK cyclists. *Journal of Transport & Health*, Volume 2, Issue 3, September, pp 379–393.

⁴⁷ Byrnes, J., Miller, D., and Schafer, W. 1999. Gender Differences in Risk Taking: A Meta-Analysis. *Psychological Bulletin*, Vol. 125, No. 3, American Psychological Association, University of Maryland, pp 367-383.

⁴⁸ R. Aldred, B. Elliott, J. Woodcock, A. Goodman. Cycling provision separated from motor traffic: a systematic review exploring whether stated preferences vary by gender and age *Transp. Rev.*, 37 (1) (2017), pp. 29-55

cycle together and providing infrastructure which allows 'side by side' cycling, it can increase safety and accessibility for women, parents, children and other groups.

Tower Hamlets aims to be an inclusive Borough, and this is reflected in the Borough Mayor's Strategic Pledges. The Council recognises the links between safety, security and social inclusion. It will make new developments, public spaces and refurbished train stations feel safe by 'designing out crime' with improved lighting, accessibility and dealing with vandalism.

The Borough is also trialling a Memory Lane project to provide public artwork to brighten railway arches and spur long-term memories of people suffering the early stages of dementia. This will improve the safety of public spaces enabling these people to feel socially included.

We have adopted the MTS Healthy Streets design approach to make our streets appealing places to spend time and assist people from all walks of life to feel safe and secure within the Borough's transport network.

viii. Measuring 'safety'

The traditional road safety approach is based on analysis of existing casualties. But the presence or absence of collisions is not necessarily a good barometer for safety. For example, if a road environment is excessively hostile that nobody cycles, there will be no cycle casualties.

Levels of harmful, polluting transport and levels of activity – walking, cycling, children playing, people talking to their neighbours – are needed for a clearer picture. (If nobody cycles, there will be no casualties, but it doesn't necessarily mean the roads are safe.) The most accurate measure of a road's safety is whether people, in all their diversity, can use their roads.

Tower Hamlets road casualty data will therefore be monitored alongside walking and cycling rates, including reviewing levels of walking and cycling by income, age, gender, and ability/disability.

In addition, safety is measured within the Borough through understanding people's perception of risk and how safe they feel on the road, regardless of whether a collision has occurred. This can also help to identify where future collisions may occur so preventative measures can be put in place.

MTS Outcome 3: London's streets will be used more efficiently and have less traffic on them

i. MTS Outcome Indicators

Outcome 3a: Reduce the volume of traffic in London

Measure: A 10-15 % reduction in vehicle kilometres by 2041 using the Love Your Neighbourhood schemes to cut rat running.

Metric: DfT road traffic statistics

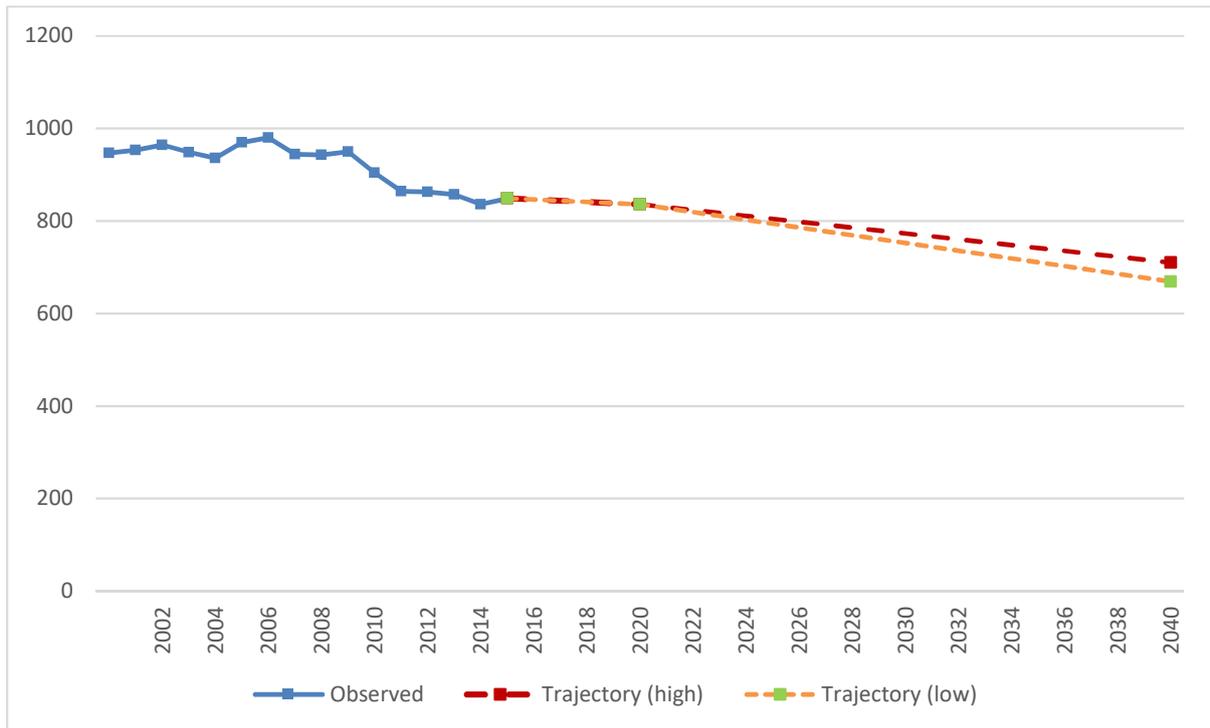


Figure 35: Annual Vehicle Kilometres (millions).

Source: LIP3 MTS outcomes borough data pack v1_1

Outcome 3c: Traffic will fall and congestion kept in check, allowing more efficient operations.

Measure: Household car ownership. 250,000 fewer cars owned in London by 2041.

Metric: Number of licensed vehicles by borough.

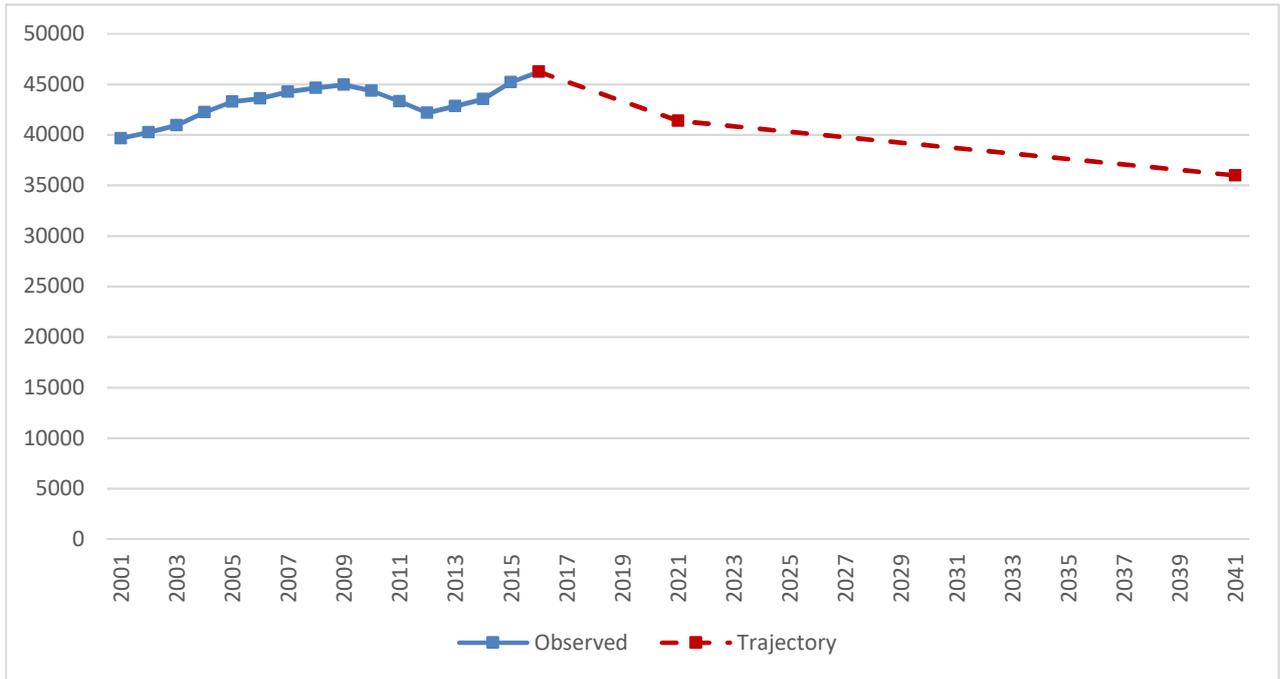


Figure 36: Number of cars owned.
 Source: LIP3 MTS outcomes borough data pack v1_1

ii. Challenges and opportunities

Tower Hamlets annual traffic flows are around 873 million vehicle kilometres, travelled by all motor vehicles (2017) ⁴⁹, of which 633 million vehicle kilometres are cars and taxis. However, given Tower Hamlets’ position to the east of London, with the A12/A13 and A11 serving traffic cutting through the borough, the city and a proportion is attributable to through-trips starting and ending in other boroughs. Rat running and through traffic is a major issue in the borough, making the implementation of Love Your Neighbourhood schemes an important approach (see 3.2.3.iii).

There are people commuting into the borough using private motor vehicles, most notably those commuting from Redbridge and Newham. 18.4% of Newham commuters and 27.3% of Redbridge commuters to Tower Hamlets drive by car or van. See Table 9.

The Council has greater control over car journeys that begin and end in the Borough. Of those commuting within the Borough to work, a large proportion (40.4%) walk to work. 13.1% commute by car or van – a significant number given the journeys are likely to be shorter distances so highly likely to be walkable or cyclable. Around a third (30.4%) of Tower Hamlets commuters travelling to Newham do so by car or van, a

⁴⁹ Traffic Flows, Transport for London

surprisingly high number given the proximity of Newham to Tower Hamlets. See Table 10.

Top Mode of Travel									
Rank	Local Authority	% of Commuters	Tube, Light Rail or Tram	Train	Bus, Minibus or Coach	PTW	Driving a Car or Van	Pedal cycle	On Foot
1	Tower Hamlets	14.1%	17.9%	3.4%	17.9%	0.4%	13.1%	5.1%	40.4%
2	Newham	5.4%	50.9%	12.6%	11.2%	0.8%	18.4%	2.5%	1.7%
3	Redbridge	4.1%	49.8%	15.3%	2.6%	0.8%	27.3%	1.6%	0.5%
4	Southwark	3.6%	49.4%	10.5%	12.7%	1.2%	6.8%	8.3%	6.8%
5	Hackney	3.4%	16.8%	6.5%	33.1%	1.1%	10.8%	20.1%	10.2%
6	Greenwich	3.2%	53.7%	17.8%	7.6%	1.1%	11.7%	4.4%	1.7%
7	Wandsworth	3.1%	64.8%	19.0%	1.7%	2.8%	4.9%	5.8%	0.3%
8	Lewisham	2.9%	56.5%	21.6%	4.6%	1.1%	8.6%	4.8%	1.0%
9	Westminster	2.7%	82.1%	1.8%	1.8%	2.1%	4.4%	3.0%	3.0%
10	Lambeth	2.6%	61.5%	13.3%	7.4%	1.8%	5.6%	8.9%	1.2%

Table 9: Top 10 Origins of Commuters to Tower Hamlets

Top mode of travel									
Rank	Local Authority	% of Commuters	Tube, Light Rail or Tram	Train	Bus, Minibus or Coach	PTW	Driving a Car or Van	Pedal cycle	On Foot
1	Tower Hamlets	30.1%	17.9%	3.4%	17.9%	0.4%	13.1%	5.1%	40.4%
2	Westminster	29.0%	60.2%	3.9%	10.6%	0.8%	1.5%	7.5%	14.3%
3	Camden	6.2%	65.0%	4.7%	10.4%	1.1%	3.5%	10.8%	3.7%
4	Islington	4.8%	42.8%	3.3%	14.4%	1.0%	5.7%	15.0%	16.8%
5	Hackney	4.4%	18.0%	3.8%	24.7%	1.0%	12.0%	15.2%	24.0%
6	Southwark	4.0%	47.6%	4.9%	13.3%	1.1%	7.1%	11.5%	13.0%
7	Newham	2.9%	32.8%	9.2%	14.8%	0.9%	30.4%	5.2%	4.4%
8	Kensington & Chelsea	2.2%	81.1%	5.3%	3.2%	0.7%	2.8%	5.1%	1.3%
9	Lambeth	1.7%	59.8%	6.0%	11.7%	1.4%	7.5%	9.3%	2.9%
10	Hammersmith & Fulham	1.6%	79.9%	5.1%	2.8%	1.5%	3.8%	5.6%	1.1%

Table 10: Top 10 Destinations of Commuters from Tower Hamlets

This presents a challenge, as these types of journeys may be outside the Council's control and cannot be prevented without pushing issues of congestion into neighbouring boroughs or enabling people travelling through the borough to use sustainable transport. The Council will therefore work alongside other boroughs and TfL to take a holistic approach to traffic reduction, whereby the appeal and convenience of travel by car is reduced. If all London Boroughs work to and meet their objectives under Outcome 3 of the MTS, the levels of through-traffic and car-based commuting in Tower Hamlets will fall as a result.

iii. Love Your Neighbourhood

The Love Your Neighbourhoods scheme is a multi-faceted approach aimed at curbing through traffic that currently uses inappropriate residential routes. Public realm

improvements will aim to reallocate road space to essential traffic and active modes, slow motor vehicles, thereby encouraging changes in travel behaviour to improve health and wellbeing.

The Borough has an ambitious aim of starting the delivery of 20 Love Your Neighbourhood schemes in the next 3 years. Bethnal Green is one such scheme that is already under detailed review for consultation. The scheme is based upon traffic management with modal filters to prevent road racing and ASB driving, both of which are significant safety concerns for the community. Wapping is also in an advanced stage with construction due to start in March 2019. Modal filters and bus gates will be included in the scheme to reduce rat running increasing pedestrian safety.

These programmes provide examples of the measures to be put in place across the Love Your Neighbourhood schemes, all of which will help to reduce through traffic and make the streets safer and more pleasant for people to walk and cycle on.

MTS Outcome 4: London’s streets will be clean and green

i. MTS Outcome Indicators

Outcome 4a: A 72% reduction in carbon dioxide (CO₂) emissions from transport (excluding aviation) by 2041.

Measure: Reduction in CO₂ emissions (in tonnes) from road transport.

Metric: CO₂ emissions (in tonnes) from road transport within the borough, base year 2013.

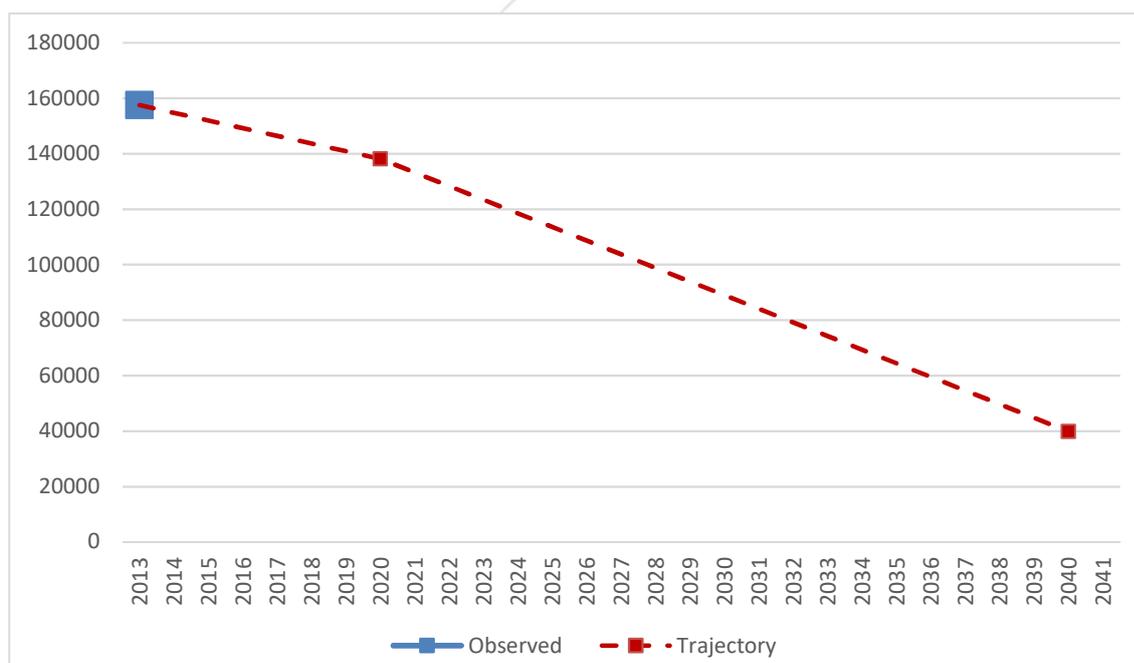


Figure 37: CO₂ emissions (in tonnes) from road transport. Source: LIP3 MTS outcomes borough data pack v1_1

Outcome 4b: A 94% reduction in road transport NOx emissions by 2041.

Measure: Reduction in NOx emissions (in tonnes) from road transport.

Metric: NOx emissions (in tonnes) from road transport within the borough, base year 2013.

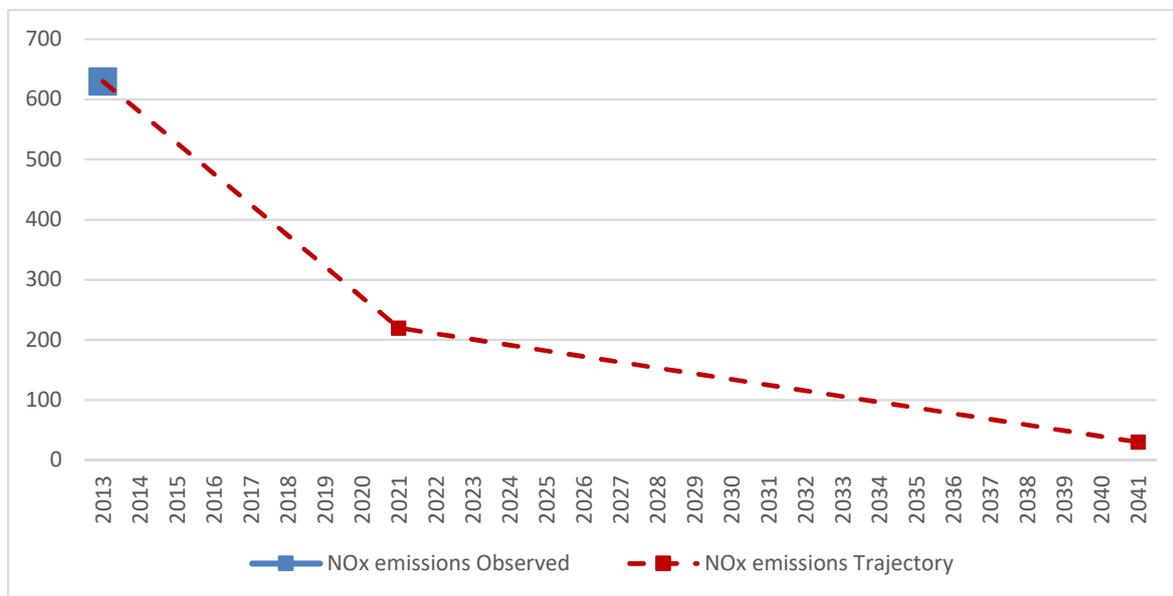


Figure 38: NOx emissions (in tonnes) from road transport. Source: LIP3 MTS (TfL) borough data pack v1_1

Outcome 4c: A 45% reduction in road transport PM₁₀ emissions by 2041.

Measure: Reduction in PM₁₀ emissions (in tonnes) from road transport.

Metric: PM₁₀ emissions (in tonnes) from road transport within the borough, base year 2013.

Outcome 4d: A 53% reduction in road transport PM_{2.5} emissions by 2041.

Measure: Reduction in PM_{2.5} emissions (in tonnes) from road transport.

Metric: PM₁₀ and PM_{2.5} emissions (in tonnes) from road transport within the borough, base year 2013.

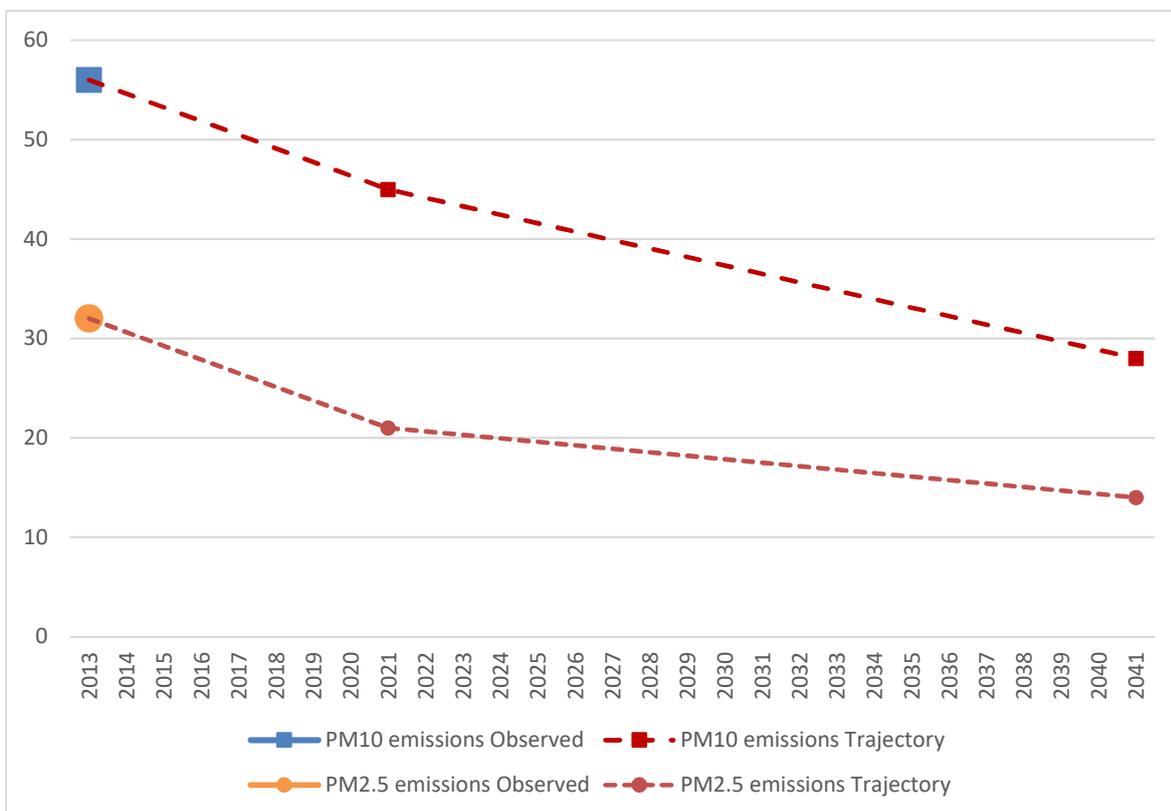


Figure 39: Reduced particulate emissions (in tonnes) from road transport.
Source: LIP3 MTS outcomes borough data pack v1_1

ii. Challenges

With Tower Hamlets having consistently poor air quality, the Tower Hamlets Health and Wellbeing Strategy (see 3.2.1.ii) supports the aim to reduce air pollution in the Borough.

iii. Local air quality

Air pollution in Tower Hamlets is currently the fifth worst in London and exceeds UK and European UK air quality levels (Tower Hamlets Campaign to Breathe Clean, March 2018). Most pollution comes from vehicles and it has the most detrimental impact on children, the elderly and those with underlying health concerns.

Around 40% of Tower Hamlets residents live in areas with unacceptable air quality, with the most deprived areas subject to the worst air quality⁵⁰. This is partly because these areas are often near busy roads⁵¹.

37 primary schools and 11 secondary schools are located in areas where air pollution exceeds legal limits. Studies, including one carried out in Tower Hamlets, show that children's health is being negatively affected living in highly polluted areas. Therefore, urgent action is required to reduce emissions and exposure to toxic air. (Electric Vehicle Charging Point Delivery Plan, London Borough of Tower Hamlets, 2017).

The whole borough of Tower Hamlets has been declared an Air Quality Management Area (AQMA) due to the high concentration of Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀) caused largely by traffic on major roads in the borough. An AQMA is an area where the national air quality objectives (set by Defra) are not likely to be achieved.

Transport for London have identified a number of 'Air Quality Focus Areas' in Tower Hamlets. These areas are where the annual mean limit value for NO₂ was exceeded and there was high human exposure. The Focus Areas have been used by GLA, TfL and the boroughs to inform local air quality management, the development of air quality interventions and the planning process. See Figure 40.

Hotspots in Tower Hamlets are found in Aldgate, Limehouse and Bromley-by-Bow. See Figure 40. The A12 in the east of the borough records some of the highest level of pollutants (Green Grid Update June 2017, p14).

The AQMA has been declared for the following pollutants:

1. Nitrogen Dioxide (NO₂) - because we are failing to meet the EU annual average limit for this pollutant at some of our monitoring stations and modelling indicates it is being breached at a number of other areas across the borough.
2. Particulate Matter (PM₁₀) - because although we are now meeting EU Limits we are exceeding World Health Organisation air quality guideline for this pollutant and we have a formal responsibility to work towards reductions of PM_{2.5}, which is a fraction of PM₁₀. (Air Quality Action Plan 2017)

PM_{2.5} is currently only measured at the Blackwall Tunnel portal monitoring station, run by TfL. The Council's monitoring network will soon be extended to include two new PM_{2.5} monitors. Of the pollution that originates in the borough the main sources of NO₂ are transport and domestic emissions. The main sources of particulate matter are

⁵⁰ Tower Hamlets Campaign to Breathe Clean, March 2018. Accessed via internet.

⁵¹ Tower Hamlets Health and Wellbeing Board (2013). Health & Wellbeing Strategy 2013-2016. Towards a Healthier Tower Hamlets

traffic emissions, resuspension of particles from traffic sources e.g. brake or tyre wear and emissions from construction machinery.

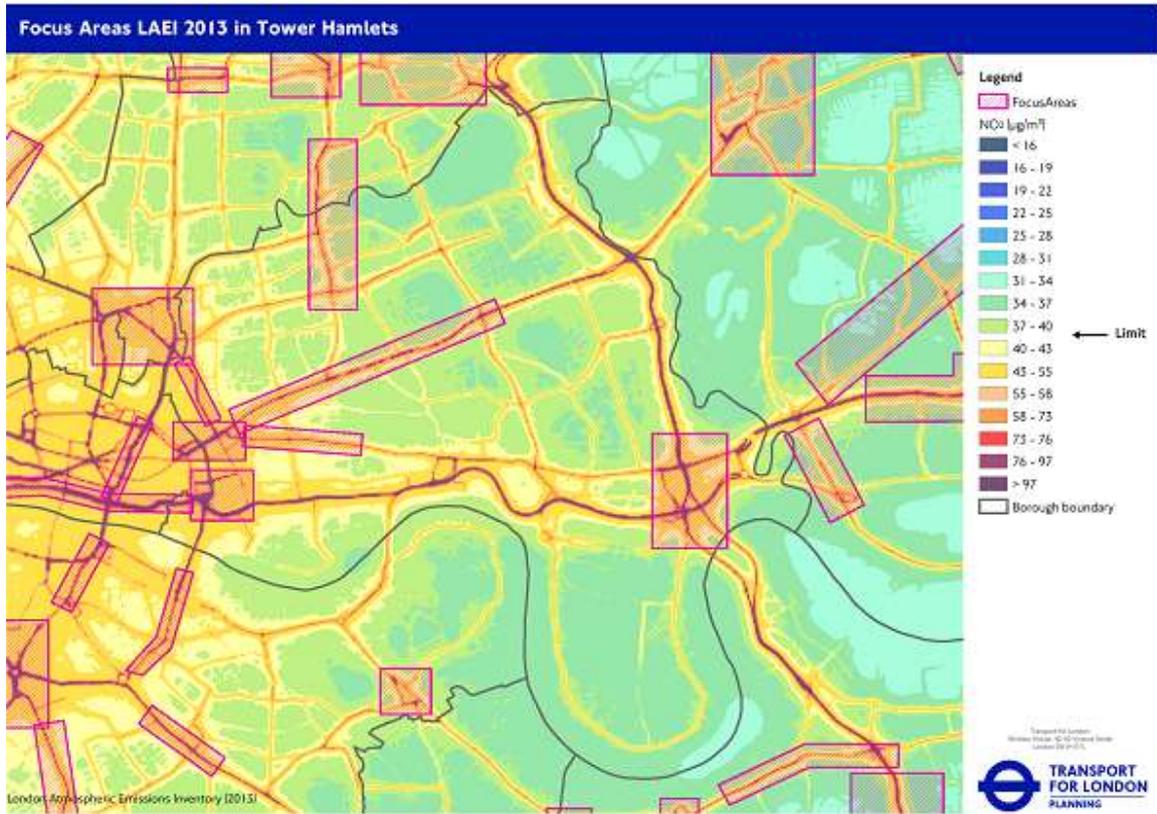


Figure 40: NO₂ levels in Tower Hamlets

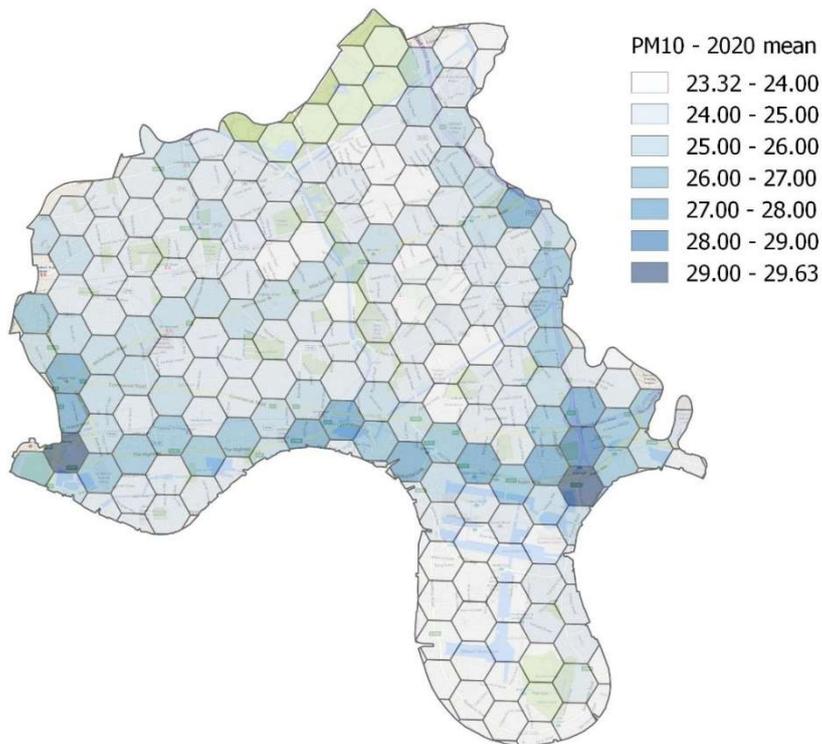


Figure 41: PM₁₀ Modelled for 2020. Source: Transport for London. Modelled NO₂ 2013 concentrations from the London Atmospheric Emissions Inventory (LAEI) April 2017.

iv. Opportunities

Existing borough policies present opportunities to promote clean, safe streets. The London Borough of Tower Hamlets Air Quality Action Plan 2017-2022 (AQAP) highlights successful projects already including:

- Delivered a sustainable development in the fringes of the Olympic Park
- Delivering Crossrail with reduced air quality impacts on residents and the environment
- Achieved targets for sustainable travel through the Staff Travel Plan and School Travel Plans
- Maintained the council's Ambient Air Quality Monitoring stations
- Managed emissions from council fleet through a Green Fleet Strategy and all fleet comply with the Low Emission Zone
- Successfully implemented all round one of the Mayor's Air Quality Fund projects including
- Zero Emissions Network and BARTS Health Project
- Implemented a cleaner air for schools' project at Marners and Cubitt Town Schools to engage pupils, teachers and parents on air pollution

The AQAP outlines how the Council aims to improve air quality during the next five years and includes:

- Raising awareness among businesses and schools to help reduce their own impact on air pollution
- Annual monitoring of air quality
- Encouraging the use of electric vehicles by installing 300 on street charging points
- Ensuring new developments across the borough do not adversely impact the local air quality – use planning systems to ensure charging points are provided where parking is offered, and ensure residents have access to a ULEV car club.
- Borough fleet / council contracted Fleet actions include accelerating uptake of new Euro VI vehicles in borough fleet and ending the purchase of diesel vehicles where feasible. Commitment to total fleet upgrade to meet ULEZ Standards in time for ULEZ implementation and monitoring of the fleet profile.

The Tower Hamlets Mayor's Strategic Pledges 2018 also commit to:

- Increased car club provision – including introducing point-to-point schemes across the borough - and support them to swap to electric vehicles and incentives for local residents to use car clubs.
- Lobbying others for, accessible transport improvements, and specialist transport for individuals and carers for those with a disability, including dedicated nearby parking.

- Phasing out all diesel vehicles from the borough's fleet and increase the number of electric, hybrid and cleaner vehicles in their place
- School Streets around 50 primary schools to reduce the traffic around our most polluted and congested schools at drop-off and pick-up times
- Ensuring the new bridges in Fish Island do not increase rat running and pollution in the area by establishing a bus- and cycle-only bridge
- Rolling out electric vehicle charging points across the borough to accelerate the take-up of electric vehicles, with an ambition to have 300 by 2025.

The Tower Hamlets Local Plan 2031 (Regulation 19) (to be reviewed at the end of 2018) includes policy on air quality. D.ES2, refers to new development (rather than specifically to transport). It states that "Development is required to meet or exceed the 'air quality neutral' standard, including promoting the use of low or zero emission transport and reducing the reliance on private motor vehicles." (Policy D.ES2, p.54)⁵²

The main way to improve air quality is to reduce the use of polluting types of transport and encourage walking, cycling or public transport. As with the Road Danger Reduction approach which focuses on reducing the problem at source (rather than adapting the physical environment and behaviour of benign road users) so too this is the approach Tower Hamlets Council will take with air pollution; we aim to reduce air pollution in absolute terms at source.

Freight vehicles are typically some of the most polluting vehicles on our roads. Furthermore, the projected growth in the borough will lead to increased construction traffic and associated vehicles which tend to bring more pollution, noise and dust. The Tower Hamlets Local Plan 2031 (Regulation 19) seeks to address the challenges the borough faces in ensuring the efficient, safe, timely and sustainable movement of goods and materials across the borough, whilst seeking to improve air quality and reduce impacts arising from the freight network such as cycle casualties.

As part of the 'Mayor of London's School Air Quality Audit', the GLA has undertaken Air Quality Audits for two primary schools; Marners Primary School and Bonner Primary School. The reports have been written and reviewed by the schools. The schools are currently at the stage of choosing which recommendations they intend to carry out. The borough is also cooperating with the GLA to deliver further air quality audits to selected nursery schools in the borough.

The Council has also adopted the fixed penalty anti-idling powers available under the Road Traffic (vehicle emissions) (fixed penalty) (England) Regulations 2002.

⁵² Appendix 1 Tower Hamlets Local Plan 2031 Regulation 19. Consultation October 2017

v. Behaviour Change and the Green Grid (see 3.2.1.ii)

The Tower Hamlets Green Grid Strategy outlines opportunities to mitigate and reduce the effects of air pollution in a number of ways. Firstly, provision of green, attractive walking routes away from main roads will encourage people to walk in areas of relatively higher air quality. Secondly, where quiet routes between facilities are not available, provision of well-designed green infrastructure such as along main roads in areas of poorer air quality can help to improve air quality as vegetation is recognised as being able to improve quality of the air by filtering and buffering pollutants. Thirdly, safe attractive walking routes provide a cheap, attractive alternative transport option individual from using motorised vehicles that contribute to poor air.⁵³

As noted by the Mayor “We’re one of the best boroughs in London for Transport Connections. We need to use those sustainable connections to reduce pollution levels, improve the environment and make Tower Hamlets a healthier place to live, work and visit.”⁵⁴

vi. Air quality campaigns

Borough-wide air quality campaigns are already underway. We are working with fleet businesses, young people (who are usually digitally literate and environmentally aware) with the support of the Global Action Plan. This follows collaboration with Barts Health NHS Trust, The City of London and the London boroughs of Newham, Waltham Forest and Tower Hamlets. Global Action Plan set out to reduce the impacts of pollution through a campaign in 2016.

Our ‘Breathe Clean’ campaign includes work by the council, the NHS, TfL and environmental charities to reduce pollution levels. So far, the campaign has launched education programmes in schools to raise awareness about pollution and its health impacts and put in place anti-idling initiatives outside schools. Idling can create twice as much air pollution as a car in motion and can be detrimental to children in the playground. Residents have been trained in air pollution monitoring. 70 volunteers now measure pollution levels throughout the borough. £200,000 of funding has recently been announced by Mayor Biggs to help monitor pollution levels around schools, introduce electric charging points for electric vehicles, and help raise awareness of the health implications of poor air. (Tower Hamlets New website, accessed 28 August 2018).

⁵³ Mayor of London (2011) Green Infrastructure and Open Environments. The All London Green Grid. Supplementary Planning Guidance

⁵⁴ Tower Hamlets New website, accessed 28 August 2018

In addition, the Council is rolling out the AirTEXT⁵⁵ Londonwide service as part of the Breath Clean Campaign. AirTEXT is Londonwide: a free service for the public providing air quality alerts by SMS text message, email and voicemail and 3-day forecasts of air quality, pollen, UV and temperature across Greater London.

vii. Electric Vehicles

Electric vehicle ownership in Tower Hamlets is forecast to rise rapidly in the next eight years with an estimated 3500 plus electric vehicles registered to Tower Hamlets residents and businesses by 2025. This represents a huge rise in ownership levels in the borough from just 132 electric vehicles registered at the end of 2016 (of the 7,974 vehicles registered in London in 2016). 150 charging points would be required to serve these, but the ambition goes further with 300 charging points to be installed such that every household should have a charging point within 500 metres of their home by 2025 (Electric Vehicle Charging Point Delivery Plan, London Borough of Tower Hamlets, 2017).

All London vehicles are to have zero exhaust emissions by 2050 (MTS 2017). Motorised road transport is responsible for half of the main air pollutants, with cars contributing around 14% of nitrogen oxides (NOx) and 56% of particulate matter (PM) less than 2.5 microns in diameter (PM_{2.5}) emissions – some of the pollutants that are most harmful to human health. 33% of journeys are still being made by private transport (ULEV Delivery Plan, 2015).⁵⁶

TfL's 'Electric Vehicle Charging Infrastructure Location Guidance for London' July 2017 identifies London's key EV user groups as

1. Residents and visitors without off-street parking
2. Services and deliveries
3. Local businesses
4. Car club EV fleets

However, EVs should not be seen as a mechanism for continuing car-dependence; they do not constitute an acceptable alternative to increasing walking, cycling and public transport use given the health, casualty reduction and efficiency advantages these modes offer which the private car does not.

⁵⁵ <https://www.airtext.info/>

⁵⁶ Some evidence suggests electric vehicles may not reduce levels of PM as much as expected due to their increased weight (electric vehicles are 24% heavier than their conventional counterparts), electric cars produce about the same particle emissions as gas and diesel cars Timmers, V.R. and Achten, P.A., 2016. Non-exhaust PM emissions from electric vehicles. *Atmospheric Environment*, 134, pp.10-17.

viii. Car clubs

Car club services provide an alternative to private car ownership, helping reduce pressure on kerbside parking space, reduce car dependency and unnecessary car use. TfL’s ULEV Delivery Plan has a target for at least 50% of car club fleets in London to be electric by 2025.

The Council is committed to increasing the proportion of electric, hydrogen and ultra-low emission vehicles in Car Clubs (AQAP). There are currently 126 car club bays within Tower Hamlets at 86 separate locations the majority of which can be converted to EVs which will add to the demand for on street charging (Electric Vehicle Charging Point Delivery Plan, London Borough of Tower Hamlets, 2017).

MTS Outcome 5: The public transport network will meet the needs of a growing London

i. MTS Outcome Indicators

Outcome 5: Between 14 and 15 million trips will be made by public transport every day by 2041

Measure: Increased number of trips per day by public transport

Metric: Trips per day by borough of residence. Reported as three-year moving average. Base year 2013/14 – 2015/16.

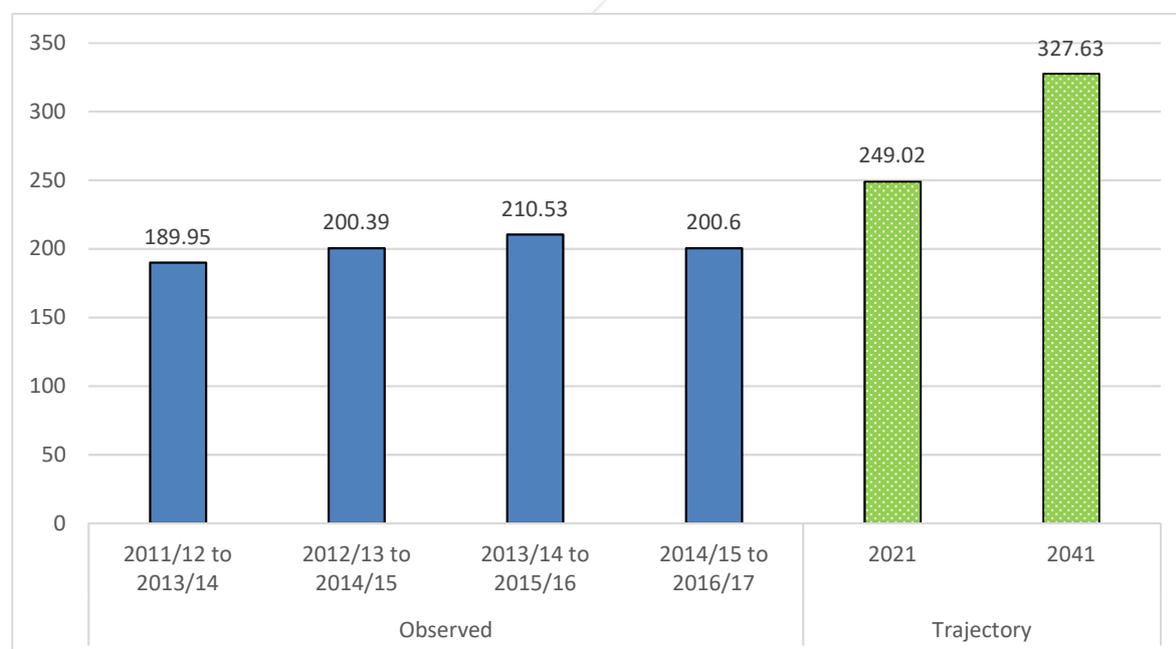


Figure 42: Public Transport (Rail, Underground/DLR, Bus/Tram) Trips per Day (000s)
Source: LIP3 MTS outcomes borough data pack v1_1

ii. Challenges and opportunities

Tower Hamlets enjoys good public transport connectivity, provided for via bus, train, Underground, DLR and river services. The Borough has 31 stations and 46 bus routes⁵⁷, with 39.2% of residents commuting to and from work by way of public transport. As the fastest growing borough in London, its transport network and infrastructure will be placed under even greater pressure to meet the growing demand. Careful management is required to ensure that this demand is met with sustainable transport solutions, rather than with private vehicle use.

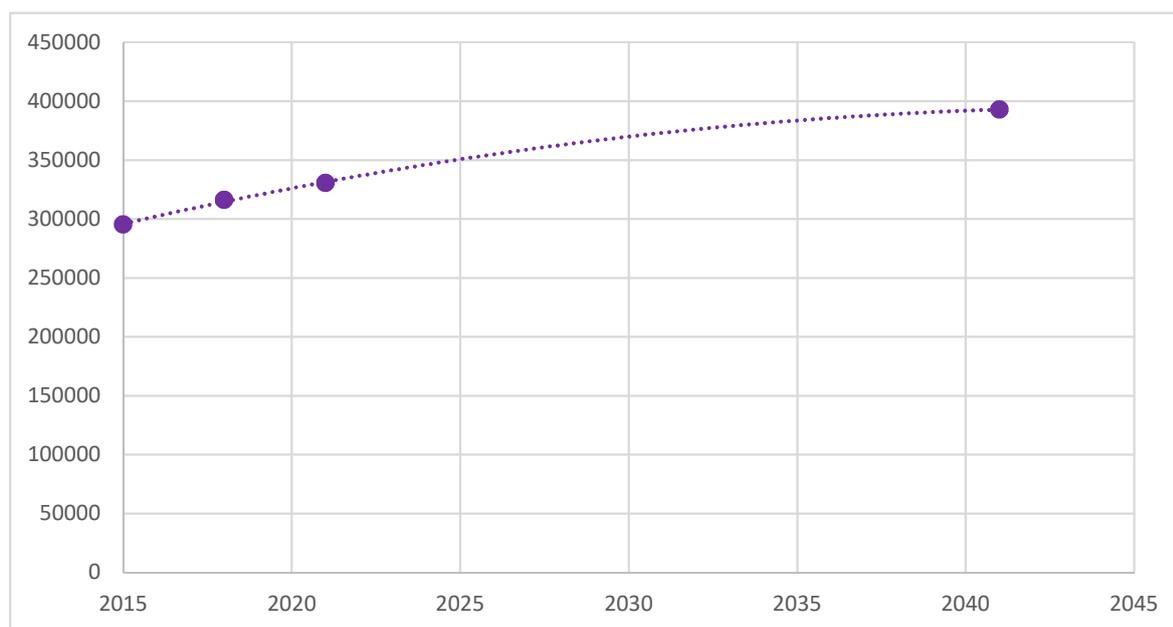


Figure 43: Forecast population growth for Tower Hamlets

Public transport infrastructure is already under stress with crowding and congestion frequently experienced. On the London Underground, crowding is particularly prevalent on the Central and Jubilee lines, serving Mile End and Canary Wharf respectively. The inbound routes to Canary Wharf regularly see crowding of more than 5 people standing per m² as demonstrated in Figure 44 below. In addition, several non-interchange stations experience peak period passenger congestion due to passengers being unable to board the first or second trains to arrive.

As private vehicle use reduces, more trips will be made by public transport. Continued housing development, economic development in places like Canary Wharf, and population growth will also likely contribute to transport demand.

Tower Hamlets Local Plan 2013 mirrors MTS Outcome 5 and the need to provide public transport infrastructure for the growing population. It outlines our vision for

⁵⁷ Tower Hamlets Strategic Plan 2018-21

Tower Hamlets to continue to be home to a wide range of diverse communities. We will support our existing communities and welcome new residents with healthy neighbourhood infrastructure which is green, safe and accessible to all, promoting walking, cycling and public transport.

With the completion of the new Crossrail line, improvements and large-scale upgrades will be available at Whitechapel station to accommodate some of the expected increase in patronage. Measures to encourage people out of cars and making active travel interchanges easier will increase patronage, e.g. Whitechapel Vision – direct crossings and cycle parking at Whitechapel.

iii. Docklands Light Railway (DLR)

The TfL Business Plan includes an upgrade of capacity on the DLR with new trains. According to the Isle of Dogs and South Poplar OAPF Transport Strategy, this will involve ‘procurement of new rolling stock to enable additional capacity to be provided on the network. This will achieve more on train capacity and enable high levels of services to be provided (working towards achieving 30tph network-wide). Trains would be delivered from 2022 onwards’.

iv. New development and the Local Plan 2031

New development will be expected to prioritise the needs of pedestrians and cyclists as well as access to public transport, including river transport, before vehicular modes of transport. Development will be focused in areas with high levels of public transport accessibility and/or town centres, in respect of developments generating significant levels of trips. Where appropriate, development must support and safeguard land for transport and freight infrastructure enhancements to meet the demands arising from future growth, including improvement to capacity, connectivity, quality and interchanges across the network (Policy S.TR1).

v. Impacts on the transport network

Major development and any development that is likely to have a significant impact on the transport network will be required to submit a transport assessment or transport statement as part of the planning application. Development that will have an adverse impact on traffic congestion on the highway network and/or the operation of public transport (including crowding levels) will be required to contribute and deliver an appropriate transport infrastructure and/or effective mitigation (Policy D.TR2).

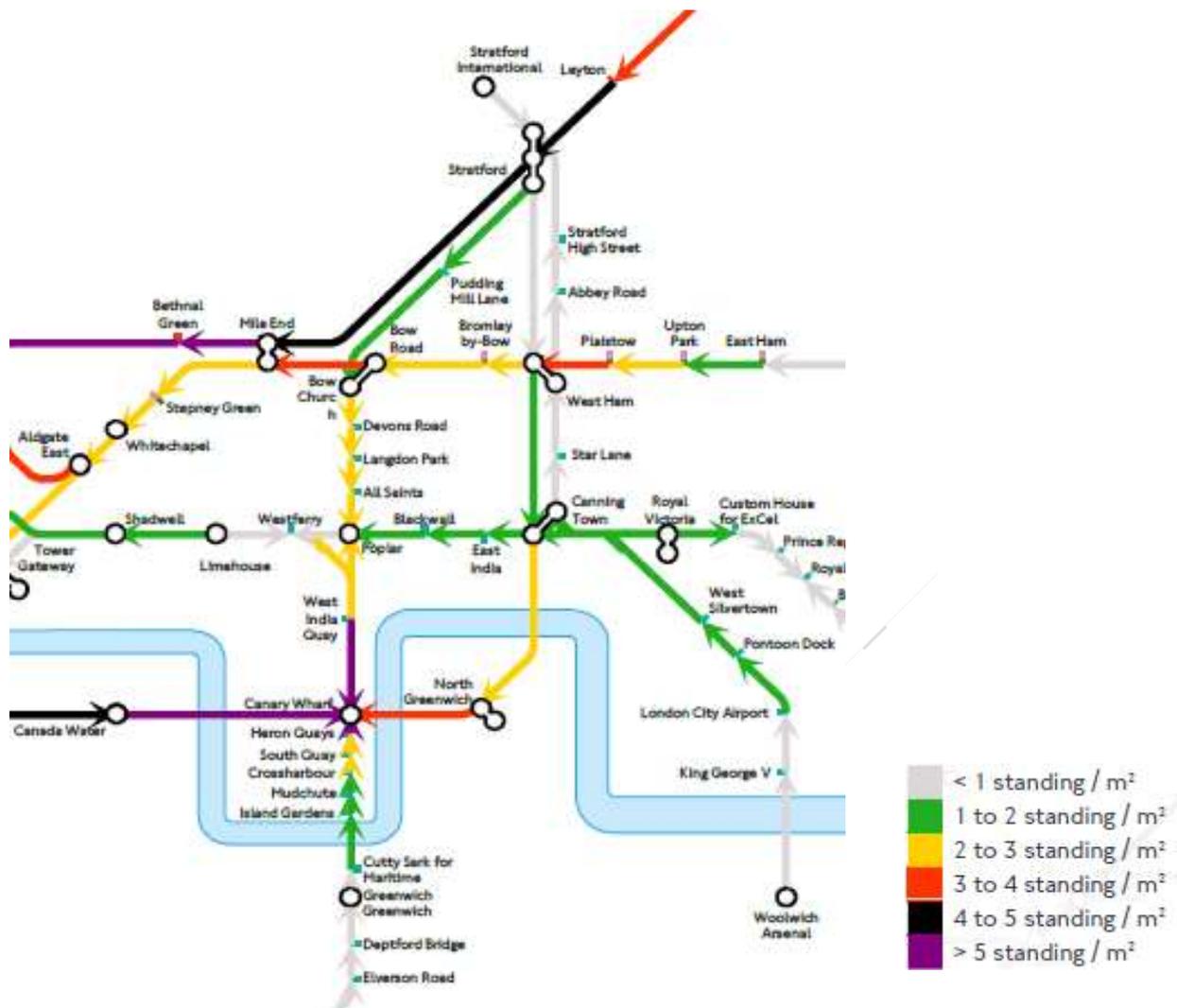


Figure 44: London Underground and DLR Crowding 2011. East and South-East London Sub-Regional Transport Plan, 2016 Update, TfL, p. 86

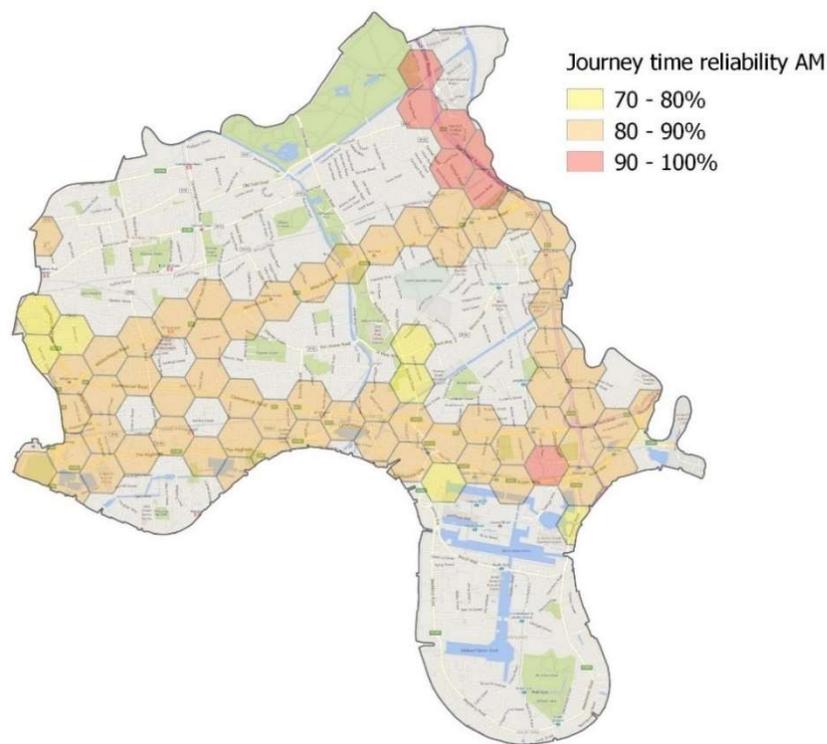


Figure 45: Journey time reliability, AM 2016/7. Source: Transport for London. Journey Time Reliability (JTR) measures the percentage of vehicle traffic journeys that fall within ~16% of an average journey time for a given Automatic Number Plate Recognition (ANPR)

vi. Measures to increase patronage

As well as increasing the overall public transport capacity, it is also important to encourage more use of services.

One way in which Tower Hamlets will achieve this is by making connections and access to stations more attractive, pleasant and easier to use. This will help entice individuals away from private motor vehicles. In addition, by implementing easy to understand wayfinding and improving bus reliability, people who use public transport less frequently will find it easier to use the network and navigate to local places of interest.

Tower Hamlets will work with London River Services where necessary to improve access to existing piers and to ensure any future pier proposals connect efficiently to the local transport network.

MTS Outcome 6: Public transport will be safe, affordable and accessible to all

i. MTS Outcome Indicators

MTS Outcome 6: Everyone will be able to travel spontaneously and independently.

Measure: Reduce on average, the difference between total network and step-free network journey times by 50% by 2041.

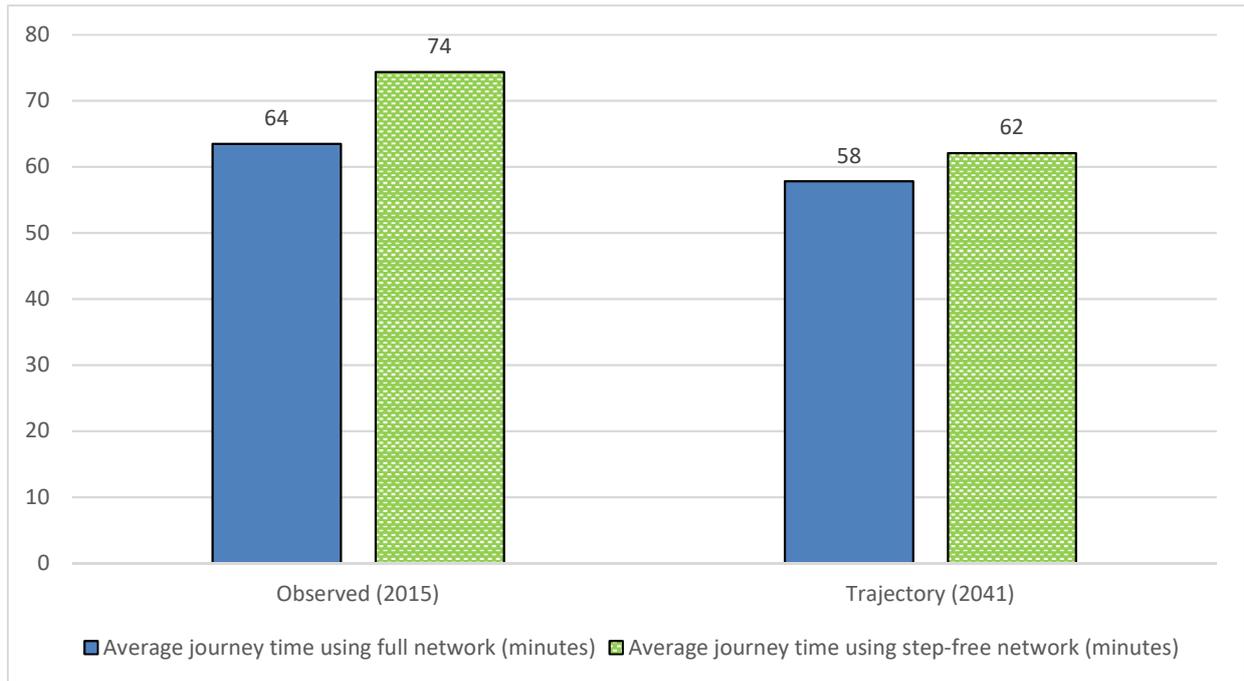


Figure 46: Average journey time using the full network versus the step-free network
Source: LIP3 MTS outcomes borough data pack v1_1

Metric: Average journey time using the full step-free network (minutes).

Observed 2015 Average journey time using full network (minutes)	Observed 2015 Average journey time using step-free network (minutes)	Observed 2015 Time difference (minutes)	Trajectory 2041 Average journey time using full network (minutes)	Trajectory 2041 Average journey time using step-free network (minutes)	Trajectory 2041 Time difference (minutes)	% change in travel time difference between 2015 and 2041
64	74	11	58	62	4	-61%

ii. Challenges and opportunities

Improving accessibility to public transport can contribute greatly to social inclusion. Those who don't own or cannot afford a car are reliant on alternative modes. When the alternative to private transport is impractical due to unreliability, cost or lack of

services, people can be left isolated and severely restricted in employment and education opportunities.

Those who struggle to afford fares, or are unable to access public transport because of disability, are most at risk of experiencing social exclusion.

The existing high Public Transport Accessibility Level (PTAL) is shown in Figure 47.

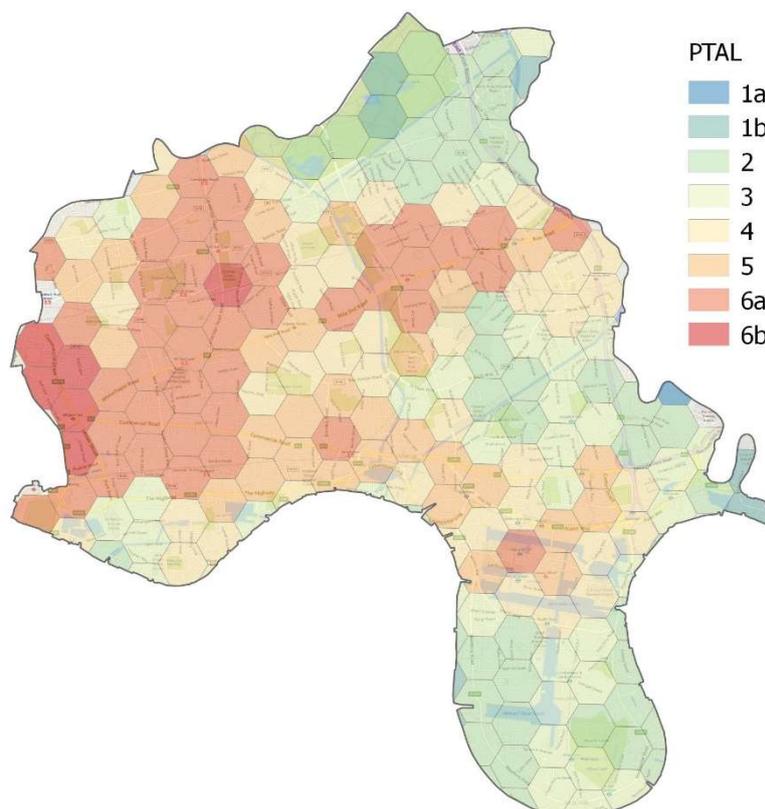


Figure 47: Public Transport Accessibility Level (PTAL) 2015 average. Source: Transport for London

Sustrans defines this as Transport Poverty⁵⁸, and highlights that the increasing lack of affordable housing in London is placing new importance on transport in tackling social exclusion.

Providing residents with transport choices forms part of the Mayor's pledge to support and lobby for accessible transport. The Council also recognises the need for a comprehensive accessible network within the Borough, as without this, stand-alone step-free stations do not bring much benefit.

⁵⁸ Locked Out: Transport Poverty in England, 2012, Sustrans

As stated in the Borough Mayor's Strategic Pledges 2018, we will complete our programme of making our bus stops more accessible and work with TfL to make bus routes more reliable. We will also lobby TfL to make more Tube stations step-free and to increase the Stratford to Canary Wharf DLR route to three car service, increasing capacity by 50%.

iii. Bus accessibility

Every London bus route is wheelchair accessible, with automatic ramps and designated wheelchair spaces.⁵⁹

As a Borough, Tower Hamlets has already reached over 90% of bus stops being accessible. We aim to have 100% of our bus stops wheelchair accessible through completing stop-improvement programmes over the next 3 years.

iv. Step free stations

All stations on the Elizabeth line will have step-free access⁶⁰. This includes the new stations in central London (currently being built by Crossrail Ltd.) and existing stations in east and west London, currently served by TfL Rail, that will become part of the line. All DLR stations in Tower Hamlets are step-free. Other step-free stations in Tower Hamlets include Canary Wharf (Jubilee Line station) and Shoreditch High Street.⁶¹

Tower Hamlets will aim to have more accessible stations, with the following list stating the stations which the Council considers should be prioritised for improvements:

- Mile End
- Bow Road
- Stepney Green

There will also be complementary measures around bus station interchanges to support these improvements. This includes dropped kerbs, raised tables and improved junctions.

⁵⁹ <https://tfl.gov.uk/transport-accessibility/>

⁶⁰ <https://tfl.gov.uk/travel-information/improvements-and-projects/step-free-access>

⁶¹ <http://content.tfl.gov.uk/step-free-tube-guide-map.pdf>

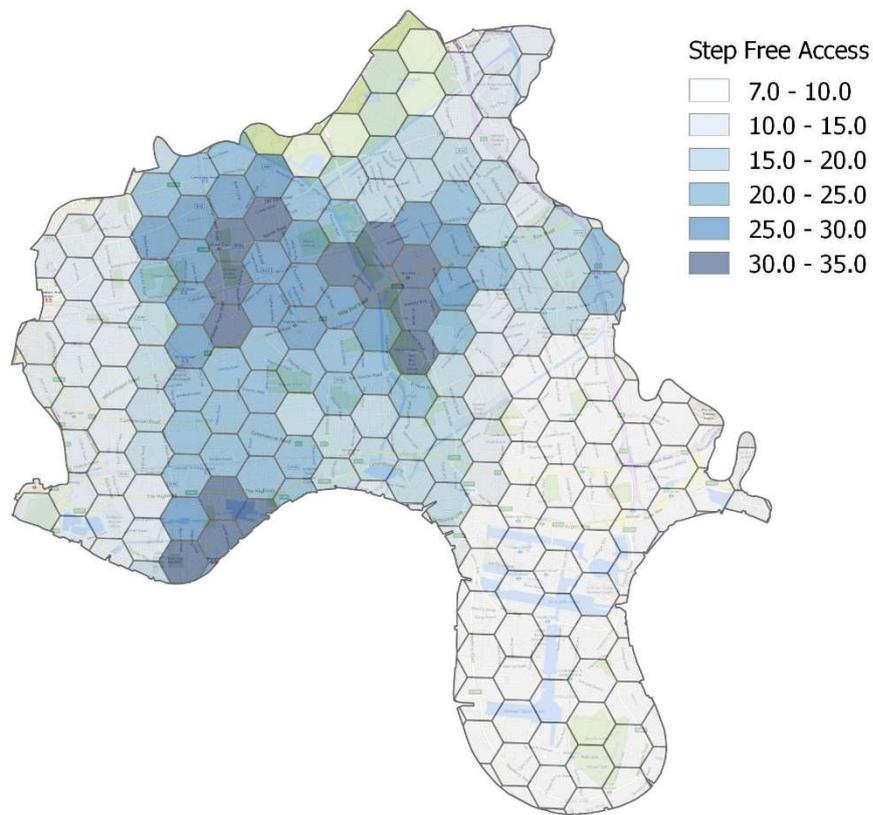


Figure 48: Population with step-free access, 2015. Source: Transport for London

MTS Outcome 7: Journeys by public transport will be pleasant, fast and reliable

i. MTS Outcome Indicators

Outcome 7: Bus journeys will be quick and reliable, an attractive alternative to the car.

Measure: Bus speeds will improve by approximately 5% to 15% London-wide by 2041, with particular improvements expected in inner London.

Metric: Average bus speeds from iBus in mph.

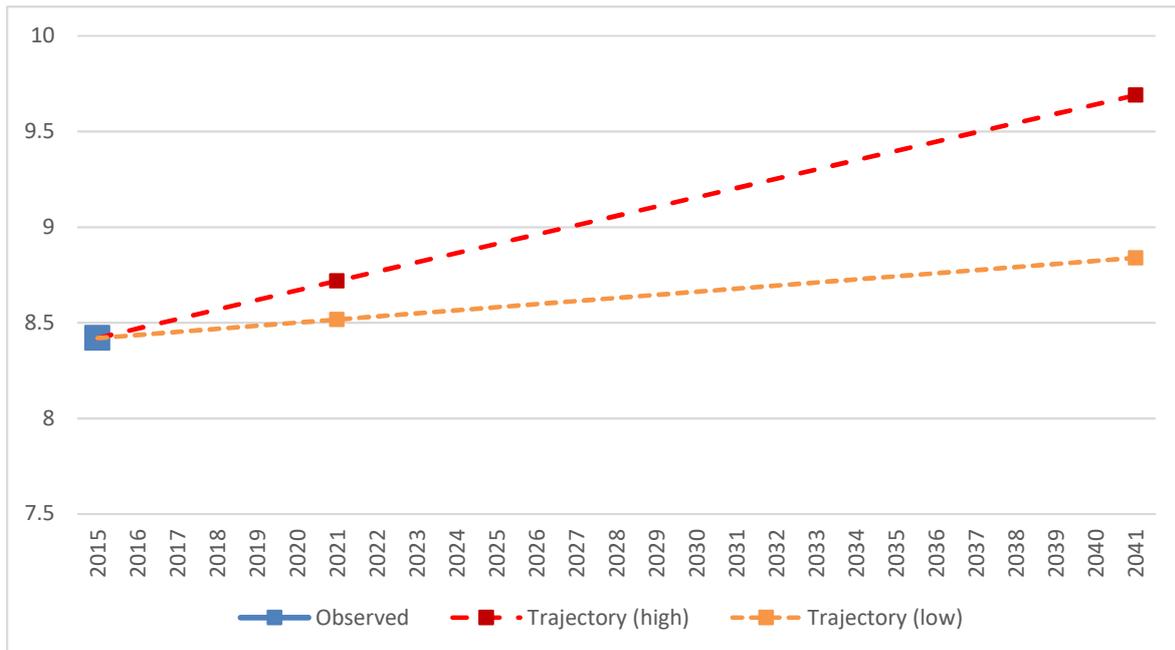


Figure 49: Bus Speeds (mph)

Source: LIP3 MTS outcomes borough data pack v1_1

ii. Challenges and opportunities

Travel choices vary with demographics and attitudes towards public transport, reason for travel and time of day⁶². However, the pleasantness, journey time and reliability are consistent influential factors in travellers' mode choices.

Journey time reliability for buses is often also subject to congestion and journey time conditions experienced by the rest of the vehicle network, especially when there is a lack of, or non-continuous, bus priority measures. Figure 50 and Figure 51 below demonstrate the bus network across the Borough, showing areas where peak hour bus lanes operate, as well as morning journey time reliability. The indicator for MTS Outcome 7 relates to an improvement in bus speeds. Whilst there is an interconnected nature of bus speeds with journey time and reliability, the Council aims to reduce speeds across the Borough. Therefore, to achieve this indicator, a focus on bus priority, optimising bus stop locations, and reducing dwell times is required to improve

⁶² Exploring factors related to users' experience of public transport route choice: influence of context and users' profiles, E. Grison, V. Gyselinck and J-M Burkhardt, 2015

efficiency as a whole on the various routes. Some minor works such as parking bay relocation or changes to waiting and loading times can also reduce delays to buses.

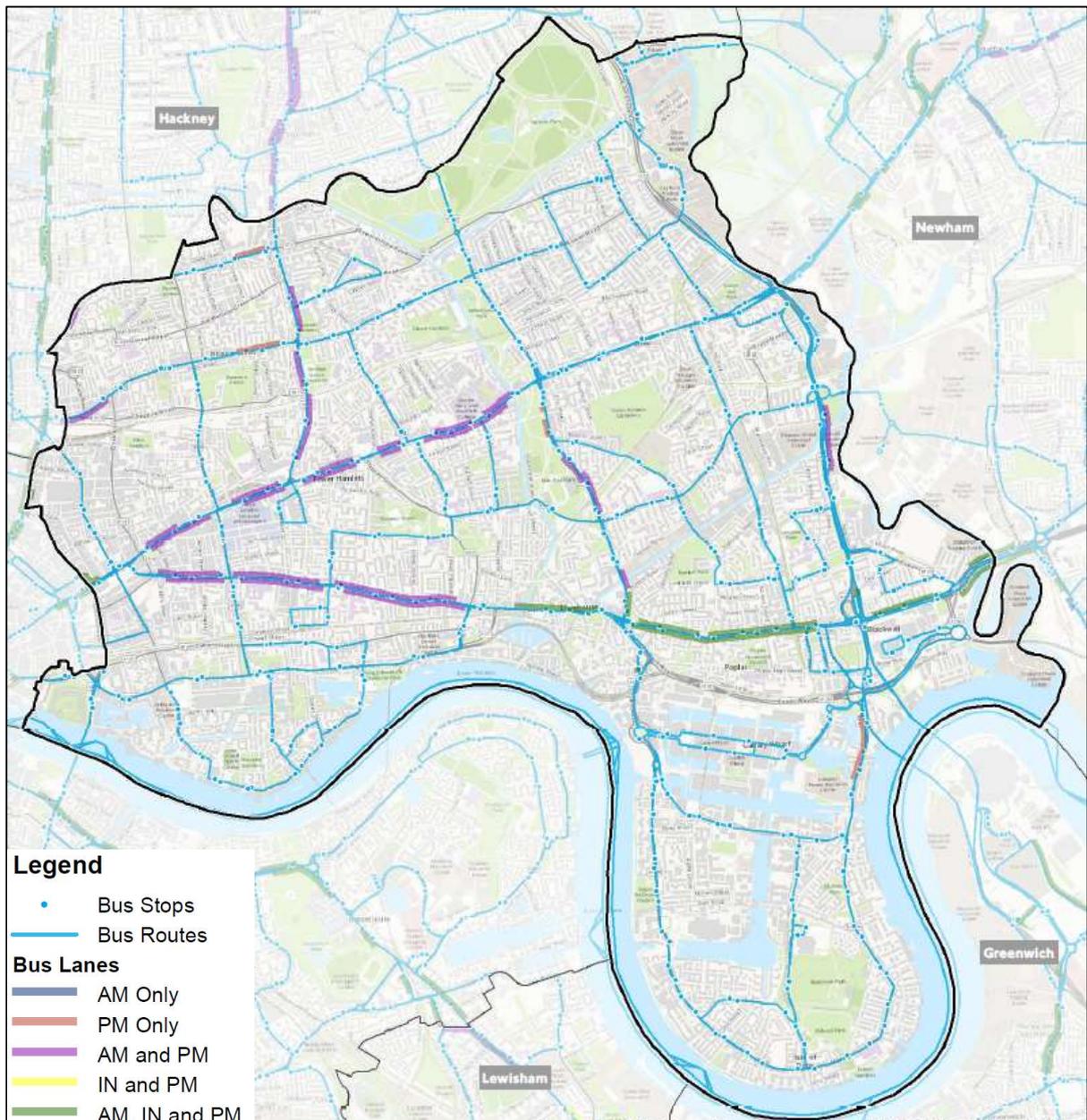


Figure 50: Existing bus network and bus priority, Tower Hamlets

Currently, for high frequency (non-timetabled) services, passengers are waiting on average 21% longer than intended, equating to one minute due to irregular services

or services that failed to run.⁶³ For low frequency (timetabled) services, the average percentage of services that depart on time was recorded to be 84%.⁶⁴

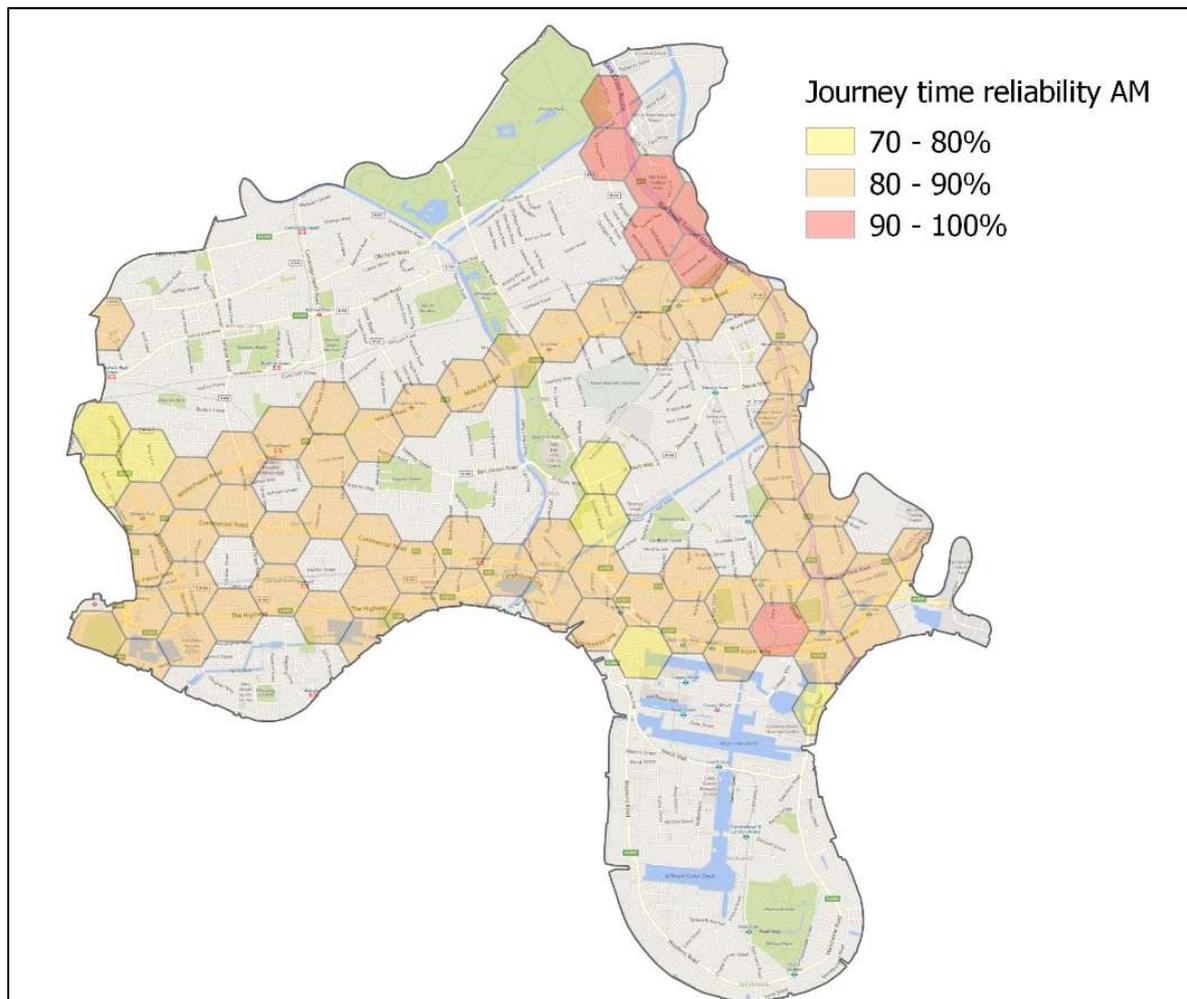


Figure 51: Journey Time Reliability AM 2016-17

As well as journey time reliability, frequency is also an important factor in the overall perception of quality of service. Better journey time reliability and routeings will accommodate more passengers, the utilisation of which will help to justify bus priority measures that will ultimately improve journey time reliability.

Bus routeings and journey time reliability could be improved to compliment the underground network, particularly in areas less well served by the underground and DLR. The relative flexibility of bus infrastructure provides greater scope for improvement and the opportunity for new bus routes where the need is identified.

⁶³ Route Performance Results for London Borough of Tower Hamlets, Quarter 1 2018/2019, TfL

⁶⁴ Route Performance Results for London Borough of Tower Hamlets, Quarter 1 2018/2019, TfL

However, this opportunity is restricted as there are currently a number of route changes and frequency reductions to bus services under consultation. TfL are planning these changes as a result of falling patronage and we are concerned about the negative impact on bus users and modal change policies.

A summary of the routes in scope for change and the change that TfL propose can be seen in Table 11.

Note: some routes appear in multiple categories.

Route changes	Central London route changes affecting TH services
Frequency reduction	205, N205, 388
Frequency increase	26, 35
Curtailment (shortening a route)	67, 388
Route restructuring	40, 55, 100, 205, N205
Withdrawal	48, RV1

Note: some routes appear in multiple categories

Table 11: Central London Route Changes proposed by TfL. Source:

<https://consultations.tfl.gov.uk/buses/central-london/#Proposing>

In addition, we are working with TfL Buses on the diversion of the 339 through Fish Island.

We will work closely with TfL to improve bus access and reliability as advised by TfL Buses.

iii. Bus priority schemes

To help improve the accessibility and reliability of buses, the following bus priority schemes are planned:

- Ultra Low Emission Bus Corridor along the A11 – this is a TfL scheme that Tower Hamlets supports;
- Bow Liveable Neighbourhood Bid – including a junction improvement scheme involving prioritising bus routes 8 and 339;
- Wapping High Street bus gate – removing rat running traffic to improve performance on bus routes 100 and D3; and
- H14 bus-only bridge and approach route (Fish Island) – an LLDC scheme with Tower Hamlets working to ensure bus route 339 can operate efficiently.

There will also be other minor bus reliability improvements as advised to the Borough by TfL after route surveys have taken place.

MTS Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

MTS Outcome 9: Transport investment will unlock the delivery of new homes and jobs

i. Challenges and opportunities

As a borough, population growth is expected to vary greatly, with some wards expected to have a fall in population, and others expected to nearly double in the next decade (see 2.2.ii). As a result, the Borough must ensure these new residents have easy access to sustainable travel.

ii. Housing pressures

Tower Hamlets delivered the highest number of new homes in 2001-2011⁶⁵, however rapid growth within the borough means that the population growth continues to exceed the rate of housing delivery.

There is enormous pressure on social housing, with over 20,000 families on the housing waiting list (Tower Hamlets Partnership, Community Plan 2015). Despite the buoyant economy and a rising employment rate, Tower Hamlets continues to have high and persistent levels of unemployment, particularly amongst women and Bangladeshi and Somali residents. Increasing housing and reducing employment are cross-cutting priorities. The percentage of dwellings that are flats in Tower Hamlets is shown in the following figures – this has its own impacts on sustainable travel.

Housing Type ⁶⁶	Tower Hamlets	Inner London	London	England
Bungalow	0%	0%	2%	10%
Flat/Maisonette	86%	74%	53%	22%
Terraced house	11%	20%	27%	27%
Semi-detached house	0%	3%	13%	24%
Detached house	0%	1%	4%	15%
Other	2%	2%	1%	2%

Table 12: Housing type by area

⁶⁵ East and South-East London Sub-Regional Transport Plan, 2016 Update, Transport for London

⁶⁶ Valuation Office Agency, Dwellings by Property Type, 2014

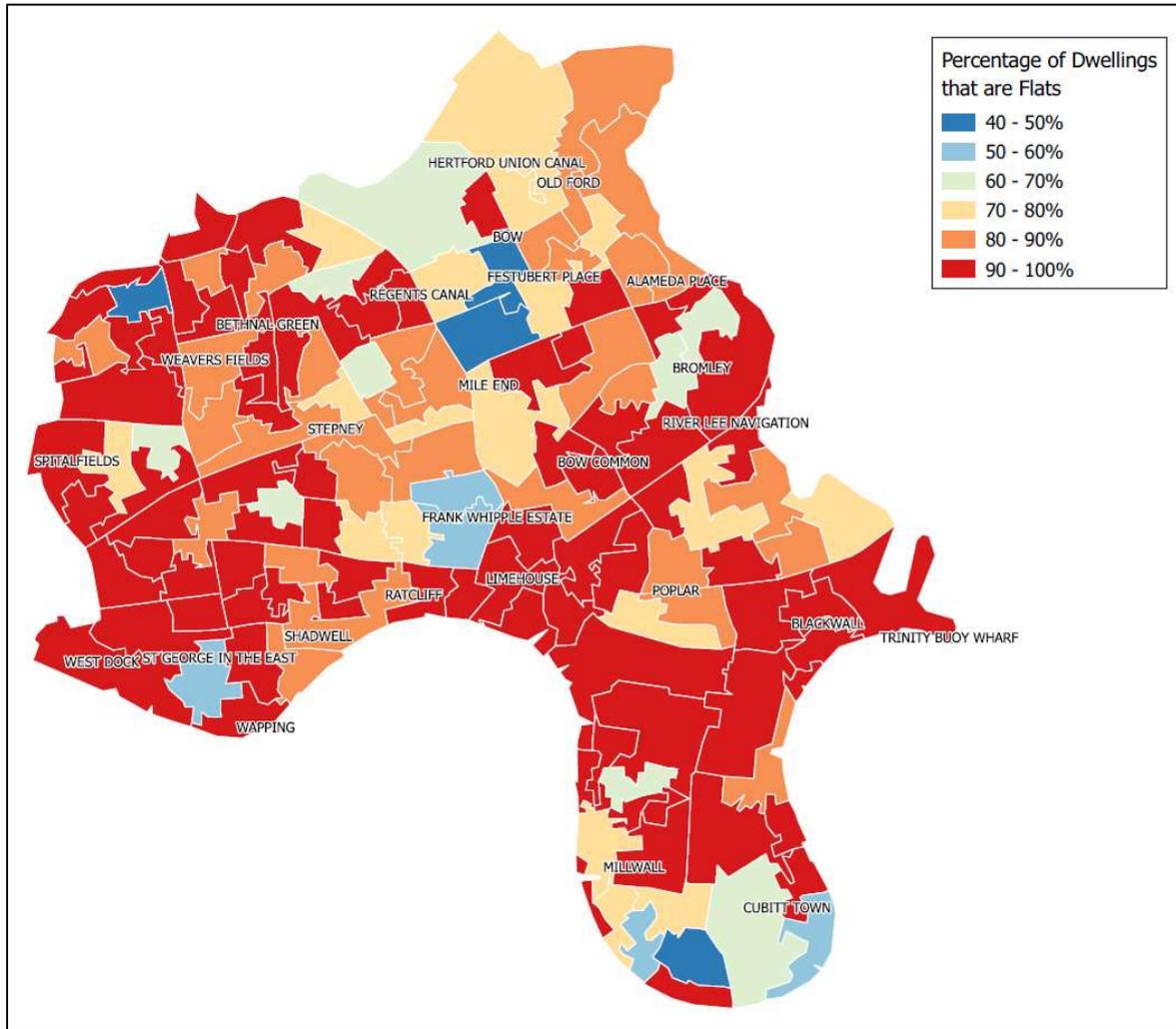


Figure 52: Percentage of dwellings that are flats

iii. Development and Local Plan, Open Spaces, Air Quality and The Tower Hamlets Green Grid Strategy

The Air Quality Action Plan 2017 and the Green Grid Strategy (see 3.2.1.ii) will be promoted and adhered to. All new developments, major planning applications and master planning must have appropriate, adequate and well-located green space and infrastructure, including for walking and cycling to provide low emissions routes. This will be monitored through the implementation of the Green Grid Strategy and the planning database.

For existing buildings, the Borough's Pollution Team is scoping out localised solutions including installing Green Infrastructure, such as green walls, green screens or living roofs at schools/residential developments in polluted areas, linking in with the Green Grid and Open Spaces Strategy.

iv. Emerging Local Plan 2031

The emerging Local Plan⁶⁷ has four policies on transport, all of which are in line with the LIP objectives:

- S.TR1, clauses 1a and 1b, support walking, cycling and public transport as priorities for the borough
- D.TR2(2) requires mitigation for any development that will increase congestion
- D.TR3(1) relates to parking standards, which are low for cars and quite high for bikes
- D.TR3(3) encourages electric vehicle charging points, cycle hire, cycle parking in general, and car-club spaces rather than individual car parking spaces
- D.TR4 focuses on sustainable freight (i.e. rail and water transport of freight)

In terms of housing unlocking new jobs, 'Policy S.SG1: Areas of growth and opportunity within Tower Hamlets' ensures new development will occur in opportunity areas and/or highly accessible locations along transport corridors namely:

- City Fringe;
- Lower Lea Valley;
- Isle of Dogs and South Poplar (see below).

For more information on these schemes, see the Delivery Plan (section 4.3).

"Development will be required to support the delivery of significant new infrastructure to support growth within the four sub-areas, including: improvements to the transport network (including Crossrail 2); green grid projects (including the Lea River Park and Whitechapel Green Spine);" (S.SG1)

v. Isle of Dogs & South Poplar Opportunity Area Planning Framework (OAPF)

The Mayor of London, and TfL, in consultation with Tower Hamlets Council, are preparing an Opportunity Area Planning Framework (OAPF) for the Isle of Dogs and South Poplar. These areas are experiencing intense development pressure, mainly because of new, very high-density housing. The Isle of Dogs has the potential to build many new homes and generate new jobs. A central aim is to build on the success of Canary Wharf as a world economic centre, and to ensure that local communities benefit from the growth.

One of the weaknesses of Canary Wharf is that the transport linkages to the surrounding residential areas are poor. Aspen Way acts as a barrier to Poplar. It's

⁶⁷ https://www.towerhamlets.gov.uk/Documents/Planning-and-building-control/Strategic-Planning/Local-Plan/Appendix_1_Tower_Hamlets_Local_Plan_2031_Regulation_19.pdf.

proposed that major developments address this with new pedestrian accesses to Canary Wharf (Tower Hamlets Town Centre Strategy 2017 to 2022, p35).

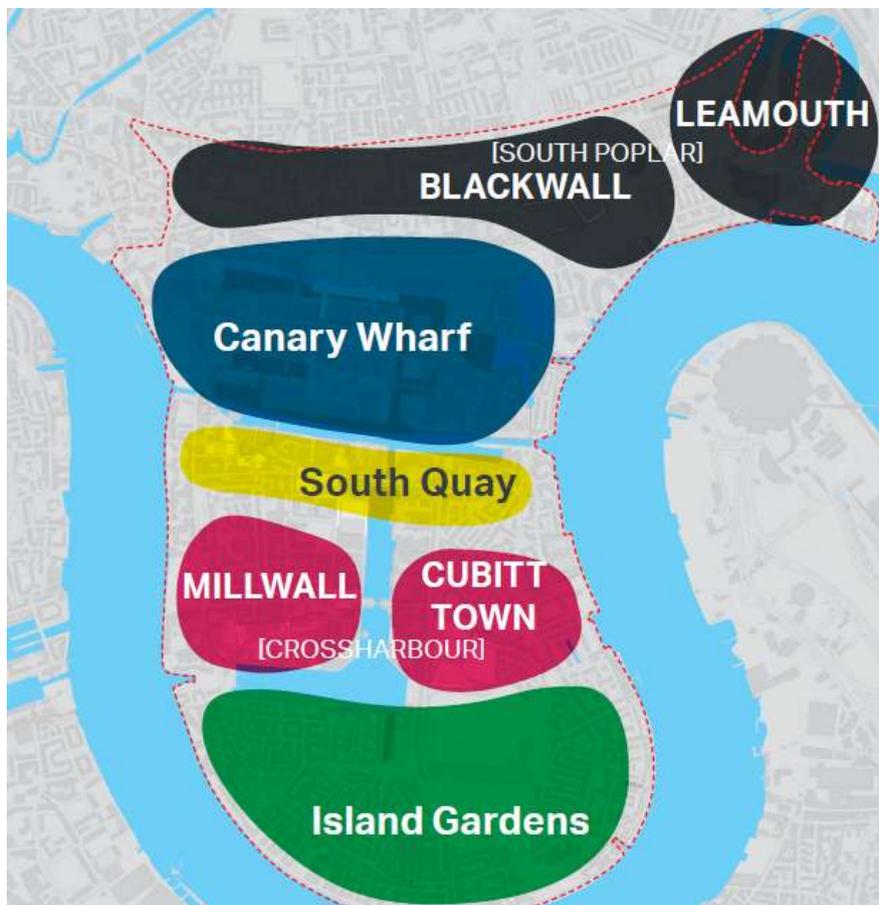


Figure 53: Isle of Dogs and Poplar Opportunity Area

To address existing and future transport challenges in the area, the following are being brought forward:

1. Elizabeth Line (Crossrail) (opening delayed)
2. Higher capacity trains at more regular frequencies on the tube and DLR – determined by TfL
3. Night Tube on the Jubilee Line
4. Station improvements across the area, such as Crossharbour and Poplar – linked to development planning with TfL
5. Enhanced bus services – to be confirmed by TfL – and a new bus interchange at Crossharbour – linked to development planning with TfL
6. New pier to the east with services to North Greenwich to improve river transport – awaiting TfL update

Walking, cycling and freight improvements at street level include:

1. New and improved bridge crossing at South Dock, between Canary Wharf and Marsh Wall – first stage of consultation is complete; changes will only be on the bridge crossing, not public highway

2. As outlined in The Mayor's Strategic Pledges 2018, a new link between Rotherhithe and Canary Wharf – links to CFR5 being considered in liaison with TfL
3. Improved junctions, including Preston's Road Roundabout – S106 funded
4. A major new decked connection over Aspen Way between Poplar and Canary Wharf – development-related and TfL led

vi. Car Free Development

The Council has sought to ensure new development in the borough does not generate significant traffic growth. A key element of this strategy has been to restrict on-site car parking in new development to minimal levels (based on public transport accessibility) and to prohibit residents of new development from obtaining on-street parking permits (with the exception of Blue Badge holders and those eligible for the permit transfer scheme). The maximum levels of car parking proposed in the new Local Plan would be amongst the lowest in London.

vii. Walking and cycling

Walking and cycling will be prioritised in new developments. Specific objectives to meet this aim will be covered in Tower Hamlets' Local Plan policies, Transport Strategy, SPD and Planning documents. Tower Hamlets will work with developers to ensure there is sufficient attractive and convenient cycle parking in new developments (see 3.2.1.x).

3.3 Other Mayoral Strategies

i. London Environment Strategy, May 2018

The Environment Strategy outlines the Mayor's aspiration to turn London into a zero-carbon city, and to have the best air quality of any major world city by 2050.

With road traffic being the biggest contributor to air pollution, this LIP's aspiration to reduce car ownership and use will support other local strategies in achieving these aims.

ii. London Housing Strategy, May 2018

As part of the Mayor's vision for good growth, the Housing Strategy outlines five priorities:

- Building homes for Londoners
- Delivering genuinely affordable homes
- High quality homes and inclusive neighbourhoods
- A fairer deal for private renters and leaseholders
- Tackling homelessness and helping rough sleepers

The objectives set through this MTS will contribute towards the first three priorities, as Tower Hamlets works to unlock opportunities for new development through investment in its walking and cycling network and creating new links and capacity on its public transport network.

The Council aims to make Tower Hamlets' streets accessible to all, supporting new development in creating inclusive neighbourhoods, and creating a Borough where pleasant, reliable and attractive transport options are available without the need to own a car. This will create an inclusive network where everyone can access the goods, services and opportunities they need to thrive.

iii. Draft London Economic Development Strategy, December 2017

The Draft Economic Development Strategy centres on a vision to create a fairer and more inclusive economy, where 'no one finds themselves locked out from opportunity'.

This vision will be supported in Tower Hamlets, where the Council aims to tackle social inequalities by creating better links from the Borough's most deprived areas to town centres and services. This will help in tackling levels of 'Transport Poverty', where residents may feel cut off from services, employment or education opportunities through lack of transport options.

The Strategy recognises the role that London's transport plays in encouraging economic growth, and the pressures this growth puts on the network. It identifies the current capacity and crowding constraints on the public transport network, and the requirement to encourage a modal shift from private vehicle use. Solving these issues will aid in supporting economic growth in London and the objectives set out within this LIP will support in achieving this.

iv. Draft London Culture Strategy, March 2018

The Mayor's Vision for culture is based on four priorities:

- Love London: more people experiencing and creating culture on their doorstep
- Culture and Good Growth: supporting, saving and sustaining cultural places and spaces
- Creative Londoners – investing in a diverse creative workforce for the future
- World City – maintaining a global powerhouse in a post-Brexit world

Tower Hamlets aims to create a street network that is appealing to active travel, which is more social and socially inclusive than alternative transport modes. These modes enable people to experience their surroundings at a more intimate level and engage with local cultural places and spaces.

v. Draft Health Inequalities Strategy, August 2017

One of the Mayor's key ambitions for this Strategy is to create Healthy Places. The Strategy aims to create healthy, pleasant streets and green spaces with good air quality.

This directly aligns with both the MTS outcomes and those of this LIP, which aims to make Tower Hamlets streets clean and green with reduced air pollution from road traffic and more street trees.

CHAPTER FOUR

DELIVERY PLAN

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4. The Delivery Plan

4.1 Introduction

This chapter sets out our Delivery Plan for achieving the objectives of this LIP. It includes:

- Linkages to Mayor's Transport Strategy priorities
- A list of potential funding sources for the period 2019/20 to 2021/22;
- Long-term interventions
- Three-year indicative Programme of Investment for period 2019/20 to 2021/22
- A detailed annual programme for 2019/20

4.2 Linkages to the Mayor's Transport Strategy priorities

The Delivery Plan was developed to align the borough's projects and programmes with the policy framework of the Mayor's Transport Strategy, the overarching mode share aim, each of the nine outcomes, and the relevant policies and proposals

Table 13 demonstrates how the core projects achieve this.

Table 13: Linkages between LIP projects and programmes and the Mayor's Transport Strategy Outcomes

Delivery Plan Project / Programme	MTS mode share	MTS outcomes							
	Improving active, efficient and sustainable mode share	No 1:-Active	No 2:- Safe	No 3:-Efficient	No 4:- Clean & Green	No 5:- Connected	No 6:- Accessible	No 7:- Quality	Nos 8 & 9 Sustainable Growth/Unlocking
Corridors, Neighbourhoods and Supporting Measures									
Love Your Neighbourhoods	✓	✓	✓	✓	✓				✓
Vision Zero	✓	✓	✓						
School Streets	✓	✓	✓	✓	✓				✓
Implementing Cycle Strategy	✓	✓		✓	✓				✓
Improving Air Quality	✓			✓	✓				
Legible London	✓	✓		✓		✓	✓	✓	✓
Ben Jonson Road Area			✓	✓					
Chrip Street Corridor	✓	✓	✓	✓	✓				✓
Tackling ASB Driving			✓						
Sustainable Drainage Schemes				✓	✓				
Secure Motor Cycle Parking/Road Safety PTW Campaigns			✓	✓					
Improving Local Accessibility	✓	✓	✓				✓		✓
Local Transport Funding	✓	✓	✓	✓	✓				✓
Supporting Measures	✓	✓	✓	✓	✓				✓
Liveable Neighbourhoods									
Bow Area Liveable Neighbourhood Bid	✓	✓	✓	✓	✓				✓
Principal road renewal			✓	✓					

Bridge strengthening			✓	✓					
Traffic signal modernisation			✓	✓					
Strategic Funding									
Bus Priority	✓			✓		✓	✓	✓	✓
London cycle grid – 4 routes	✓	✓	✓	✓	✓				✓
Crossrail complementary works	✓			✓		✓	✓	✓	✓
Mayor's Air Quality Fund	✓			✓	✓				
Low Emission Neighbourhoods	✓			✓	✓			✓	✓
GLA Good Growth Funds	✓	✓	✓	✓	✓	✓	✓	✓	✓

4.3 TfL Business Plan

In developing and preparing the borough's programme of works (as outlined in the Delivery Plan), the borough has considered the Mayor's aspiration to deliver the major projects in TfL's Business Plan and the milestones associated with these projects – including major infrastructure associated with Growth Areas and Opportunity Areas.

The overarching aim of the Mayor's Transport Strategy (MTS) is that 80 per cent of trips will be made on foot, by cycle or public transport by 2041. The following projects have been prioritised according to the aims of the MTS and will have implications for the Borough of Tower Hamlets.

The following TfL projects have implications for the borough.

Opportunity Areas (see Figure 54)

- City Fringe Opportunity Area: supporting financial and business services and the expanding 'Tech City'
- Isle of Dogs and South Poplar Opportunity Area: build new homes and generate new jobs to continue the success of Canary Wharf and support local communities
- Lower Lea Valley Opportunity Area: support the Olympic Legacy through intensifying existing activities, upgrading facilities and buildings, and increasing the range of land use

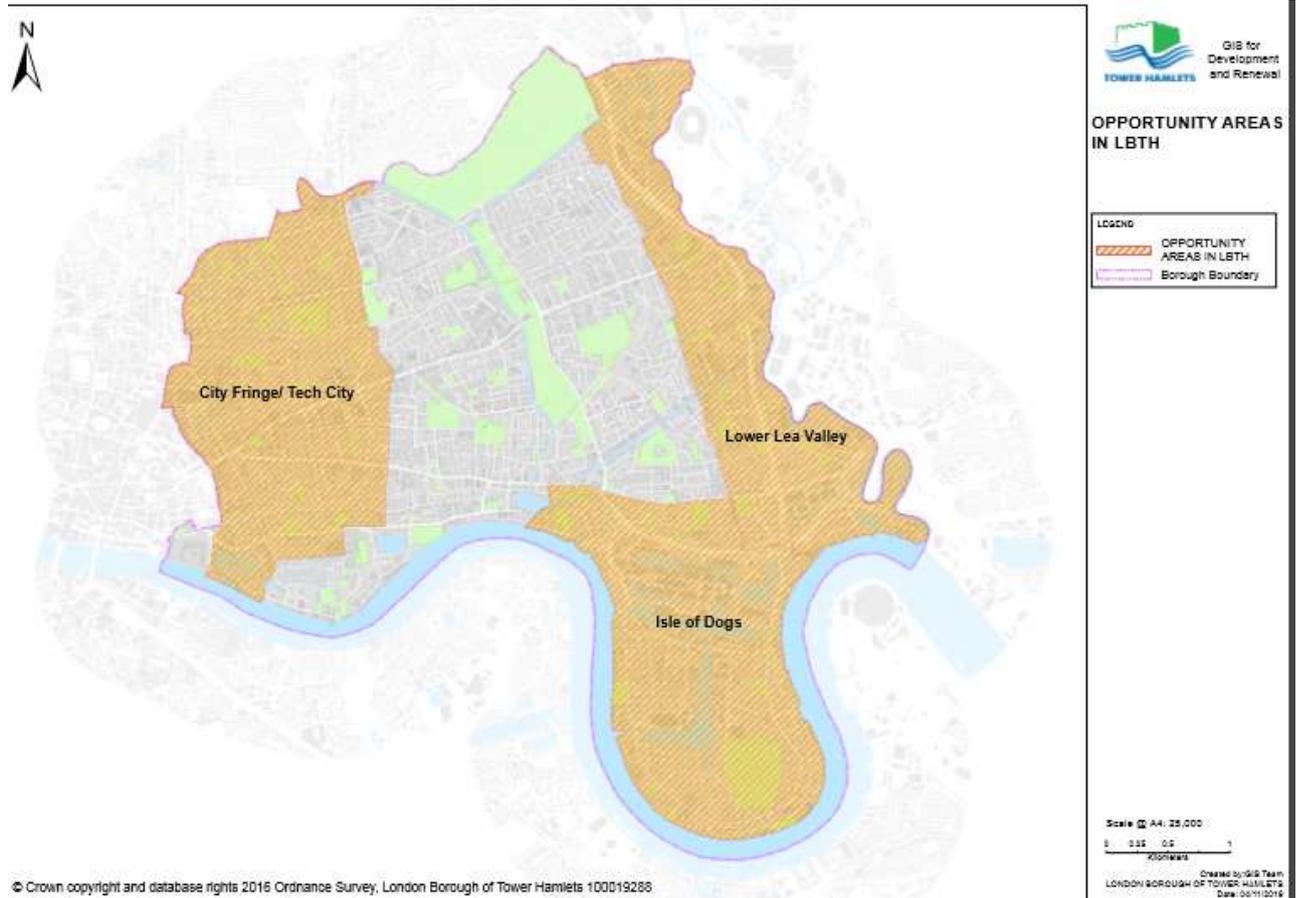


Figure 54: Location of Tower Hamlets' Opportunity Areas
Source: Tower Hamlets Draft Local Plan 2031: Managing Growth and Sharing the Benefits (2016)

Healthy Streets:

- Cycleways: legible and safe protected cycle routes accessible to all
- Liveable Neighbourhoods programme: borough schemes to reduce motor vehicle trips, improve health and air quality
- Vision Zero – reducing road danger and ensuring that, by 2041, nobody is Killed or Seriously Injured (no KSIs) as a result of road collisions
- Rotherhithe to Canary Wharf crossing
- Improved junctions, including Preston's Road Roundabout
- New and improved bridge crossings at South Dock, between Canary Wharf and Marsh Wall
- A major new decked connection over Aspen Way between Poplar and Canary Wharf.
- A new link between Rotherhithe and Canary Wharf
- A13 safety improvements and A12 Bow Vision – new junction improving access for vehicles and buses. £12m scheme targeted for 2021 delivery to support Lower Lea Valley growth at Bromley-by-Bow.

Buses:

- Addressing air pollution, supporting low emission bus zones
- Reducing bus services in Central and Inner London
- Bus priority investments providing high quality infrastructure required for reliable public transport network sustaining a growing city
- Enhanced bus services – to be confirmed by TfL – and a new bus interchange at Crossharbour
- New services through Silvertown Tunnel by 2024
- Ultra Low Emission Zone (ULEZ) by 2021

Train and tube:

- Elizabeth Line (Crossrail) opening in 2019 (delayed)
- Higher capacity trains at more regular frequencies on the tube and DLR

Highway infrastructure:

- Silvertown Tunnel – construction to start late 2019 / early 2020 with a view to opening from 2024
- Rotherhithe to Canary Wharf crossing – cycle and pedestrian crossing with Transport & Works Act application expected by end of 2019

i. Implications for borough

The walking and cycling improvements are supported in principle by the borough but will bring short term disruption during construction. There may be implications for motor vehicle capacity, but these are likely to be more than off-set by the increased people movement capacity overall given the space efficiency benefits of walking and cycling over and above private vehicle use. Better crossings and public spaces will be welcomed by residents and the visiting day time population.

The new River Thames crossing between Rotherhithe to Canary Wharf for pedestrians and cyclists will provide an environmentally friendly alternative travel option for people in the surrounding area and alleviate congestion on existing routes⁶⁸, providing it proves financially viable.

In terms of air pollution there is a risk that the Silvertown Tunnel's increase in traffic volumes will reduce air quality and increase KSIs in Tower Hamlets. Although TfL made some minor changes to the scheme proposals in response to the consultation, the above concerns still remain. However, TfL now plans to implement the scheme,

⁶⁸ Rotherhithe to Canary Wharf crossing Consultation Report, 2018, TfL

with DfT approval acquired in May 2018, TfL is now working with local boroughs and land owners to agree details of land acquisitions, constructions plans and access arrangements. A contractor is in the process of being procured, with construction anticipated to commence from mid-2019

The Council recognises the potential for the Silvertown tunnel, (accompanied by charges on the Blackwall and Silvertown tunnels) to reduce the traffic congestion and associated air pollution currently experienced in the borough on the Blackwall tunnel approach. We secured significant concessions via the Development Consent Order process including: extensive new bus connections serving the borough, concessions on charging for local residents, support for local businesses to adapt to the new charging. However, the Council remains concerned about the forecast impacts of the scheme. The Council will need to be closely monitored with appropriate mitigation implemented as necessary and will take an active role in the Silvertown Tunnel Implementation Group to steer this process.

Tower Hamlets falls within the boundary for the extended Ultra Low Emission Zone (ULEZ) which will come into force on the 25th October 2021. This will assist in tackling London's poor air quality issues. This extension is welcomed and supported by the Council, and we remain committed to changing Council fleets to low emission electric vehicles and the roll-out of electric charging points though this infrastructure will need to be considered against other schemes and funding.

ii. Complementary works to be carried out by the borough

Love Your Neighbourhoods, Slower by Design and better enforcement of 20mph speeds, pocket parks, public realm improvements are some of the list of works which are outlined in our Delivery Plan which will complement TfL projects.

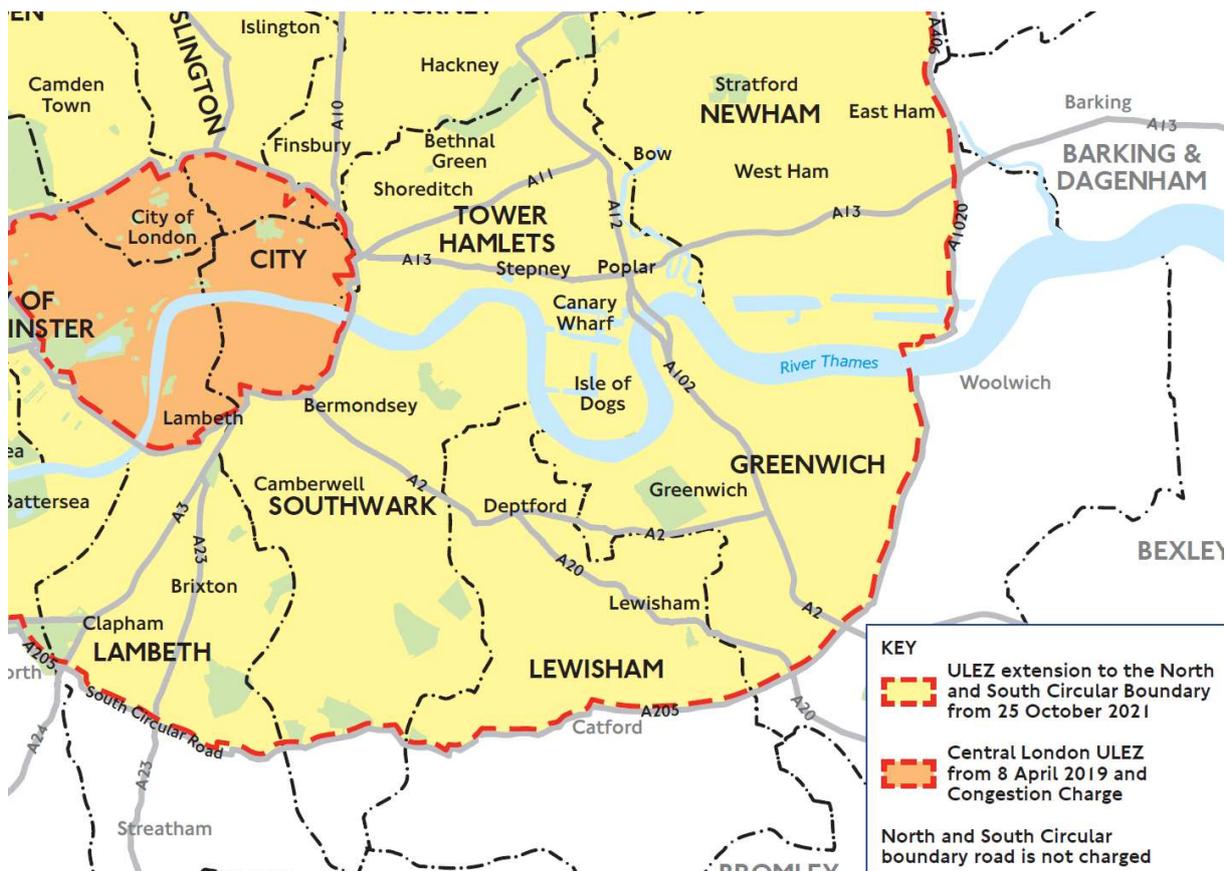


Figure 55: London Ultra Low Emission Zone and the Extension to the North/South Circular Boundary <http://content.tfl.gov.uk/ulez-boundary-map-from-25-october-2021.pdf>

4.4 Sources of funding

Table 14 below identifies potential funding sources for implementation of our LIP, including LIP funding allocation from TfL, contributions from the borough's own funds, and match funding from other sources.

So far, as the LIP allocation is concerned, figures provided by TfL indicate that the borough can expect to receive £6,600,000 over the three-year period 2019/20 to 2021/22. This allocation is based on the 2018/19 formula funding and is not guaranteed. The key source of funding to develop an ambitious delivery plan for the first 3 years to meet both the Council's and MTS outcomes with little certainty of the funding values will however be the Council Capital allocation.

Furthermore, the lack of principal road maintenance [PRN] funding over the last two years has placed an additional burden on other funding sources to meet the shortfall and continue the approved planned maintenance programme. The borough has had to apply for emergency PRN LIP funding for 18/19 to deliver on essential works and add its own resources to ensure that the Principal Road Network remains in a safe and serviceable condition.

In addition to the above, the borough is hoping to receive considerable additional funding from TfL and the GLA between 2019/20 and 2021/22 in response to the following TfL-led strategic projects and GLA bid opportunities:

- CFR5
- Central Cycle Grid [x4]
- Good Growth Fund
- Mayors Air Quality Fund 3

The council is investing an unprecedented £15m of its own capital funding in sustainable transport projects over the next three years. The low traffic neighbourhood programme (as detailed in Table 18) is in its development stage and public engagement on the programme is expected to start in early 2019. A Liveable Neighbourhood bid for one of our first areas is aiming to secure additional match funding to spearhead this initiative.

Table 14: Potential funding for LIP Delivery

Funding source	2019/20	2020/21	2021/22	Total
	£k	£k	£k	£k
TfL/GLA funding				
LIP Formula funding – Corridors & Supporting Measures	2200	2200	2200	6600
Discretionary funding				
Liveable Neighbourhood 2	TBC	TBC	TBC	TBC
Principal Road Maintenance	250	250	250	750
Strategic funding				
Bus priority	30	30	30	90
CFR5	TBC	TBC	TBC	TBC
Grid	TBC	TBC	TBC	TBC
GLA funding				
Good Growth Fund	TBC	TBC	TBC	TBC
Mayors Air Quality Fund 3	TBC	TBC	TBC	TBC
Sub-total	2480+	2480+	2480+	7440+
Borough funding				
Capital funding	5000	5000	5000	15000
Revenue funding	500	500	500	1500
Parking revenue	116	1100	1885	2045
Workplace parking levy	0	0	0	0
Sub-total	5616	6600	7385	19601
Other sources of funding				
S106	24	20	20	64
CIL	10	30	50	90
European funding	0	0	0	0
Sub-total	34	32	52	154
Total	8130+	9112+	9917+	27159+

4.5 Local Infrastructure Fund

The Annual Infrastructure Statement⁶⁹ sets out the Mayor's overall approach to investing Community Infrastructure Levy (CIL) funding up until 31st March 2019 into infrastructure to support the development and growth of Tower Hamlets. The Annual Infrastructure Statement includes Local Infrastructure Fund (LIF) themes and guidance on amounts collected by percentage up to April 2019. CIL collected to the Neighbourhood Portion. It was agreed by Cabinet on the 6th of December 2016 to allocate 25% of received CIL funds in all circumstances to the Neighbourhood Portion. Furthermore, this portion of CIL monies collected will be referred to as the Local Infrastructure Fund. LIF allocations are up until the 31st March 2019.

Consultations shows that for LIF areas 1 and 2 walking and cycling are one of the top three priorities. All four LIF areas include walking, cycling and the public realm and public transport is one of the five top priorities of LIF Area 3.

Table 15: Current level of collection: Total payments received by LIF area

LIF Area	No. of payments received	Sum received by LBTH	Amount for LIF (25%)
1	45	£3,912,193	£978,048
2	19	£817,113	£204,278
3	14	£20,979,819	£5,244,955
4	5	£13,770,829	£3,442,707
Grand Total	83	£39,479,955	£9,869,989

⁶⁹ <https://democracy.towerhamlets.gov.uk/documents/s120638/5.7a%20Appendix%20A%20-%20Annual%20Infrastructure%20Statement.pdf>

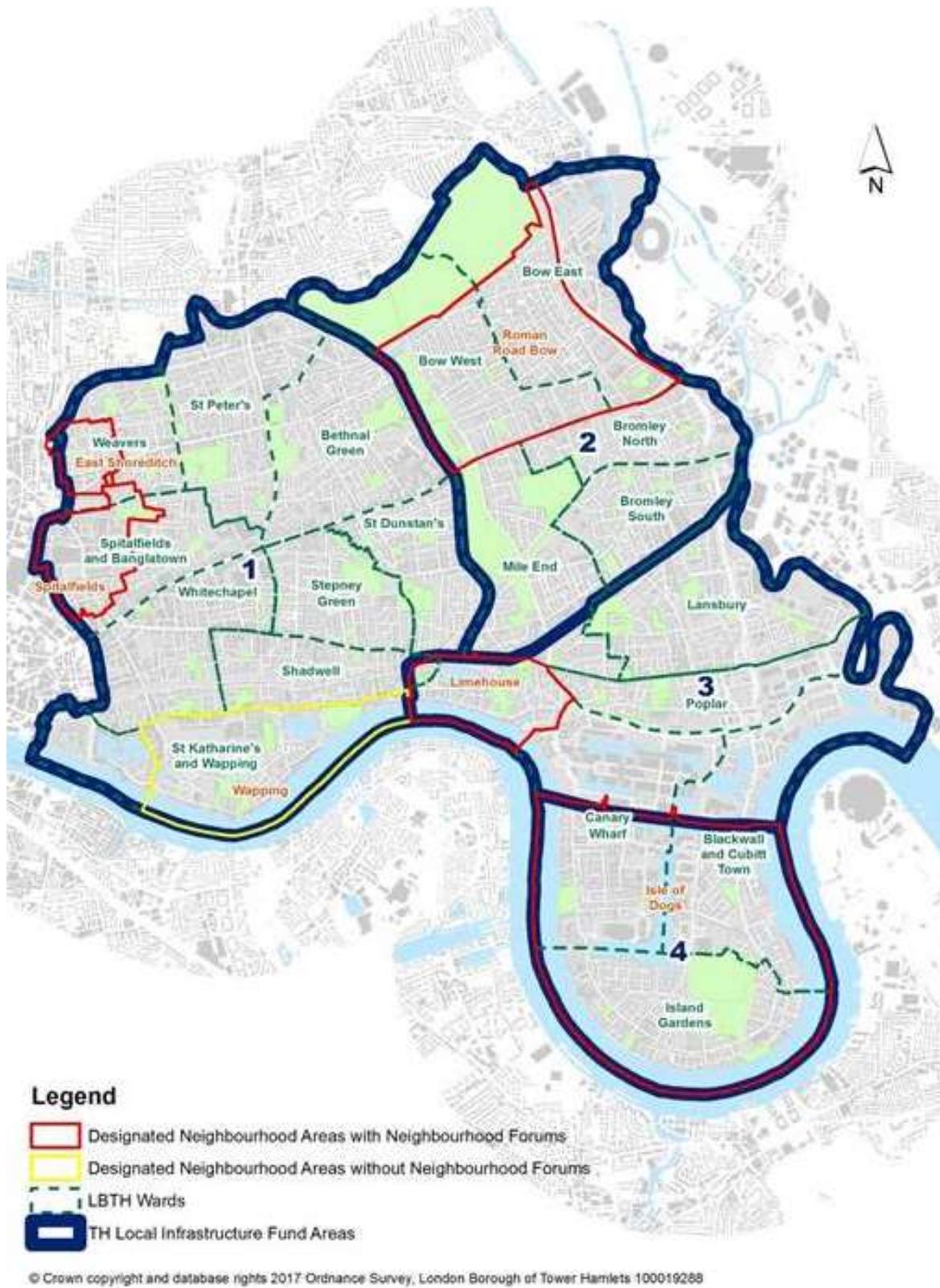


Figure 56: Local Infrastructure Fund Areas (LIF) in Tower Hamlets

4.6 Long-Term interventions to 2041

In the medium- to long-term, the borough believes a number of significant, but currently underfunded, investments will be required to ensure the economic and social vitality of the borough. Table 16 below details these programmes with indicative funding and indicative, but uncommitted, timescales. Our current Strategic Pledges align with growth area scenarios plus major projects as currently shown.

These projects have been taken from Tower Hamlets' Local Plan and developed through the cross departmental officer workshops dedicated to the development of this LIP. They are not assigned to a LIP outcome or objective as such as no LIP funding is sought at this stage, however they are all deemed to be essential in delivering the wide-ranging benefits and targets set out in the MTS.

Table 16: Long-term interventions up to 2041

Project	Approx. date	Indicative cost	Likely funding source	Comments
New connection to Greenway	2019	£100k	LLDC	Pedestrian link from Wick Lane
Prestons Road roundabout	2020-2025	£10m	LBTH, TfL	Redesign of roundabout to provide improvements to pedestrian access and connectivity
Tower Hill junction improvements	2020-2030	£20m	TfL	Modifying traffic management [possible fly-under]
DLR improvements	2020-2030	£718m	TfL	Additional rolling stock and capacity enhancements across whole network
Crossharbour station	2019-2022	£10m	TfL	Redevelopment of station to increase capacity and integrate with new development
Bus service enhancements – medium and long term	2020-2030	£44m	TfL, developers	To support growth in opportunity areas
Bus priority – Western Approach	2019-2025	£1.5m	TfL, developers	West India Dock Road and Westferry Road

Bus priority – South Poplar East-West Link	2019-2025	£1m	TfL, developers	East India Dock Road and Cotton Street
Bus priority – Isle of Dogs circular	2019-2025	£1m	TfL, developers, LBTH	Westferry Road, Manchester Road, East Ferry Road and Marsh Wall
Bus standing interchange at Canary Wharf	2019-2025	£500k	TfL, developers, Canary Wharf Group	Additional standing to support continued development of bus network
Blackwall Connections	2019	£5m	LBTH	Public Realm improvements
Millwall Cut Bridge	2020-2030	£10m	TBC	New bridge to connect South Dock and Thames Quay
East Ferry Road	2019-2021	£5m	LBTH, developer	Improved pedestrian and cycle improvements
Glengall Quay bridge	2020-2030	£1m	PRIVATE	Upgrade to existing bridge
Millharbour transport and connectivity infrastructure	2019-2025	£1m	LBTH	Cycling improvements
Spindrifft Avenue	2019	£500k	LBTH	Signage and wayfinding improvements
Limehouse and Leamouth walking route	2019-2025	£300k	PRIVATE	Upgrade to Thames path
Connections to CS3	2020-2030	£5m	TfL, developers, LBTH	Upgraded cycling facilities
DLR station public realm upgrades	2019-2025	£10m	TfL, developers	To potentially include Mudchute, Crossharbour, South Quay, Poplar, Westferry and Blackwall
East India basin footbridge	2020-2030	£5m	PRIVATE, LVRP	Upgrade of existing bridge

4.7 Three-year Indicative Programme of Investment

The Three Year Indicative Programme of Investment has been completed in Table 17 below. The table summarises, at a programme level, the borough's proposals for the use of TfL borough funding in the period 2019/20 – 2021/22.

Table 17: Three-year indicative programme of investment for the period 2019/20 to 2021/22

London Borough of Tower Hamlets TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
Local Transport Initiatives	100	100	100
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£k	£k	£k
Love Your Neighbourhoods	800	850	850
Vision Zero	350	420	450
School Streets	100	200	250
Implementing Cycle Strategy	100	200	250
Improving Air Quality	50	150	150
Legible London	50	0	0
Ben Jonson Road Area	100	0	0
Chrip Street Corridor	100	150	0
Tackling ASB Driving	40	50	50
Sustainable Drainage Schemes	15	10	10
Secure Motor Cycle Parking/Road Safety PTW Campaigns	10	10	10
Improving Local Accessibility	15	25	25
Local Transport Funding	100	100	100
Supporting Measures	450	450	400
Sub-total	2280	2615	2545
DISCRETIONARY FUNDING	£k	£k	£k
Bow Area Liveable Neighbourhood Bid	TBC	TBC	TBC
Principal road renewal	264	200	200
Bridge strengthening	TBC	TBC	TBC
Traffic signal modernisation	TBC	TBC	TBC
Sub-total	264	200	200
STRATEGIC FUNDING	£k	£k	£k

Bus Priority	n/k	n/k	n/k
London cycle grid – 4 routes	tbc	tbc	tbc
Crossrail complementary works			
Mayor's Air Quality Fund	TBC	?	?
Low Emission Neighbourhoods	TBC	?	?
GLA Good Growth Fund	TBC		
Sub-total	?	?	?
All TfL borough funding	£2280k	£2615k	£2545k

4.8 Supporting commentary for the three-year and annual programme

The supporting commentary incorporates both the three-year and 2019/20 annual programme.

The programmes set out in the indicative programme of investment seek to deliver the outcomes of the MTS alongside the Tower Hamlets objectives. Where possible, LIP funding will be supplemented with developer funds and in some cases these funds can deliver entire projects without the need to rely on TfL or council funding.

The programme maintains the principles of the Healthy Streets approach and has used geographic principles from the Air Quality Management Plan, Cycle Strategy and Road Safety collision data to develop a programme to deliver traffic reduction benefits to both key transport links in the borough and wider environmental improvements to its distinct and unique neighbourhoods.

These programmes have been developed in explicit consideration of the MTS outcomes to ensure they are in support of them.

i. Love Your Neighbourhoods – See Table 18

Love Your Neighbourhood schemes are cells of residential streets, bordered by main roads (the places where buses, lorries and lots of traffic passing through should be), or by features in the landscape such as canals or trainlines. Active travel will be encouraged in each area while rat runs will be restricted. Modal filters, pocket parks, cycle parking, crossings, protected cycle route and continuous footways are typical Love Your Neighbourhood scheme features and will enable local residents to re-inhabit their area from through traffic impacts. These projects will be delivered under the 'Love Your Neighbourhood' branding which is used to establish a pride in the local public realm. The Mayor of Tower Hamlets has set an ambitious target to start delivery on 20 areas in the next 3 years.

The first phase projects are:

- Bow Liveable Neighbourhood;
- Wapping area; and
- Bethnal Green area.

The Mayor has given priority to the Love Your Neighbourhood schemes due to their comprehensive nature. This will incorporate all green initiatives with additional match funding from Tower Hamlets' capital.

The LIP funding allocated is £800,000 in year 1 and £850,000 for both years 2 and 3.

This scheme is in strong support of MTS outcome 1 and 3 by encouraging active travel and ensuring London's streets are used more efficiently with less motor traffic on them.

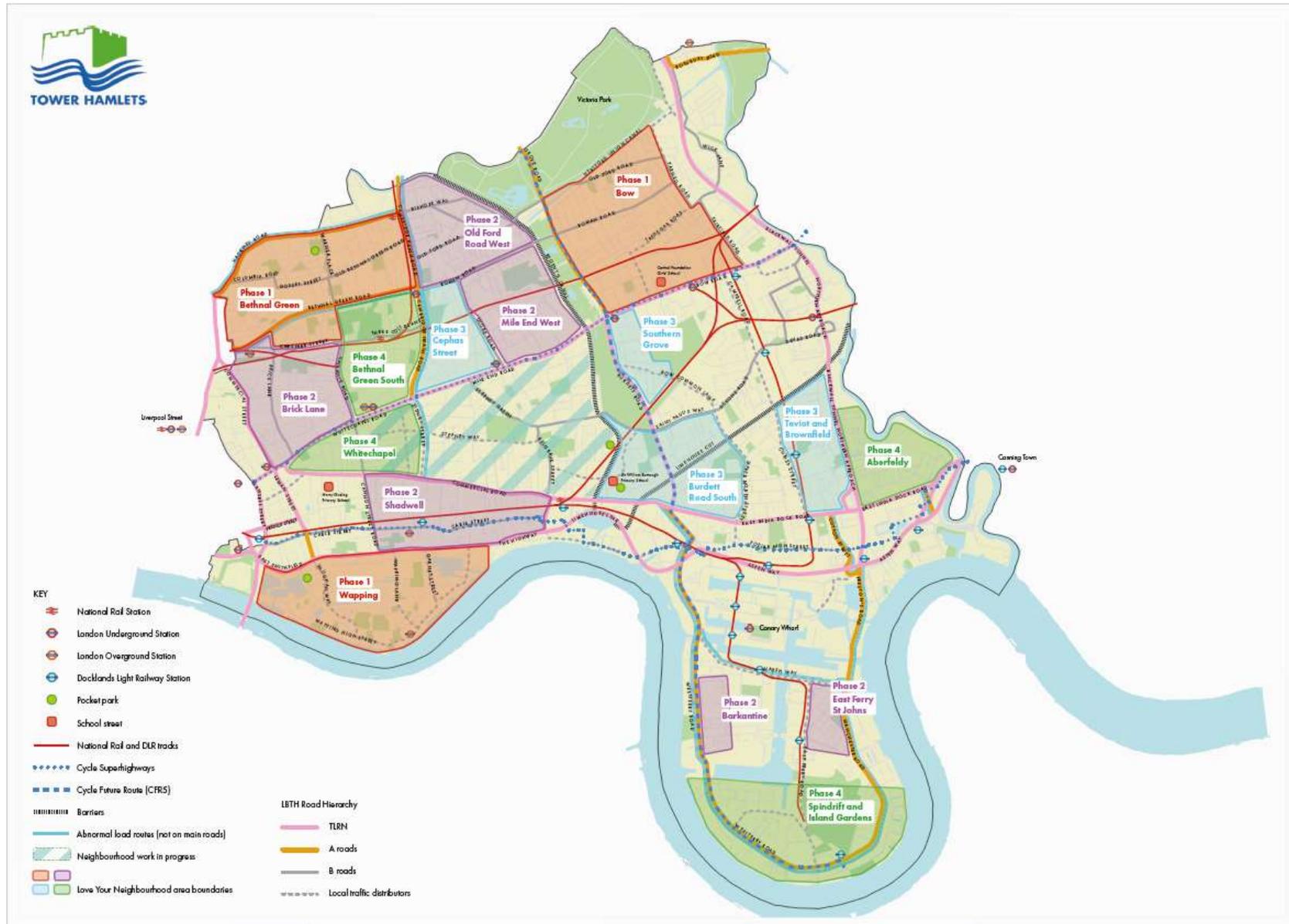


Figure 57: Tower Hamlets 'Love Your Neighbourhoods' Schemes

Table 18: Love Your Neighbourhoods Schemes and Programme

Area No	Location	Current Status	Programme	Issues
1	Weavers North (Jesus Green surroundings)	Traffic review and street design proposals complete; public consultation and MNR Community Street Audit complete; Mayor Biggs approved works proceed to implementation starting 2018/19 with £85k LIP funding available 18/19 for first phase of works	Delivery on site Dec 18 – Jun 19	<p>Good level of public support in consultation due to ASB issues needing tackling. Proposed interventions include:</p> <p>Road closure Ravenscroft / Quilter;</p> <p>Banned right Baxendale into Barnet Grove;</p> <p>Ropley St one-way working;</p> <p>Durant St Pocket Park consolidation road closure to prevent mopeds;</p> <p>Entry narrowed from Columbia Rd into Barnet Grove;</p> <p>Enhanced ped routes on desire lines; reduced rat running and ASB potential; additional traffic calming to slow speed.</p>
2	Arnold Circus / Boundary Estate	Work at Calvert Ave junction and Virginia St – Columbia Rd cycle route completed. Traffic management in rest of area now under detailed review for consultation in Q4 2018/19 and implementation 2019 onwards. Within the LEN partnership area so target for cycle parking and EVs, etc.	Design Dec 2018 towards implementation starting 2019/20	Good level of resident's support already indicated through Planning Forum proposals

3	Cheshire St area	Traffic review and street design proposals complete; public consultation and MNR Community Street Audit complete; Mayor approved proposals for implementation starting Q4 2018/19 - £87k LIP 18/19 funding available now with funding allocated in 2019.	Delivery on site from December 2018 to July 2019.	Includes greening of buildouts and accommodates street market more safely. More cycle parking and closure of Bacon St W to improve pedestrian space. Strong positive response to consultation. Could offer additional Central London Cycle grid extension subject to TfL prioritisation of proposals.
4	Bethnal Green Middleton Green / Pundersons Gardens area	Traffic management in remaining area now under detailed review for consultation in Q4 2018/19 and implementation 2019 onwards.	Design Dec 2018 – Feb 2019 prior to consultation. Build 2019/20 – onwards with funding in LBTH vapitland possible LIP allocation	Community Safety request for road closures to prevent road racing and ASB driving will be basis of stopping through traffic.
5	Collingwood Estate – Vallance Rd – Cambridge Heath Rd / A11 / Dunbridge St	Crossrail commissioned LBTH to deliver approved reinstatement works to improve Durward St central area and rest of Durward St improvements to continue with S106 Whitechapel Vision funding. Complementary new cycle parking hub station to seek planning approval to modify Crossrail proposals. Funded by Crossrail and LIP 19/120 Cycle funding.	October 2018 designs started to submit planning application. Due to delay on Crossrail opening, target delivery is now late 2019.	Ties in with Whitechapel Vision TfL A11 study work. Possible closure of Brady St and further works to north of area to be commissioned. Enhances Crossrail plans for delivery of planning condition to provide 180 secure cycle parking spaces.
6	Cephas St area including John Scurr School	John Scurr school scheme ready to be issued for consultation subject to Mayor's approval. Realignment of road to reduce 3 point turns causing congestion, and greening of larger open space. Rest of area includes potential TfL Central	Subject to outcome of consultation and streetworks approvals, potentially deliver John Scurr scheme in	Pressure from local members for John Scurr school and agreement with UKPN to partially demolish substation creating a blockage to pedestrian movement.

		Grid Cycle Routes and local streets will need to start from scratch with assessment, outline design and consultation.	summer school holidays 2019 for 16 weeks. Cycle routes targeted for 2019/20. Low Traffic Neighbourhood Phase 2 scheme will commence with surveys and community consultation 2019/20 and delivery 2020/21.	
7	Globe Town between Globe Rd / Canal/ A11 / Roman Rd	Already part of GGF bid to GLA by Town Centre team. Increased walkability and integration with Queen Mary University.	If GGF approved, we will move quickly onto detailed design, consultation and delivery of enhanced scheme in 2019 with works completed by mid-2020/21.	Links to other existing and proposed cycle routes and already some cycle / pedestrian only access from E and S across critical barriers.
8	Antill Rd area	Traffic review and street design proposals complete; public consultation and MNR Community Street Audit complete; Mayor approved implementation of works to start December 2018 with £104k LIP funding for first works.	Construct of initial works Nov 2018 – July 2019 therefore propose this as next Liveable Neighbourhood Bid to TfL by Nov 2018 for first phase work 2019/20.	Mayor's Neighbourhood Refresh street audits and consultation raised more ambitious aspirations for Low Traffic Neighbourhood which has led to submission of LTN Liveable Neighbourhood bid. The scheme in the bid extends scheme across rest of Bow in phases so would incorporate elements of scheme 9 below also.

9	MEOTRA area	<p>Apparent support for measures to introduce experimental closure of Coburn Rd under bridge creating a cell to south of the railway with left turns into Aberavon and Rhondda banned to prevent cyclists being caught in left hook; complementary out only on Tredegar Sq. with potential then to green entries on all three. Requires experimental closure to support consultation.</p> <p>Already done preliminary consultation on Harley Grove School streets transformational scheme with the pupils engaged on the project throughout. Intend to progress to more detailed public consultation on key elements in December to deliver work here early 2019.</p>	<p>Harley Grove – early 2019 construction with LIP and LBTH capital funding.</p> <p>If TfL agree could introduce banned turns 2019 and experimental closure under bridge but more permanent works would come later and need to coordinate with other changes in bid. Funding available in LIP or possibly TfL A11 ULEV bus corridor.</p>	<p>Strong residential support due to rat running to A12 junction.</p>
10	Fieldgate St area between A11/ A13 / New Rd	<p>New project outline concepts in Whitechapel Vision and need to tie into development programming. Links to TfL / LBTH Whitechapel high street vision immediately to east.</p>	<p>Late start 2021-22</p>	<p>Links to Whitechapel Vision; tired streetscape needs refreshing and a few residents' concerns and traffic and walking routes.</p>
11	Cable St area / Shadwell	<p>Traffic review and street design proposals complete; public consultation and MNR Community Street Audit complete; Mayor approved move to implement Tranche 1 proposals from Dec 2018.</p>	<p>Delivery October 18 – Mar 19 with LIP funding; extend schemes to tranches 2 and 3 with further consultation March 19 – 20.</p>	<p>Provides reduction in traffic rat running and conflicts with cyclists / pedestrians. Complex scheme being introduced gradually in 3 phases enabling effects of stage to be assessed with residents. Tranche 1 provides new zebras, one way working to ease traffic conflicts and cuts out two rat run routes.</p>

12	Wapping	Traffic review and street design proposals complete; Mayor approved to consultation to commence November 2018.	Consultation December / January with delivery from March 2019 onwards.	Reducing rat runs with closures and bus gate at a few strategic points – remaining traffic is access only; to transform Wapping Lane village area; complimentary enforcement of coaches and HGV's and scheme to cut out rat running in Pennington St.
13	Mile End / Southern Grove / Ropery St	To complement CFR5 proposals for cycle lanes along Burdett Rd: initial quick win to green "utilitarian site open road closures" and add additional points to prevent new rat runs.	Link to TfL consultation 20019 and delivery 2020 – hope to secure TfL strategic funding for complementary measures to accommodate the cycle route without impacting negatively on local residential areas.	Protecting essential access whilst restricting rat running.
14	Thomas Rd / St Pauls Way / Burdett Rd / Upper North St	To complement potential changes to traffic management in Thomas Road with TfL as part of Strategic Cycle route CFR5. Seeking review of St Pauls Way / Bow Common Lane as part of that scheme and will add environmental street scene improvements.	Initial Thomas Road changes 2019/20 with assessment of other streets, outline design and consultation in late 2019/20 for delivery 2020/21	Tesco servicing and rat run complaints relating to Thomas Rd.
15	Bartlett Park area	Parks working to close Cotall St creating change to traffic patterns through the area. Can review impact and assess outline design for further changes once that closure can be observed.	Cotall St closure 2018/19 – in hand. 2019/20 commission assessment of rest of	Safety on Upper North St and Stainsby Rd of concern to residents along with school access.

			area for delivery 2012/22	
16	Teviot and Brownfield estates	Traffic management review to commence 2020/21 to address major rat run problems given access to A12.	20/21 delivery at earliest	Affected by Chrisp St market changes.
17	Aberfeldy Estate	Traffic management review to commence 2020/21 to address major rat run problems given access to A12.; links into HARCA development programmes	20/21 delivery at earliest	
18	Barkantine Estate IOD	Traffic review and street design proposals complete; public consultation complete; subject to Mayor's approval in January, will proceed to implement 2019/20.	LBTH capital and LIP funding	Construction issues – this is quite urgent to stop HGV's taking rat run through unsuitable streets of Alpha Grove. Great potential to increase local cycling to DLR stations and increase Cycle Hire usage – compatible with CFR5 and Isle of Dogs OAPF.
19	Spindrif Ave area IOD	Traffic review and street design proposals complete; public consultation complete; subject to Mayor's approval in January, will proceed to implement 2019/20.	LBTH capital and LIP funding.	Bus route needs protection but lot of road width to play with to reduce traffic speed – northside accesses are largely private. Big potential to increase local cycling to DLR stations and increase Cycle Hire usage: compatible with CFR5 and Isle of Dogs OAPF
20	Castalia Square area / Eastferry Rd N IOD	Traffic review and street design proposals complete; public consultation complete; subject to Mayor's approval in January, will proceed to implement 2019/20	LBTH capital and LIP funding	Great potential to increase local cycling to DLR stations and increase Cycle Hire usage

ii. Vision Zero

This will involve reviewing areas where further signage and traffic calming measures are required to increase driver's compliance with speed limits. By focussing on underperforming pre-existing 20 mph zones and designing new 20 mph roads to slower speeds Vision Zero compliance will be enabled. Programmes include:

- Slower by Design projects being taken forward – Cotton St / Prestons / Manchester;
- Working with LLDC on Wick Lane Slower by Design schemes; and
- Targeting collision hotspots.

There is £350,000 allocated in year 1, £420,000 in year 2 and £450,000 in year 3.

This scheme is in strong support of MTS outcome 2 by focussing on the safety of streets for all using them.

iii. Play Streets

Provision of non-dedicated play spaces for children and young people in their local environment.

This will be revenue funding only as it is free for residents to apply for a road closure in their area and delivery of the play day itself is also free.

This scheme supports MTS outcomes 1 and 3 by encouraging streets to be used healthily.

iv. School Streets

The Mayor's Strategic Pledge supports the reduction of traffic around schools at drop-off and pick-up times. We will aim to cover half of our primary schools with the initiative. There are plans for 50 School Streets including exploring:

- The feasibility of timed closures outside schools; or
- More transformational projects such as John Scurr School, Central Foundation Harley Grove (danger reduction and public realm improvements) and a soon to be commissioned Harry Gosling school Traffic Management scheme supported by S106

There have already been preliminary consultations on Harley Grove School Streets transformational scheme with the pupils engaged on the project throughout.

There is £100,000 of funding allocated in year 1, £200,000 in year 2, and £250,000 in year 3.

This scheme supports MTS outcomes 1 and 3 by encouraging children to use active modes of travel to get to school, reducing traffic levels on roads around schools.



Figure 58: Example of school street. Salmon Street, Tower Hamlets

v. Implementing Cycle Strategy

Tower Hamlets will work to develop and refresh its cycle strategy including:

- Cycle parking: Sheffield stands, 70 cycle hangers, car-shaped bike ports, residential on-street cycle hangars, real-time cycle counters;
- Strategic Cycle Route West India Dock / Westferry delivery. (TfL Strategic Project);
- Pedestrian and cycle improvements to Cable Street area Tranche 2;
- 4 Central London Grid routes (TfL Strategic Projects);
- Local permeability through Love Your Neighbourhood schemes; and
- Whitechapel Station: Cycle parking and proposed new cycle hub.

Allocated budget currently stands at £100,000 in year 1, £200,000 in year 2 and £250,000 in year 3.

This scheme is in support of MTS outcomes 1 and 3 but encouraging people to cycle more and reduce car usage.

vi. Improving Air Quality

Specific schemes focussed on improving air quality include:

- Installation of 100 on-street Electric Vehicle Charging Points per annum including matching GULCS funding; and

- Mobile Parklet design and construction.

Both of these schemes support the Air Quality Management Plan and initiatives to create healthier streets.

The funding levels are £50,000 for year 1 and £150,000 for both years 2 and 3.

This scheme supports MTS outcome 4 by encouraging the use of cleaner and greener vehicles.

vii. Legible London

The continuing extension of the Legible London signage programme which helps visitors find local centres and places of interest as well as including approximate walking times. The programmes for Tower Hamlets include:

- Map-based wayfinding system and improved way-finding;
- Progressing installation in Stepney, Wapping, Whitechapel then Bow and Bromley-by-Bow.

Year 1 funding stands at £50,000 with none yet allocated for years 2 and 3.

This supports MTS outcomes 1 and 6 by encouraging people to walk from bus and train stations to nearby destinations by increasing the accessibility and ease with which this is possible.

viii. Ben Jonson Road Area

Installation of new signals at Harford Street to complement Stepney Area traffic management changes. This will seek to prioritise pedestrian safety and reduce rat running through residential streets.

Year 1 funding stands at £100,000 with none allocated for years 2 and 3.

This scheme supports MTS outcomes 1, 2 and 3 by ensuring streets are easier to use and safer for pedestrians to reduce vehicles on the road.

ix. Chrisp Street Corridor (£200,000)

Delivery of Phase 2 and 3 of Streetscene improvements including pedestrian crossing improvements on Chrisp Street and side roads, greening and traffic calming. Also in support of Love Your Neighbourhood and Vision Zero programmes.

This supports MTS outcomes 1, 2, 3 and 4 by improving the public realm to increase safety for pedestrians and reducing traffic on the Borough's roads.

x. Tackling ASB driving

ASB driving is an issue that urgently must be dealt with outside of the current schemes proposed in the Love Your Neighbourhood areas. These may require non-standard traffic measures to tackle night-time road racing, speeding and cars congregating. Measures include road blocks, road closures, junction remodelling and traffic calming.

The budget allocation for year 1 is £40,000 with £50,000 per annum thereafter.

This is in strong support of MTS outcome 2 by improving the safety and security of Tower Hamlets' roads.

xi. Sustainable Drainage Scheme (SuDs)

A SuDs scheme is to be created, with the location to be confirmed. Rain Gardens, Stockholm tree pits and swales all address issues in the Local Flood Risk Management strategy.

The allocated budget stands at £15,000 for year 1, and £10,000 for both years 2 and 3.

This is in explicit support of MTS outcome 4 through greening the local environment and improving its accessibility.

xii. Secure Motor Cycle Parking/Road Safety PTW Campaigns

Addition of points in existing parking bays to secure motorcycles which are subject to theft in some hot spot areas. Campaigns to improve the safety of PTWs on local roads.

Funding stands at £10,000 for all three years respectively.

This supports MTS outcome 2 by increasing the security of local areas.

xiii. Improving Local Accessibility

Minor works for dropped kerbs or decluttering to assist passage of people in mobility scooters, wheelchairs or those pushing buggies and shopping trolleys.

The allocated budget for the scheme is £15,000 for year 1 and £25,000 per annum thereafter.

This is in support of MTS outcome 1 by increasing the ease with which people can use the local for active modes of travel.

xiv. Principal Road Maintenance

Resurfacing works to A-roads is prioritised from annual condition surveys. Hackney Road is still our current priority for 2019/20 and we may need to apply for additional emergency funding to complete.

The requirement currently stands at £264,000 for year 1 and £200,000 for both years 2 and 3.

xv. Local Transport Funding

Provision of funding for preliminary feasibility and strategy development (allocation to be confirmed):

- Transport Strategy;
- Bike Life Support;
- Road Safety Plan Review; and
- Cycle Strategy Refresh.

This scheme has allocated funding of £100,000 per annum.

This variety of schemes are in support of MTS outcomes 1, 2, and 3 by improving the safety of the Borough's streets to encourage active travel.

xvi. Supporting Measures

Other measures to support these programmes include:

- Schools, adult and special needs cycle training, cycle and pedestrian safety, and road safety education and training – this is in support of Vision Zero;
- Working with schools to develop school travel plans to encourage children to walk and cycle to school – this will support MTS outcomes 1 and 3 by encouraging active travel, removing traffic around schools and improving safety;
- Community engagement to encourage changes in residents' travel behaviour to ensure they are involved in the process; and
- Bus priority and walking routes to stations (in the Love Your Neighbourhood schemes) will support the delivery of a good public transport experience.

These measures are in support of the Love Your neighbourhoods scheme.

The allocated budget is £450,000 in years 1 and 2 and £400,000 in year 3.

This is in strong support of MTS outcomes 1 and 3 through encouraging more walking and cycling, reducing traffic on roads.

xvii. Bus Priority

Major and minor schemes are proposed to provide the high-quality infrastructure necessary to support bus priority:

- Ultra Low Emission Bus Corridor – this is a TfL scheme that Tower Hamlets supports;
- Bow Liveable Neighbourhood Bid – a Tower Hamlets scheme involving prioritising bus routes 8 and 339;
- Wapping High Street bus gate – a Tower Hamlets scheme focussed on bus routes 100 and D3; and
- H14 bus-only bridge and approach route (Fish Island) – an LLDC/TfL scheme supported by Tower Hamlets involving bus route 339.

Tfl are expected to advise on a number of these schemes.

The funding levels are currently unknown for these schemes.

These schemes support the delivery of MTS outcomes 5 and 7 by providing a reliable transport network that meets the needs of a growing London.

xviii. Bow Area Liveable Neighbourhood Bid

A major mini-Holland style improvement scheme for the Bow area to:

- Encourage more walking and cycling;
- Improve compliance with the 20mph speed limit;
- Reduce noise and traffic nuisance from rat running vehicles; and
- Enhance the sense of place.

It must be noted this is a competitive process separate to the main LIP programme, so we are currently awaiting an outcome of a bid for £2.35 million. This will enable the scope of the Love Your Neighbourhood scheme to be extended to incorporate more significant interventions.

This scheme is in support MTS outcomes 1, 2, 3 and 4 by having a strong focus on improving the safety of streets to encourage active travel.

xix. Bridge Assessment & Strengthening Programme

There will be ongoing bridge asset management work involving condition surveys and remedial works. The funding for this programme is to be advised by LOBEG.

Funding is currently unconfirmed for this work.

4.9 Risks to the delivery of the three-year programme and annual programme

Error! Not a valid bookmark self-reference. below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year and annual programme. The risk register summarises the strategic risks identified that could impact on the three-year and annual programme of schemes/initiatives.

Table 19: LIP Risk Assessment for three-year programme 2019/20-2021/22 and annual programme 2019/20

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Reduction in scheme funding due to budget restrictions.		X		Consider implementing lower cost options if permissible. Spread implementation over more financial years	LIP objectives not met or non-progression of project due to reduction in project scope.
Increase in unforeseen project costs due to environmental factors.		X		Undertake judicious project management to ensure funding is used efficiently and justifiably. Include contingency in estimates	LIP objectives not met or non-progression of project due to budget redistribution, limiting programme effectiveness.
Statutory / Legal					
Tower Hamlets is required to implement the LIP under s151 of the GLA Act without sufficient external funding support.			X	Explore possibility for legal challenge, if possible jointly with other affected bodies.	May only deliver on LIP outcomes if LIP funding available.
Third Party					
Stakeholders and/or third party support decreased or withdrawn.		X		Keep public and Members, and other partners informed through clear communication of planned projects and emerging issues.	LIP objectives not met or non-progression of project due to delay in programme.

Public / Political				
Change in policy or political direction.		X	Ensure that Members are frequently engaged in a variety of schemes through various different policy areas.	Non-progression/reduction in scope of project so reduced programme effectiveness.
Individual projects are not supported by Members.			X Ensure that Members are involved at the early stage of project development, so that fundamental issues can be addressed and incorporated into the design.	Non-progression/reduction in scope of individual projects.
Individual projects are not supported by the public at the consultation stage.		X	Undertake appropriate consultation at an early stage to ensure public support. Redesign project to resolve objections. Maintain strategic principles.	Non-progression/reduction in scope of individual projects.
Programme & Delivery				
Insufficient staff resources to develop designs	X		Recruit temporary/fixed term staff or use consultants.	Non-progression or late delivery of project.
Projects undertaken are not successful.		X	Schemes are to be carefully monitored and reviewed to identify non-delivered outputs early within the work programme.	LIP objectives not met.
Delays to progress of work	X		Consult with statutory undertakers as early as possible. Engage with contractors as early as possible to ensure resources. Reprogram or transfer budget to support the next highest priority scheme.	LIP delivery programme extended or non-progression of projects delaying achievement of LIP objectives and outcomes.

4.10 Annual programme of schemes and initiatives

The annual programme of schemes has been submitted to TfL via the Borough Portal and approval received subject to approval of the LIP. The programme of schemes will be updated annually. The funding has been modified according to approved allocation. The supporting commentary can be found in section 4.8 above.

Table 20: Annual programme of schemes and initiatives

London Borough of Tower Hamlets TfL BOROUGH FUNDING 2019/20 to 2021/22		Allocated 2019/20
Local Transport Initiatives		100
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	COMMENTARY	£k
Love Your Neighbourhoods	Fundamental changes to the infrastructure on the street to influence the travel behaviour of residents, businesses and visitors to Tower Hamlets, encouraging more walking and cycling and restricting rat running. These projects will be supported by soft measures to promote active travel. The first priority areas being delivered in 2018/19 and 2019/20 are Bethnal Green, Wapping and Bow. Work will also commence on the next tranche which include Old Ford West, Mile End West, Shadwell and Brick Lane.	800
Vision Zero	Reviewing areas where further signage and traffic calming measures are required to increase driver's compliance with speed limits: focus on underperforming pre-existing 20 mph zones and new 20 mph roads being designed to slower speeds: <ul style="list-style-type: none"> • Slower by Design projects being taken forward – Cotton St./Prestons/Manchester • Work with LLDC on Wick Lane Slower by Design schemes. 	350

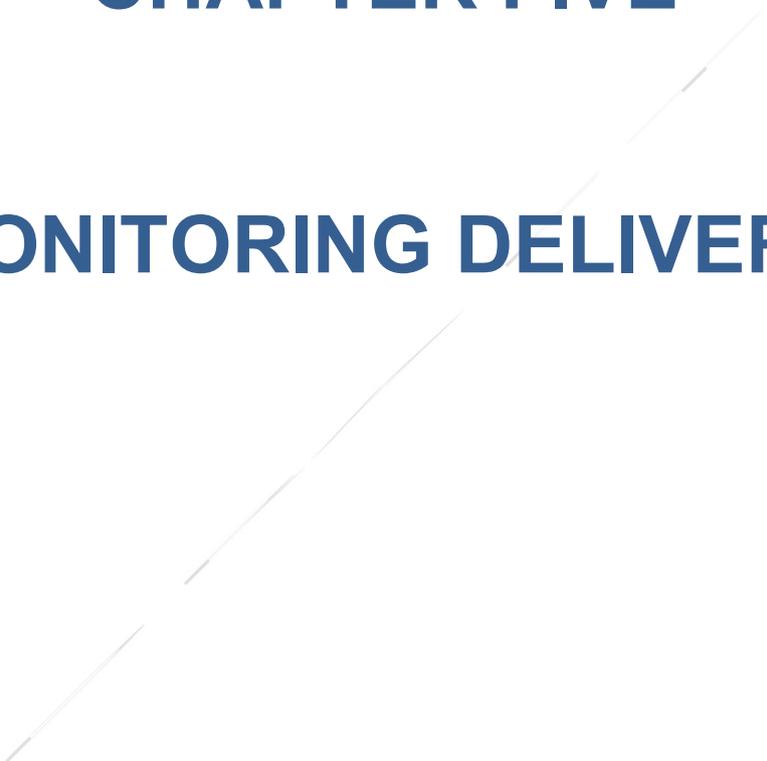
	<ul style="list-style-type: none"> Targeting collision hotspots 	
School Streets	<p>50 School Streets including: -</p> <ul style="list-style-type: none"> Feasibility of timed closures outside schools or More transformational projects such as John Scurr School, Central Foundation Harley Grove (danger reduction and public realm improvements) and a soon to be commissioned Harry Gosling school Traffic Management scheme supported by S106 	100
Implementing Cycle Strategy	<p>In addition to working with TfL on 5 new routes, we propose to implement other priorities in the Cycle Strategy as follows:</p> <ul style="list-style-type: none"> Cycle parking: Sheffield stands; 70 cycle hangers, car-shaped bike ports, residential on street cycle hangars. Real-time cycle counters Pedestrian and cycle improvements to Cable Street area Tranche 2 Local permeability through Love Your Neighbourhood schemes Whitechapel Station: Cycle parking and proposed new cycle hub 	100
Improving Air Quality	<ul style="list-style-type: none"> Installation of 100 on-street Electric Vehicle Charging Points per annum including matching GULCS funding. <p>Mobile Parklet design and construction</p>	50
Legible London	Improving key pedestrian links to town centres by introducing wayfinding in Stepney, Wapping, Whitechapel	50
Ben Jonson Road Area	New signals to complement Stepney area traffic management changes and seek to control the newly emerged rat run from A11 to A13, at same time as prioritising pedestrian safety.	100
Chrisp Street Corridor	Delivery of Phase 2 and 3 of Streetscene improvements to complement the scale of development along this corridor incorporating improvements to pedestrian crossings of	100

	Chrip Street itself and side roads, greening and traffic calming. Building on Love Your Neighbourhood and Vision Zero	
Tackling ASB Driving	Monitoring and stopping ASB issues associated with driving: restricting access to discourage drug dealers, circuit racing and kerb crawling for instance (thereby meeting the Council's duties under Section 17 of the Crime & Disorder Act and LIP3 Guidance para. 2.27)	40
Sustainable Drainage Scheme	Rain gardens, Stockholm tree pits or swales to address issues in Flood Risk Management strategy – sites to be determined	15
Secure Motor Cycle Parking	Targeting provision in hotspot areas for P2W theft (thereby meeting the Council's duties under Section 17 of the Crime & Disorder Act and LIP3 Guidance para. 2.27) and helps address an issue particularly affecting delivery riders.	10
Improving Local Accessibility	Minor schemes such as dropped kerbs or raised tables to address issues raised at Accessible Transport Forum. Trial Memory Lane project to provide public artwork to brighten railway arches and spur long term memories of people suffering the early stages of Dementia.	15
Local Transport Funding	Funding for preliminary feasibility and strategy development (allocation to be confirmed) <ul style="list-style-type: none"> • Transport Strategy • Bike Life Support • Road Safety Plan Review • Cycle Strategy Refresh 	100
Supporting Measures	Increased focus on school cycle training, road safety education, school travel plans and community engagement to support Love Your Neighbourhood scheme achieving changes in travel behaviour by residents.	450
Sub-total		2280

DISCRETIONARY FUNDING		£k
Bow Liveable Neighbourhood Bid	Major mini-Holland style improvement scheme for the Bow area	BID
Principal road renewal	Hackney Road phase 2	264
Bridge strengthening	-	LOBEG to advise
Traffic signal modernisation	-	TfL to advise
Sub-total		264
STRATEGIC FUNDING		£k
Bus Priority (Route 8)		To be advised by TfL
London Cycle Grid – 4 routes		To be advised by TfL
Mayor's Air Quality Fund	Whitechapel LEN to be the focus tying in with TfL design work on Whitechapel Road and market area.	BID
Low Emission Neighbourhoods	LBTH are partners with Hackney and Islington in an existing LEN led by Hackney; we are also submitting an MAQF bid for a further LEN in Whitechapel as above.	To be advised by LEN lead borough TBC
GLA Good Growth Fund	A bid has been prepared for the Roman Road west town centre area seeking to improve pedestrian and cycle links to the south as well to Queen Mary University.	BID
Sub-total		TBC
All TfL borough funding		£2280k

CHAPTER FIVE

MONITORING DELIVERY



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5. Monitoring the delivery of the outcomes of the Mayor's Transport Strategy

5.1 Overarching mode-share aim and outcome Indicators

Table 21 outlines the targets for Tower Hamlets against the MTS overarching mode-share aim and outcome indicators.

The Borough's progress against the outcome targets and mode-share aim will be measured through strategic data collected by TfL on behalf of the Boroughs.

None of these indicators can be achieved without the cooperation and support of TfL – especially those linked to public transport services and it is a cause for some concern that recent falls in public transport patronage and associated reductions in frequency on bus services in particular are counter to the modal share changes the MTS and LBTH LIP are trying to achieve.

5.2 Delivery indicators

The delivery indicators are set by TfL and relate to each of the nine MTS Outcomes. These provide a reference for the delivery of the Mayor's Transport Strategy at a local level. The borough will monitor and record the delivery indicators and report to TfL once a year in June using Proforma C.

Table 21: Tower Hamlets outcome indicator targets

Objective	Metric	MTS Borough target	Target year	Commentary
Overarching mode share aim – changing the transport mix				
Londoners' trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 - 2015/16.	84% 89%	2021 2041	To be achieved by LBTH by implementing LIP Outcomes 1-4
Healthy Streets and healthy people				
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Proportion of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).	44% 70%	2021 2041	To be achieved by LBTH by implementing LIP Outcomes 1 & 4
Londoners have access to a safe and pleasant cycle network	Proportion of Londoners living within 400m of the London-wide strategic cycle network.	43% 96%	2021 2041	96% of Tower Hamlets residents will be within 400m of the London-wide strategic cycle network by 2041. This aligns with LIP Objectives 1 and 2
Outcome 2: London's streets will be safe and secure				
Deaths and serious injuries from all road collisions to be eliminated from our streets	Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target)	57 45	2021 2022	We will seek to work with TfL to accelerate the overall decrease in KSIs and focus on reducing Slight in line with LIP Objective 2

	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target).	32 0	2030 2041	
Outcome 3: London's streets will be used more efficiently and have less traffic on them				
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15 per cent.	836 669-710	2021 2041	LIP Objectives 1 and 3 align with this MTS Outcome
Reduce the number of freight trips in the central London morning peak.	10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.	N/A	N/A	N/A
Reduce car ownership in London.	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. Base period 2013/14 - 2015/16.	41,400 36,000	2021 2041	LIP Objectives 1 and 3 support this MTS objective
Outcome 4: London's streets will be clean and green				
Reduced CO ₂ emissions.	CO ₂ emissions (in tonnes) from road transport within the borough. Base year 2015/16.	138200 39,900	2021 2041	All our LIP Objectives support this MTS clean and green Outcome
Reduced NO _x emissions.	NO _x emissions (in tonnes) from road transport within the borough. Base year 2013.	220 30	2021 2041	
Reduced particulate emissions.	PM ₁₀ and PM _{2.5} emissions (in tonnes) from road transport within borough. Base year 2013.	45 PM ₁₀ 28 PM ₁₀ 21 PM _{2.5} 14 PM _{2.5}	2021 2041 2021 2041	

A good public transport experience				
Outcome 5: The public transport network will meet the needs of a growing London				
More trips by public transport - 14-15 million trips made by public transport every day by 2041.	Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16.	249 328	2021 2041	LIP Objectives 2 and 4 support this MTS Outcome despite reductions in public transport service frequency by TfL (ass to RISKS?)
Outcome 6: Public transport will be safe, affordable and accessible to all				
Everyone will be able to travel spontaneously and independently.	Reduce the difference between total public transport network journey time and total step-free public transport network	-61% change in travel time difference between 2015 and 2041	2041	LIP Objectives 2 and 4 are intended to create a more accessible public transport network. This will be achieved through collaboration with TfL and Network Rail to increase the number of step-free rail and tube stations in the Borough
Outcome 7: Journeys by public transport will be pleasant, fast and reliable				
Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds, base year 2015/16	8.7-8.5 9.7-8.8	2021 2041	This will be achieved with LIP Objectives 1,2 and 3
New homes and jobs				
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments				
Outcome 9: Transport investment will unlock the delivery of new homes and jobs				

6. Glossary

AQAP	Air Quality Action Plan	A document outlining actions to improve air quality.
AQMA	Air Quality Management Area	Areas where national air quality objectives are not being achieved.
DEFRA	Department for Environment, Food & Rural Affairs	The government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities.
DLR	Docklands Light Railway	Automated light rail metro system serving East London.
EV	Electric Vehicle	A vehicle operated by a plug-in electric motor.
GLA	Greater London Authority	The regional government of Greater London, headed by the Mayor of London.
KSI	Killed or Seriously Injured	Collisions involving a casualty that has been killed or seriously injured.
LIP	Local Implementation Plan	Each London borough is required to develop a LIP to set out how the borough will deliver the Mayor's Transport Strategy (MTS) at local level.
LP	Local Plan	A planning document that sets out plans and policies for how new development will take place within the Borough.
MTS	Mayor's Transport Strategy	A document that sets out the Mayor of London's policies and proposals to reshape transport in London up to 2041.
PTAL	Public Transport Accessibility Level	A measure from 0 (worst) to 6b (best) of connectivity to the public transport network in London, combines information about how close public transport services are to a site and how frequent these services are.
PTW	Powered Two-Wheeler	A term covering all two-wheeled motor vehicles, such as mopeds, scooters and motorcycles.
SCN	Strategic Cycle Network	A network of high-quality Cycle Superhighways and Quietways to be delivered with TfL as part of the MTS.
TfL	Transport for London	A GLA body responsible for the transport system covering Greater London.
TLRN	Transport for London Road Network	A network of roads for which TfL are responsible for the maintenance, management and operation.
ULEZ	Ultra Low Emission Zone	A zone within Central London which requires vehicles to meet a minimum set of exhaust emission standards or pay a daily charge to travel within the area.

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Appendix Two : TfL summary response to Consultation

A summary of our key comments is as follows:

We welcome the strong commitment to reduce traffic in the borough through encouraging walking and cycling and commend the focus on Liveable Neighbourhoods. This shows a clear and long term commitment to the Healthy Streets Approach.

We welcome the setting of targets in line with the MTS trajectories – this underscores your commitment to our shared goals.

It is positive that the LIP objectives are consistent with the MTS, but they need to link more strongly to your wide-ranging evidence base – more specific objectives are required across all MTS outcomes.

The LIP must contain an explicit commitment to Vision Zero – this entails a step change in approach and more detail is required in the draft LIP as to how it will be delivered. We would like to work with you further to strengthen this aspect.

The delivery plan looks promising, but much more detail is required regarding what specific schemes will entail and how they will support the MTS, including time-scales on your long-term aspirations. There is a particular need to include schemes that support the delivery of a good public transport experience e.g. complementary measures at stations. The funding break-down is clear, but contains some surprising values for parking revenue and CIL. Further discussion is required to clarify this

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