

Travel in Tower Hamlets

Transport Strategy Evidence Base & Bibliography

Annex A

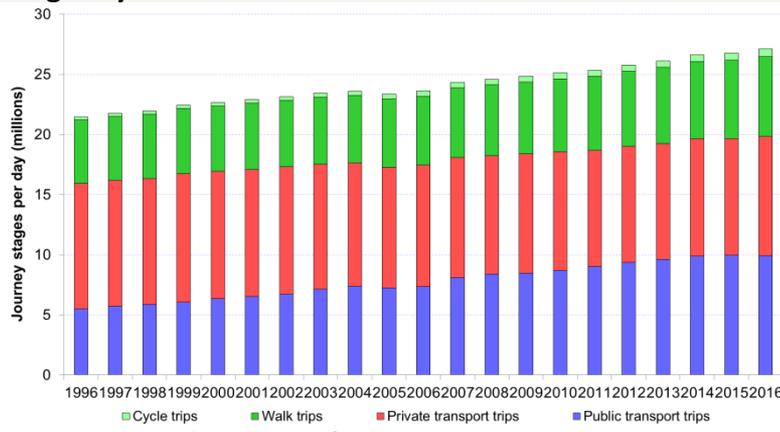
Travel Trends



Growth in London has seen travel demand increase since the mid-90s

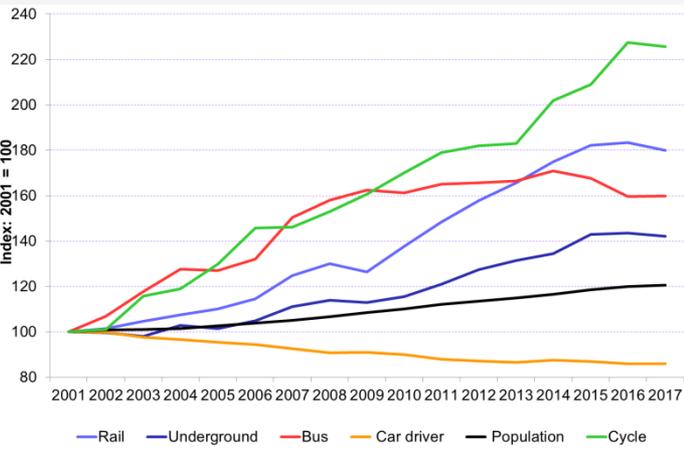


Estimated daily average number of journey stages by main mode of in Greater London



Source: Travel in London Report 11, TfL

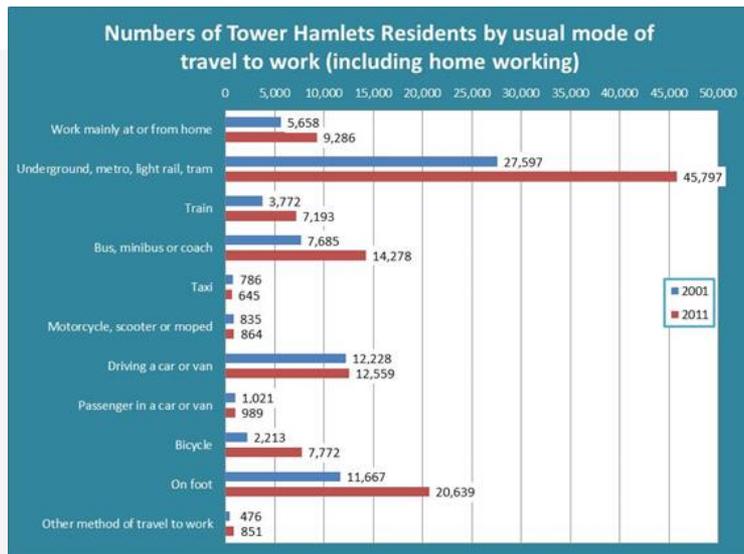
Growth in journey stages by mode in Greater London



Source: Travel in London Report 11, TfL

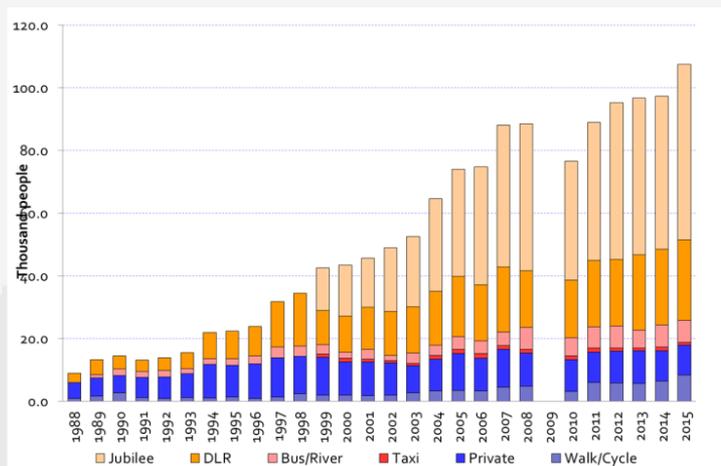
- London has experienced a population and economic boom since the late 1990s that drove an increase in daily journeys.
- This growth in travel demand has been accommodated largely by achieving unprecedented 'mode shift' from car travel to sustainable modes, largely public transport (4.5 million additional trips compared to a reduction in car trips of 500,000 over the same period).
- This was achieved following the introduction of the Greater London Authority (GLA), London Mayor and Transport for London (TfL) who oversaw interventions to prioritise public transport including:
 - Substantial increase of bus lanes, other bus priority measures and bus services;
 - Massive investment in upgrading existing London Underground infrastructure and services;
 - New rail services such as the London Overground.
- Land use policies have favoured Inner London developments having low car parking provision and good access to public transport.

These trends have been reflected in Tower Hamlets



Source: Census 2001 and 2011

Morning peak travel to the Isle of Dogs (including Canary Wharf) by mode of transport, 1988 to 2015



Source: Travel in London Report, TfL

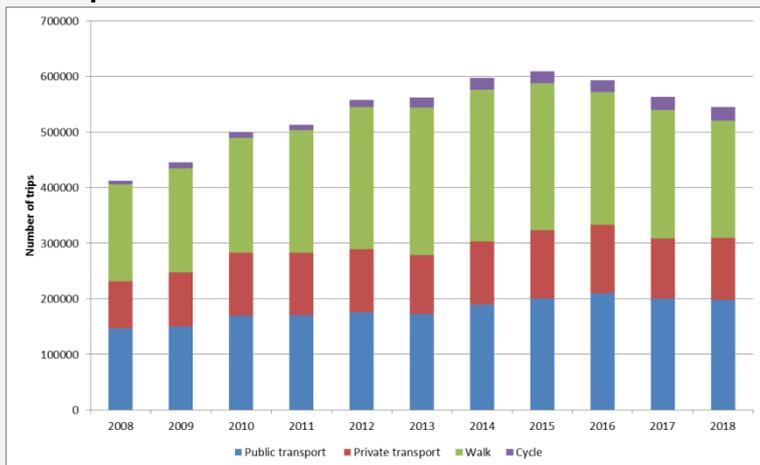
- Huge population growth in the borough has been accompanied by mode shift with the Jubilee Line extension, DLR extensions critical in delivering substantial additional rail capacity to the borough.
- The success of this is reflected by a near zero increase in residents driving to work between 2001 and 2011.

- The huge growth in the travel demand to the Isle of Dogs is further illustration of these trends in Tower Hamlets– e.g. flat level in vehicle trips (circa 10,000) but growth in public transport.
- Growth ‘unlocked’ by new transport infrastructure - 50,000 people travel to the Isle of Dogs on the Jubilee Line every day (2018 figures).

80% of trips by Tower Hamlets are made on foot, by bike or using public transport



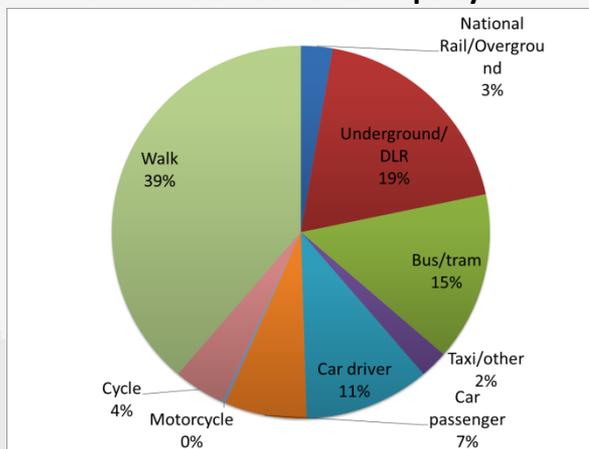
Tower Hamlets residents' trips by main mode of transport 2008-2018



Source: London Travel Demand Survey

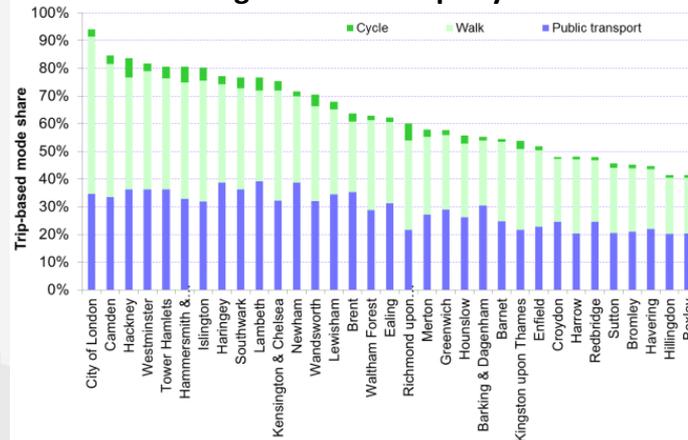
- While growth in the borough has been accommodated by sustainable travel, further mode shift away from the car has been harder to achieve in the last 10 years with residents currently making around 60,000 car trips a day.
- The current sustainable mode share is well above the London average but achieving the Mayor's Transport Strategy target for 90% of residents' trips to be made by sustainable modes will be extremely challenging.
- Tower Hamlets is currently the 5th highest borough in terms of sustainable mode share, behind boroughs with similar characteristics such as Hackney and Camden.
- TfL's potential cycling analysis estimates the borough has fulfilled just 8% of its cycling potential with an additional 200,000 daily trips that could be made by residents on bikes switching from alternative modes.

Tower Hamlets Residents' Trips by main mode of transport



Source: London Travel Demand Survey

London Borough residents trips by mode 2017

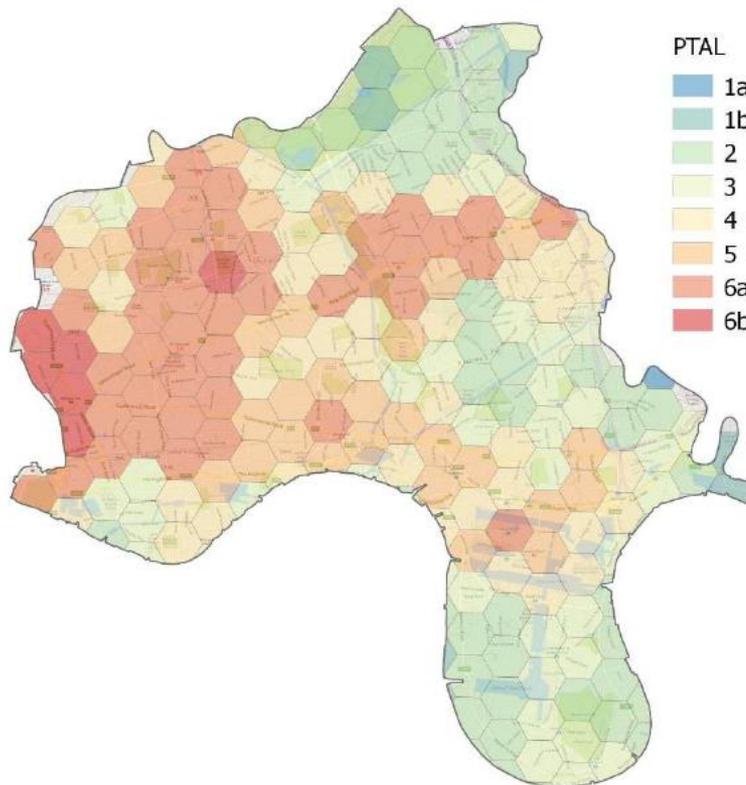


Source: Travel in London Report, TfL

Although Tower Hamlets is well served by public transport, the public transport accessibility levels (PTAL) are not uniform across the borough



Public Transport Accessibility Level (PTAL) 2015 average



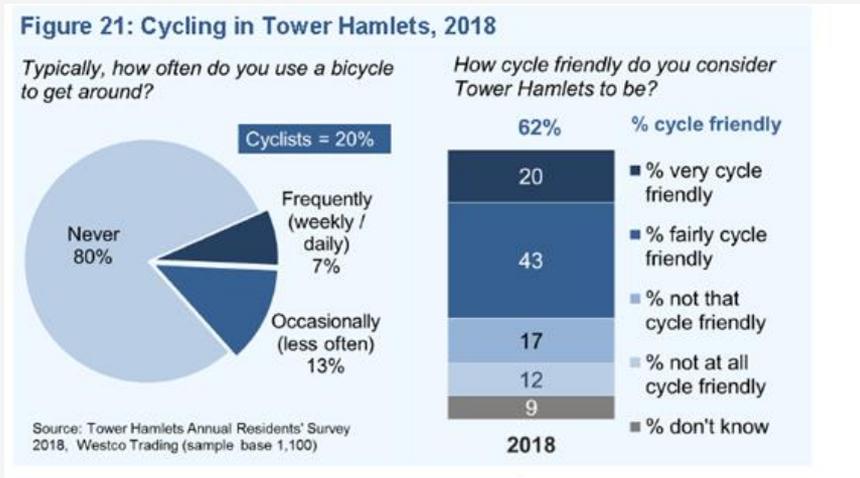
Areas such as the City Fringe and Whitechapel have very good access whilst parts of Leamouth and the Isle of Dogs have lower access to public transport services.

There are areas with low PTAL scores and less good access, such as Lansbury ward in the eastern boundary of the borough, which also have high levels of deprivation.

Walking, cycling & car use

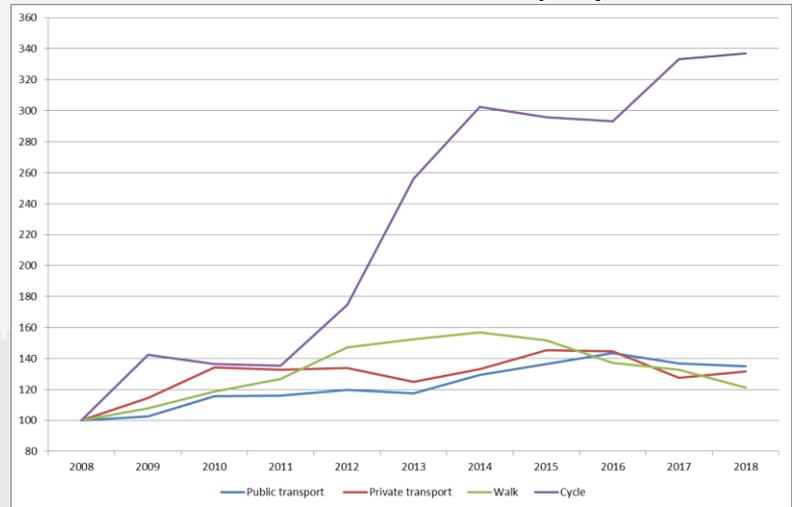


Increasing numbers of residents cycle but the growth has reduced in recent years



- There are 53.3km of designated cycle networks in Tower Hamlets along with 32.5km of pedestrian walkways which are made up of strategic riverside walkways and green chains. This includes two Cycle Superhighways crossing the borough in an east west direction linking the City of London with Stratford (CS2) and Barking (CS3) and one of the first Quietways from Mile End to Barking.
- The Santander Cycles hire scheme now has 119 stations containing 2,700 stands for 2,000 bicycles in the borough. In August 2016, nearly 300,000 hires and docks were made. The two Cycle Superhighways routes cater for 60% of all cyclists entering or leaving central London to/from Tower Hamlets.
- Just over one in five residents say they cycle at all, 7% cycle weekly or daily, while 13% say they cycle 'occasionally'.
- Given 62% of residents consider the borough to be cycle friendly, there is potential to increase the rate of cyclists.

Growth in Tower Hamlets Residents' Trips by Mode

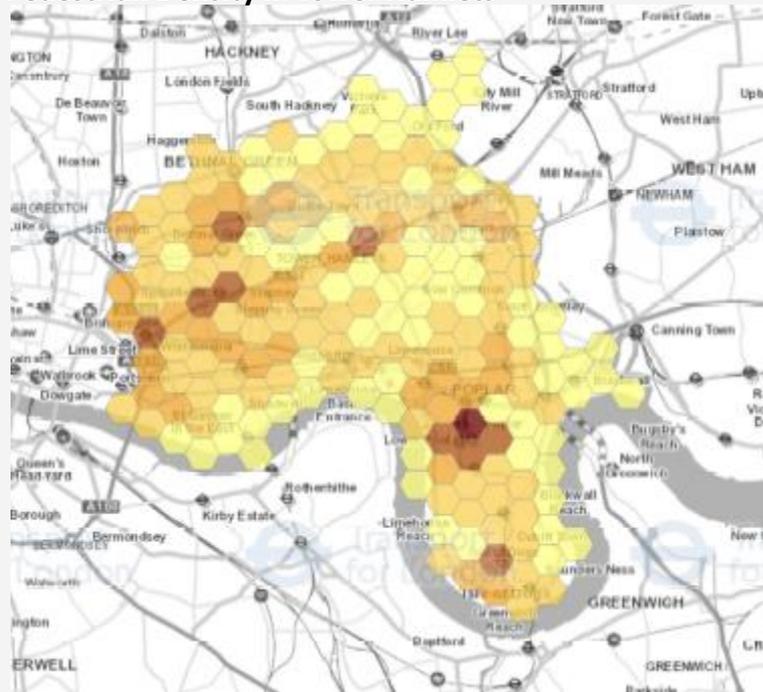


Source: London Travel Demand Survey

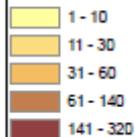
Whilst 40% of trips in the borough are made on foot, rates have been falling



Pedestrian Density in Tower Hamlets



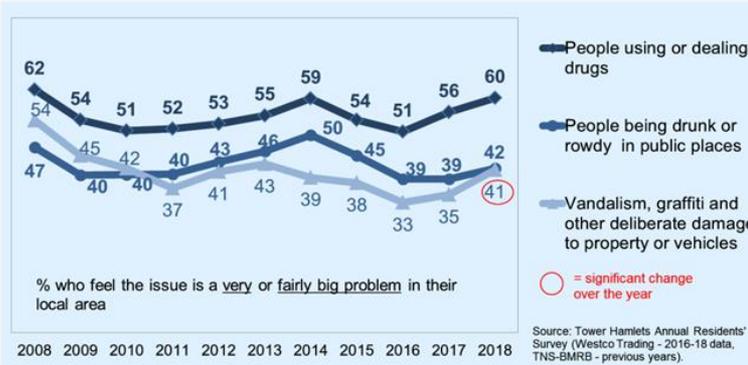
Pedestrian density (2012-17)



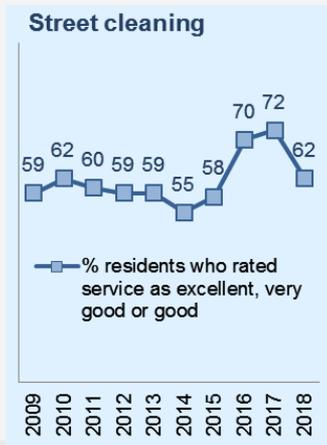
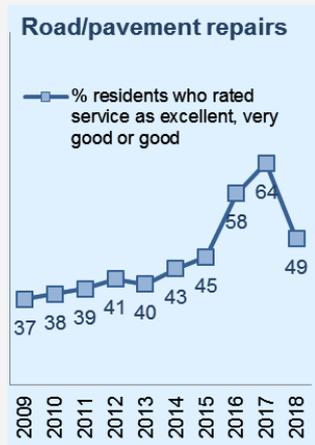
Source: TfL City Planner Tool

- Walking in Tower Hamlets is a popular form of travel with 40% of trips in the borough made on foot, the second highest rate of walking in London.
- The borough, along with Newham, is the flattest in London which enables greater cycling and walking opportunities.
- The borough is relatively compact and the majority of people are within a short walk from shops, services and public transport. TfL data suggests around 27,000 trips per day are made in Tower Hamlets by other forms of travel that could be made by walking.
- Whilst walking is a relatively popular form of travel in the borough, Walk England has reported that the level of walking in the borough is actually falling and more should be done to address the decline and maximise the benefits of walking.

In order to increase sustainable travel and enable uptake of walking and cycling, our streets need to improve



- Streets in Tower Hamlets tend to score poorly on both Healthy Streets and Cycling Level of Service assessments.
- Residents are increasingly concerned about street crime and our focus groups indicated this is reducing the desirability of walking.
- The quality of the condition and cleanliness of the street and surrounding environment is also a key determinant of residents' willingness to walk.
- Focus group respondents also stated they avoid walking after dark.
- Some residents reported that they would like to cycle more but traffic volumes and hostility of drivers stops them from doing so.

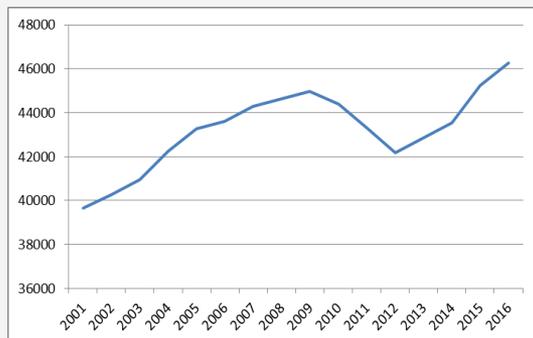


Source: Annual Residents Survey, LBTH, 2018

Currently, many of our streets are dominated by cars

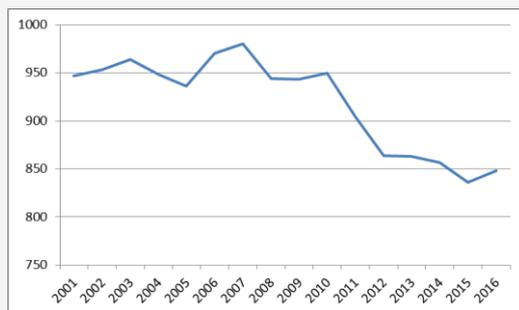


Cars Registered in Tower Hamlets



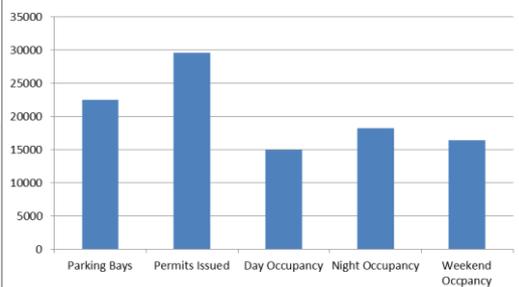
Source: Department for Transport

Tower Hamlets' Traffic Flow (millions veh kms)



Source: Department for Transport

On Street Parking in LBTH



Source: London Borough of Tower Hamlets

- Despite the low proportion of trips made by car by residents and low car ownership, Tower Hamlets has the highest average daily traffic flow in the UK.
- This is due to the high number of strategic roads that pass through the borough and its position adjoining the city of central London.
- Overall vehicle volumes have also begun to rise following a general period of decline between 2001 and 2015.
- The number of cars owned in borough has also risen sharply in the last four years, reflected in increase in car parking permits from 28,000 in 2011/12 to 35,000 in 2017/18.
- There are approximately 25,000 marked bays for vehicle use of which around 22,000 are available for residential car parking. The space allocated for this is equivalent to an area half the size of Victoria Park and approximately 60-65% of kerbside space on roads in the borough.
- On-street parking occupancy is greater during uncontrolled periods in the evening and at weekends.
- Demand for parking on the City Fringe is extremely high within western parking zones particularly overnight and at weekends.
- There are pockets of areas, generally to the northwest of the borough, where notable levels of non-permit parking occurs overnight between 15% and 20%.
- There has been a large increase in the number of vehicles licenced to addresses in the borough alongside an increase in vehicle km journeys in the borough in recent years, although at very low levels.
- Anecdotal evidence suggests that this is a result of the increased number of Uber drivers in the area.
- The number of electric vehicles is relatively low in the area with less than 2% but we estimate this is likely to increase in the coming years.

Our workday population is bigger than our resident population with significant motor vehicle travel from other boroughs



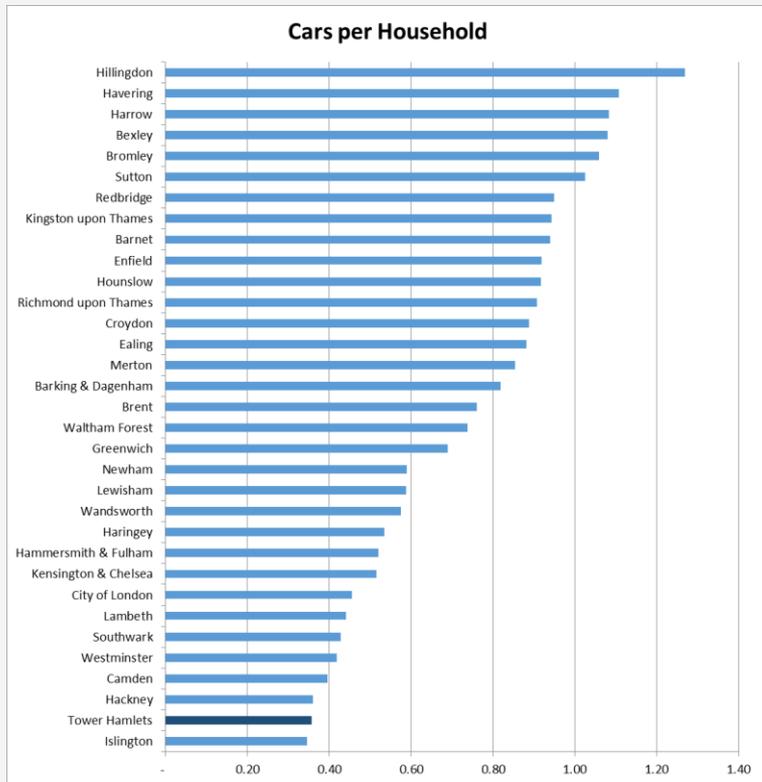
- Walking, Underground and bus are the most used modes of transport for those who live and work in Tower Hamlets.
- For boroughs to the east of Tower Hamlets the car is still a significant mode of travel. Havering, Enfield, Barking and Dagenham, Redbridge and Waltham Forest all have between 20% and 25% of their commuters to Tower Hamlets, travel by car.
- This demonstrates the extent of car availability and road access to the borough from outer boroughs and therefore a determinant for car travel in Tower Hamlets.

Mode Share by Tower Hamlets Residents 2011



Source: 2011 Census

Tower Hamlets has the second lowest car ownership rates of all London boroughs



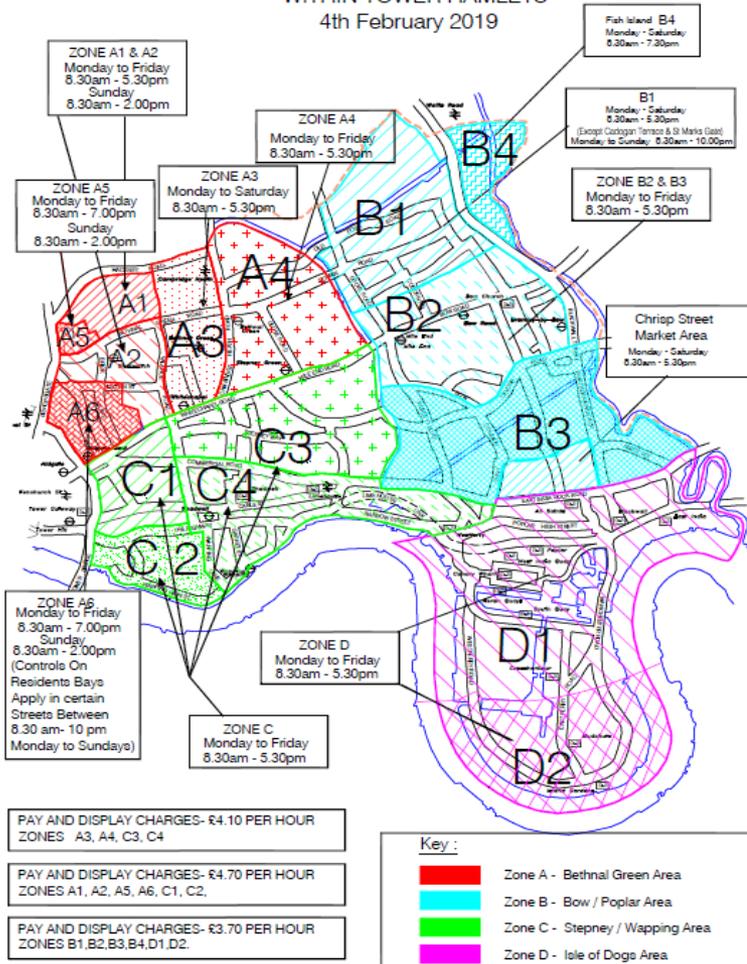
Source: CPRE

- Tower Hamlets has the second lowest car ownership rate in London boroughs.
- However, the borough has the fastest growing population rate and the second highest population density.
- Maintaining this level of car ownership in the borough is unsustainable.
- People choose to own a car for a combination of practical and emotional reasons.
- Car use increases as the level of household car ownership by borough increases
- Over one third of all the car trips made by Tower Hamlets residents are less than 2km and could be walked in up to 25 minutes
- Habit strongly influences choice of travel mode
 - Drivers don't tend to give much thought to which mode of travel they use
 - Drivers tend to be poor at perceiving the relative speed, cost or convenience of other transport options

Increase in car ownership has been reflected in an increase in on street parking permits in the borough



CONTROLLED PARKING ZONES WITHIN TOWER HAMLETS 4th February 2019



Map based upon Ordnance Survey information with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright

- On street car parking permits issued from 28,000 in 2011/12 to 35,000 in 2017/18 (there are currently 29,000 on-street spaces available).
- 2014 Occupancy levels of on-street parking spaces or ‘parking stress’ across the borough was 67% during controlled weekday hours, 81% during uncontrolled weeknight hours and 73% at the weekend – there is increasing anecdotal reports of it being extremely difficult to find on-street parking in some parts of the borough- resulting in dangerous parking and increased vehicle kms.
- The “city fringe” demand for parking is extremely high within western parking zones of A5, A6, C1, and C2 particularly overnight and at weekends. There are pockets of areas, generally to the northwest of the borough, where notable levels of non-permit parking occurs overnight of between 15% and 20%. In some cases this adds to existing pressures for on street demand, e.g. in Zones A5 and A6.
- A notable number of permit holders from other zones are recorded as parking within in Zone A during weekend periods. This creates particularly high demand in Zone A6.

Car use can impact motorists' health, walking and cycling can improve health and wellbeing



Physical Inactivity

- Car ownership is linked to how much walking and cycling Londoners do. Walking levels decrease significantly as household car ownership increases.
- In London children living in households without access to a vehicle are 2.3 times more likely to walk to school than children living in households with vehicle access.
- Car use is associated with an increased risk of obesity while walking and public transport use are associated with not being overweight or obese.
- Walking is a universal activity in London.
- In London half of all walking is carried out as part of trips by public transport.

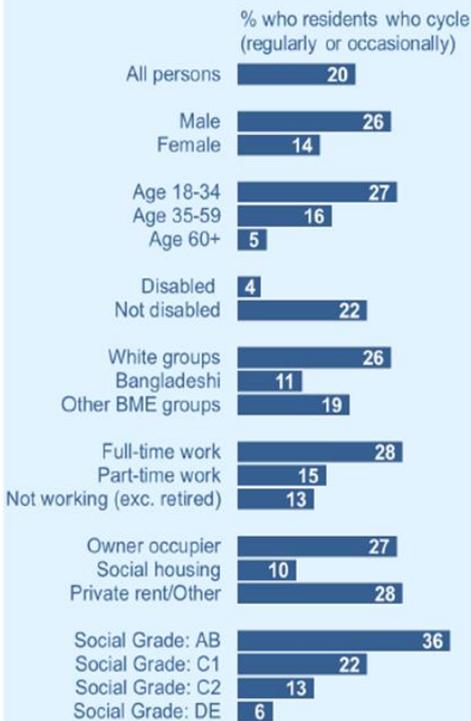
Air Pollution

- Car drivers can be exposed to higher levels of air pollution than cyclists.
- Overall, car drivers are exposed to higher levels of air pollution than cyclists: fine particulate matter (PM2.5) and elemental carbon or soot.

Travel choice in Tower Hamlets is linked to demographic characteristics



Figure 12: Cycling by population group,
Tower Hamlets, 2018



Source: Tower Hamlets Annual Residents' Survey 2018, Westco (sample base 1,100)

Source: Borough Profile, LBTH, 2018

- Men are far more likely than women to be cyclists (26% vs. 14%). Evidence indicates women are far more concerned about road safety than men.
- There is also evidence suggesting that female cyclists are more prone to sexual harassment and have concerns about appearance related issues.
- Cycling is related to age: young adults were the most likely to cycle (27%).
- White residents were far more likely than Bangladeshi residents to cycle (26% vs. 11%).

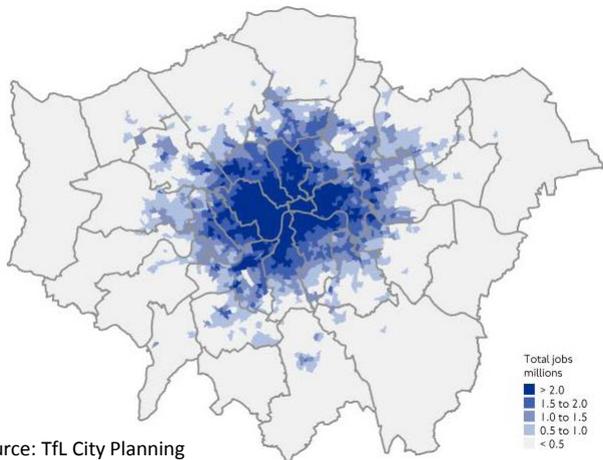
The 2011 census showed that:

- Tower Hamlets households with children and residents ranging from ages 35 to 64 owned more cars than others.
- Residents travelling between 20km to 59km to work were more likely than others to have cars. Higher proportions (around 70%) of households in the western part of Tower Hamlets do not own a car, with the exception of St Katherine's and Wapping which has the highest proportion of multiple car (ownership) in Tower Hamlets at 50%.

Despite the challenges, Tower Hamlets has huge potential to achieve mode switch to sustainable modes

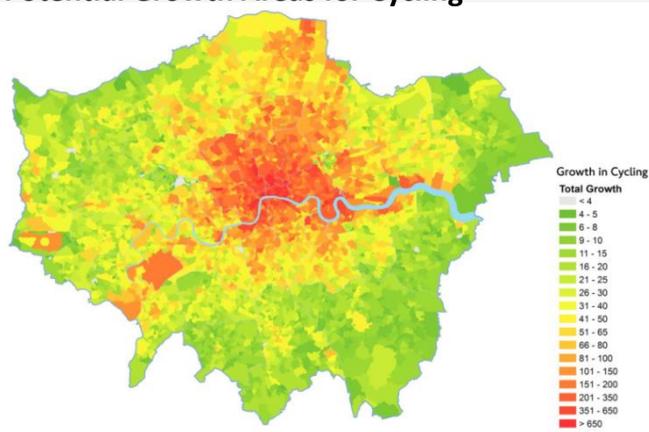


Jobs Available in 45 Minutes



Source: TfL City Planning

Potential Growth Areas for Cycling



Source: TfL City Planning

- The borough is extremely well served by public transport with upcoming Crossrail, DLR and Underground enhancements.
- The borough's proximity to central London and Canary Wharf provides access to millions of jobs by sustainable modes of transport from all parts of the borough.
- The borough has only fulfilled 8% of its cycling potential with an additional 200,000 cycling trips that could be made by residents switching from alternative modes.
- More cycling would help reduce traffic and stress on local public transport services, particularly buses.
- Liveable Streets – The Council has embraced the Low Traffic Neighbourhood/ Mini Holland approach that successfully increased take up of active travel and reduction in car use in neighbouring boroughs e.g. Waltham Forest.

Evidence indicates that walking and cycling is good for the economy and saves costs for the NHS



- A wealth of national and international evidence indicate that walking and cycling interventions can:

Boost local retail

- High street walking, cycling and public realm improvements can increase retail sales by up to 30%.
- Cycle parking delivers 5x the retail spend per square metre than the same area of car parking.
- People who walk to the high street visit more regularly and spend up to 40% more than people who drive to the high street.

Increase workplace productivity

- Employees who are physically active take 27% fewer sick days than their colleagues.
- Employees who cycle regularly take 1.3 fewer sick days each year than those who don't.
- This is worth £128m every year to the national economy.
- 73% of employees who cycle felt it made them more productive at work.

Generate wider economic benefits

- 13:1 is the average 'Benefit Cost Ratio' for walking and cycling projects – for every £1 spent on walking and cycling projects, £13 of benefits are returned to the economy.
- If every Londoner walked or cycled for 20 mins every day, this would save the NHS £1.7bn in treatment costs every year.

Growth



Action to encourage mode shift is necessary as projected growth is expected to increase strain on the road network



2031 AM Peak Forecast Congestion

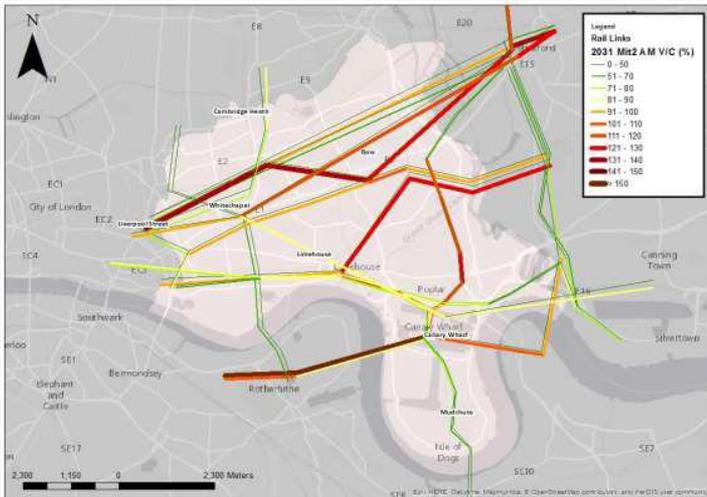


Dark cyan = Minor link delay (between 30 seconds and 1 minute)
Purple = Some link delay (between 1 minute and 2 minutes)
Dark blue = Significant link delay (between 2 minutes and 5 minutes)
Black = High level of link delay (greater than 5 minutes)

- Given the large population growth expected in Tower Hamlets, traffic delays are likely to increase significantly by 2031 under the Local Plan Central Case scenario. Under the 'High Growth' scenario these delays may be exacerbated further.
- While delays are projected to increase throughout the whole borough, increases are particularly pronounced for Blackwall Tunnel and the A1206 (Isle of Dogs Ring Road). Delays are also observed on both sides of the A1206 providing access onto the Isle of Dogs and on the roads around the Queen Mary University of London (Hartford Road, White Horse Lane, Globe Lane).
- These high delays are extended further under the 'High Growth' scenario, including on borough roads to the south of Victoria Park / Bow (Old Ford Road, Roman Road) again suggesting significant breakdown in the operating capability of the network.

Overcrowding on public transport set to increase despite planned investment

2031 AM Peak Forecast Rail Demand



While Crossrail, DLR and Underground enhancements will increase capacity on rail services in the borough, there are still services expected to experience crowding including:

- Central Line: westbound services remain over-capacity
- National Rail: Inbound Fenchurch St services expected to remain over-capacity, crowding to reduce between Stratford and Liverpool St
- Jubilee Line: Canada Water/North Greenwich to Canary Wharf is still anticipated to be over-capacity
- DLR: Bow Church branch is still expected to be over-capacity between Bow Church and Canary Wharf

2031 AM Peak Forecast Bus Demand



Despite anticipated increased bus capacity, issues of overcrowding are predicted to occur within parts of the borough including on:

- Mile End Road
- Commercial Road
- Westferry Road
- Blackwall Tunnel

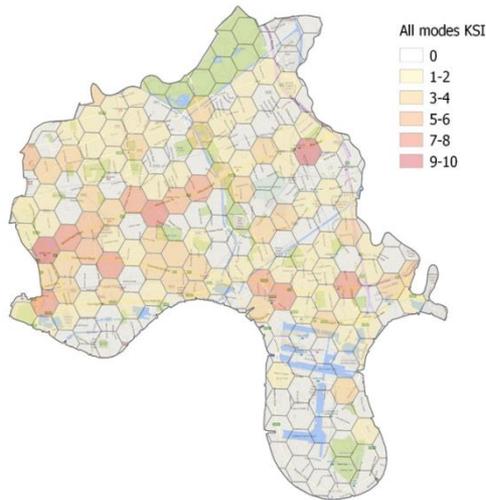
Road Safety



The borough's roads are not as safe as they could be with an increase in the rates of road accidents

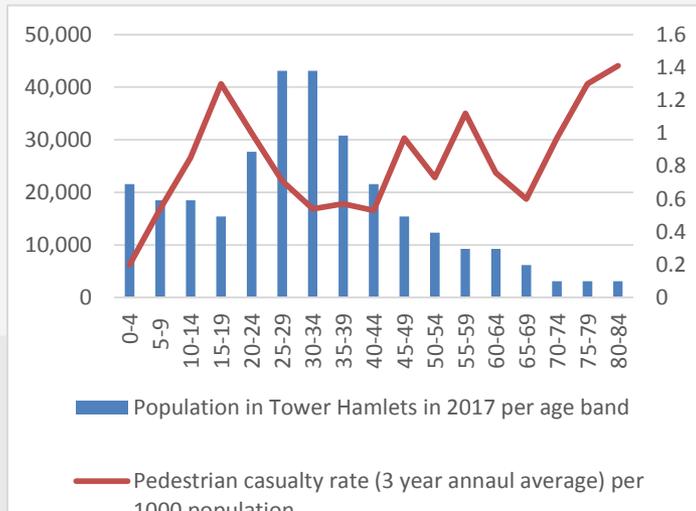


Killed and Seriously Injured (KSIs) for all modes 2014-16



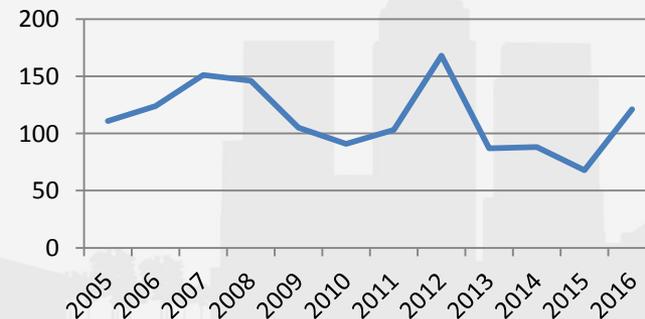
Source: LBTH Local Implementation Plan 3

- Between 2012 and 2016 inclusive (i.e. over 5 years) 5,915 people were injured and 30 people were killed in road collisions in Tower Hamlets.
- 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. PTWs account for only 0.4% of trips but 20.3% of injuries and deaths in the Borough - KSIs with PTW tend not to involve other vehicles.
- The age at which residents are most likely to be injured as pedestrians in Tower Hamlets is 10-15 years and 80-84 years as measured in five-year age bands based on 2017 population against the number of average annual casualties per 1,000 population.



Source: LBTH Local Implementation Plan 3

Killed and Seriously Injured people in road collisions in Tower Hamlets



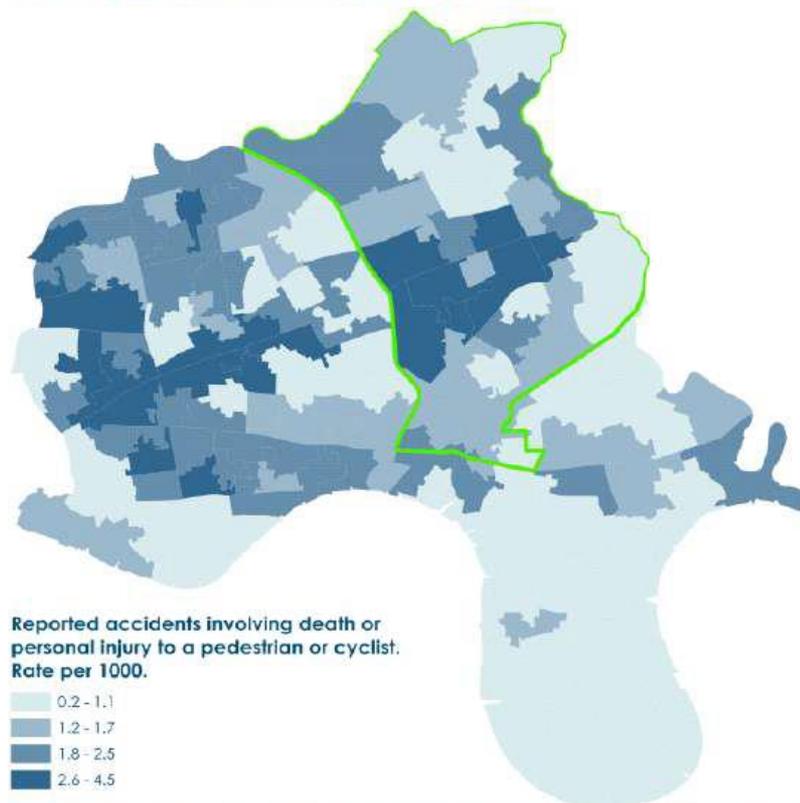
Source: LBTH Local Implementation Plan 3

Road traffic collisions are highest in areas with the highest volume of traffic, with deprived areas more disproportionately affected



There is a trend of more casualties occurring on the Transport for London Road Network (TLRN) as opposed to local roads. This is expected as the borough experiences highest volumes of traffic along TLRN routes.

Road traffic accidents, 2011 to 2013



Source: DCLG. Indices of Deprivation 2015: Underlying indicators of the Living Environment Deprivation Domain. Based on data from Department for Transport, 2011 to 2013.

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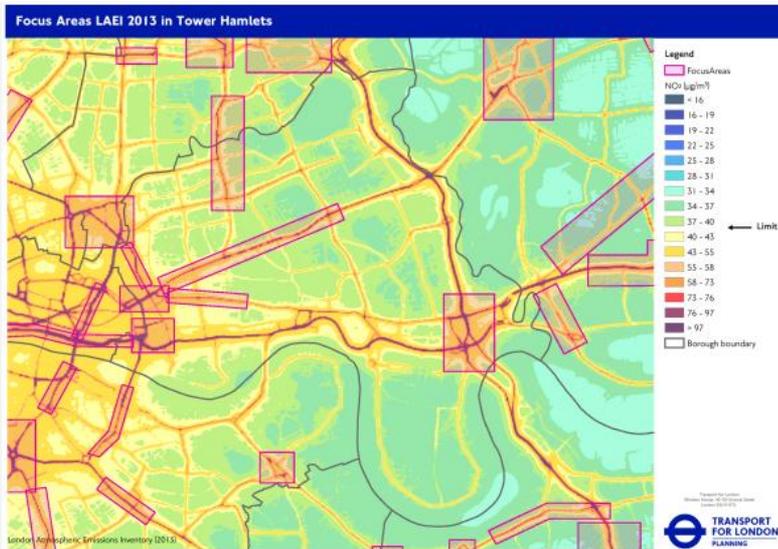
Source: Road traffic injuries, Health impacts of cars in London, Mayor of London, 2015

- 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.
- Vulnerable road users (pedestrians, cyclists and motorcyclists) have become more likely to be killed or seriously injured on London streets. 79% of KSIs were vulnerable road users in 2013 compared to 67% in 2005-2009.
- Adult pedestrians aged 25-59 years are the largest group of people killed or seriously injured by road traffic collisions in London because working age adults make up a large proportion of pedestrians.
- Fear of road traffic injury is the key reason people give for not cycling and that parents give for limiting their children's independence. Fear of road danger from cars and other motorised vehicles is a key factor in preventing Londoners from being more active.

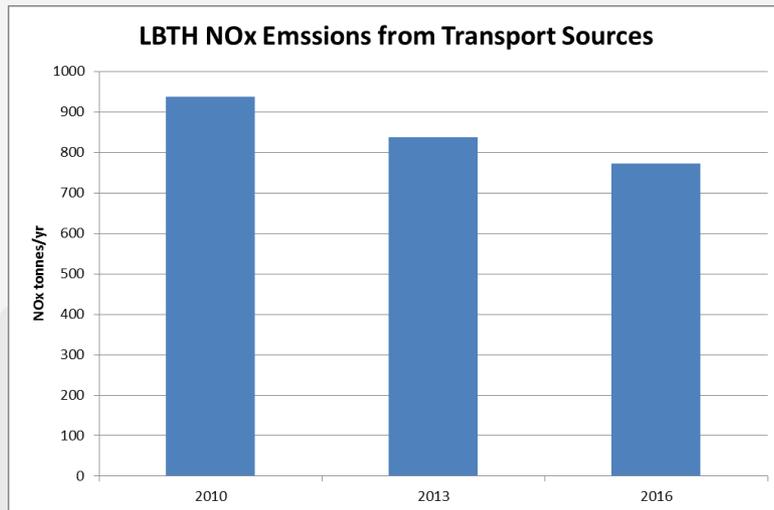
Air Pollution



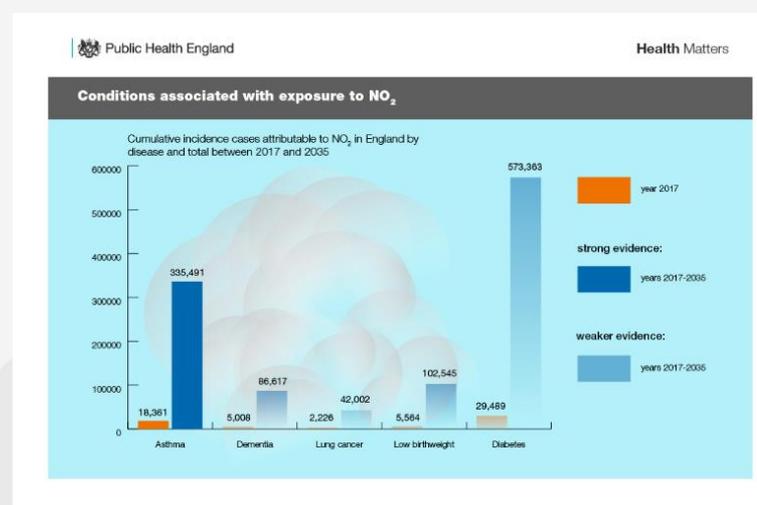
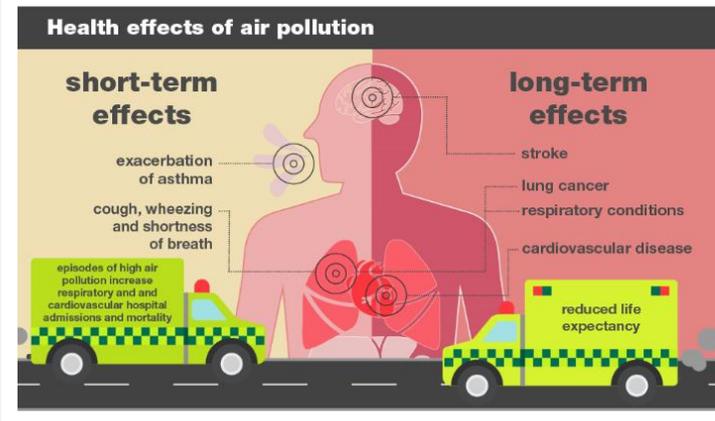
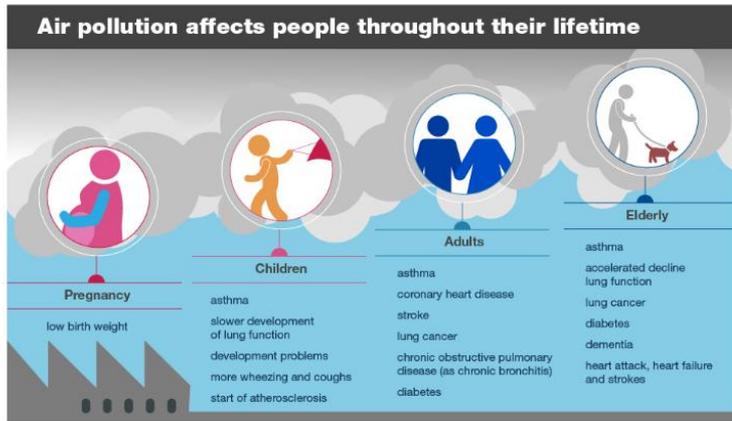
Air quality in Tower Hamlets is dangerously poor & the borough was recently declared a climate emergency



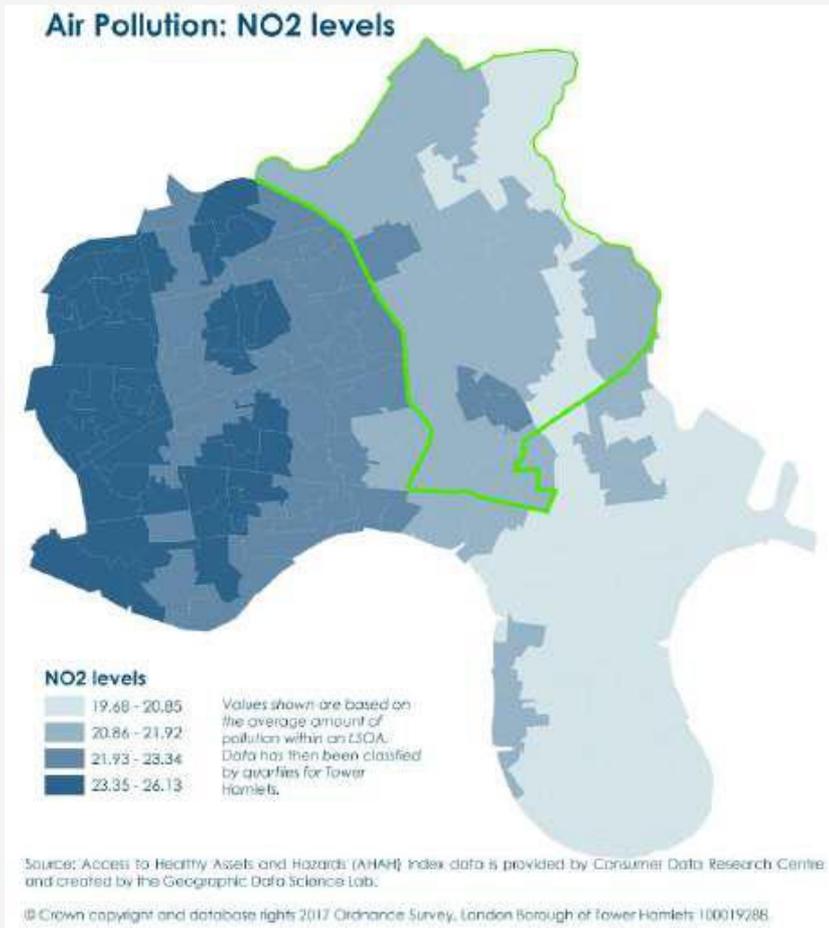
- Tower Hamlets declared a climate emergency in March 2019.
- The borough classified as an Air Quality Management Area due to exceeding levels of dangerous pollutants set out in the National Air Quality Objectives of the Environment Act 1995.
- Traffic flows are a significant determinant of air pollution in the borough.
- Nitrogen oxide (NO_x) emissions from transport sources in the borough were 775 tonnes – The London Mayor’s target is a reduction by 94% by 2041 (London Atmospheric Emissions Inventory).
- Despite a reduction in air pollutants from transport sources there has been a 44% increase in the borough’s population exposed to Nitrogen Dioxide (NO₂) exceeding the legal limit.
- In Tower Hamlets 77% of the population are exposed to pollution levels over the National Air Quality Objective levels (London Atmospheric Emissions Inventory).
- Despite forecasts in reductions in pollution in 2025, Tower Hamlets will be one of the four London boroughs with exposure above National Objective levels.



Poor air quality has an impact on health and impacts vulnerable people the most

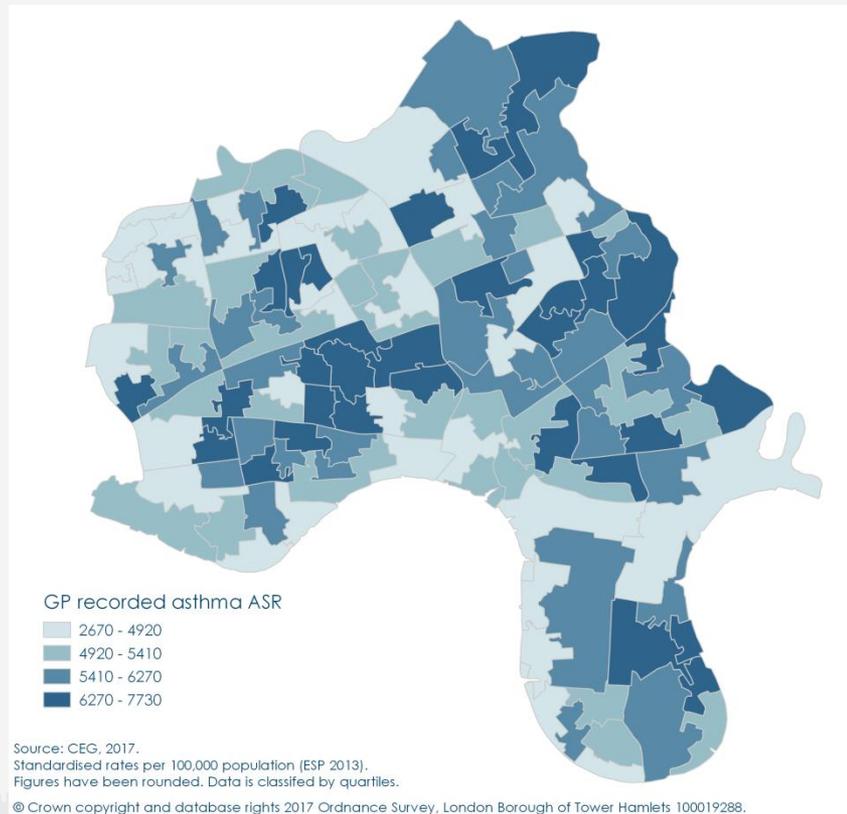


NO2 levels are poor in the West of the borough



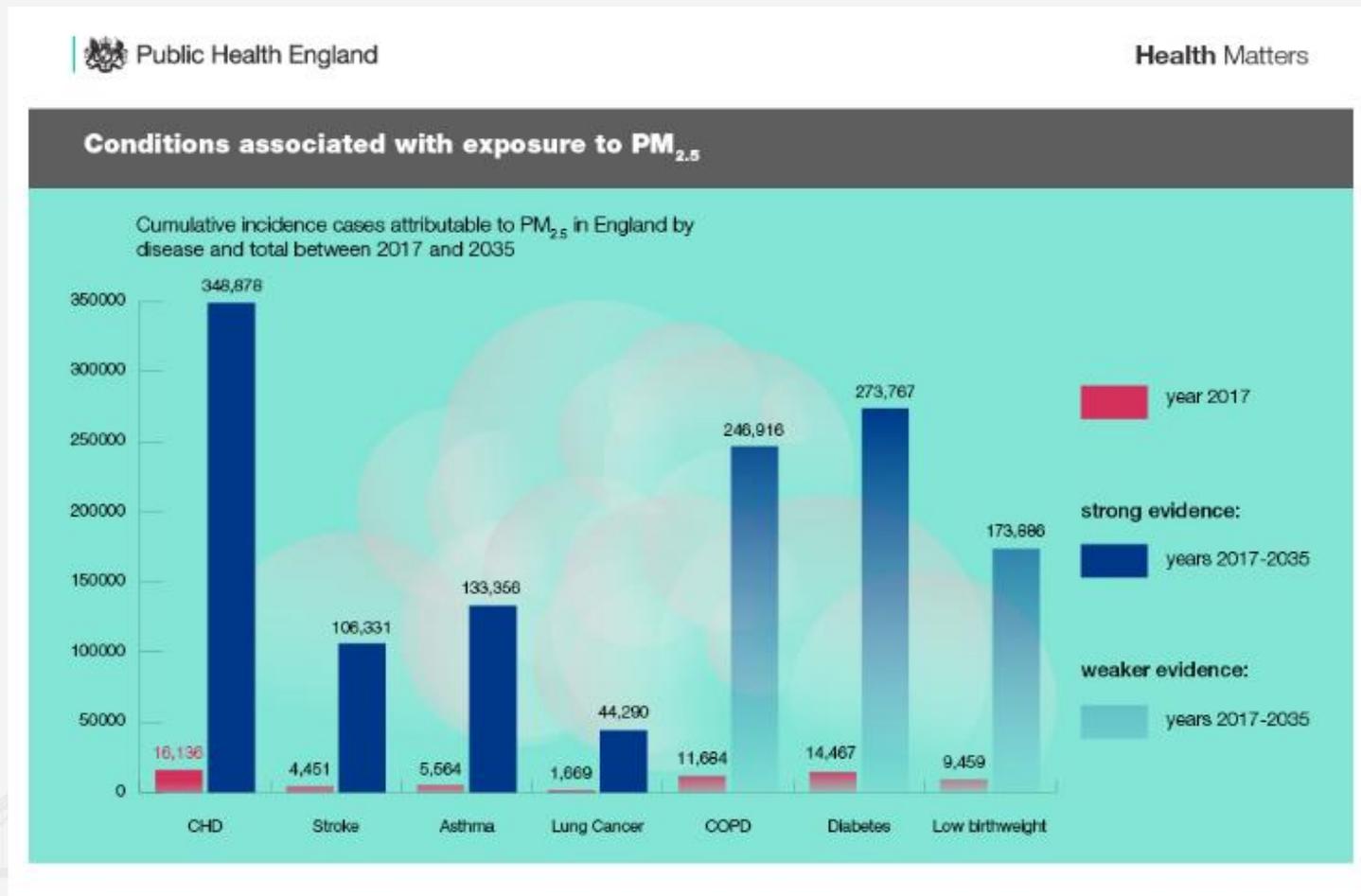
- Nitrogen dioxide (NO₂) is a gas that is produced during combustion processes, with emissions mainly due to transport.
- Short-term exposure is a respiratory irritant which can lead to coughs and shortness of breath, whilst outdoor exposure is associated with adverse health and reduced life expectancy.

Asthma levels are prevalent throughout the borough

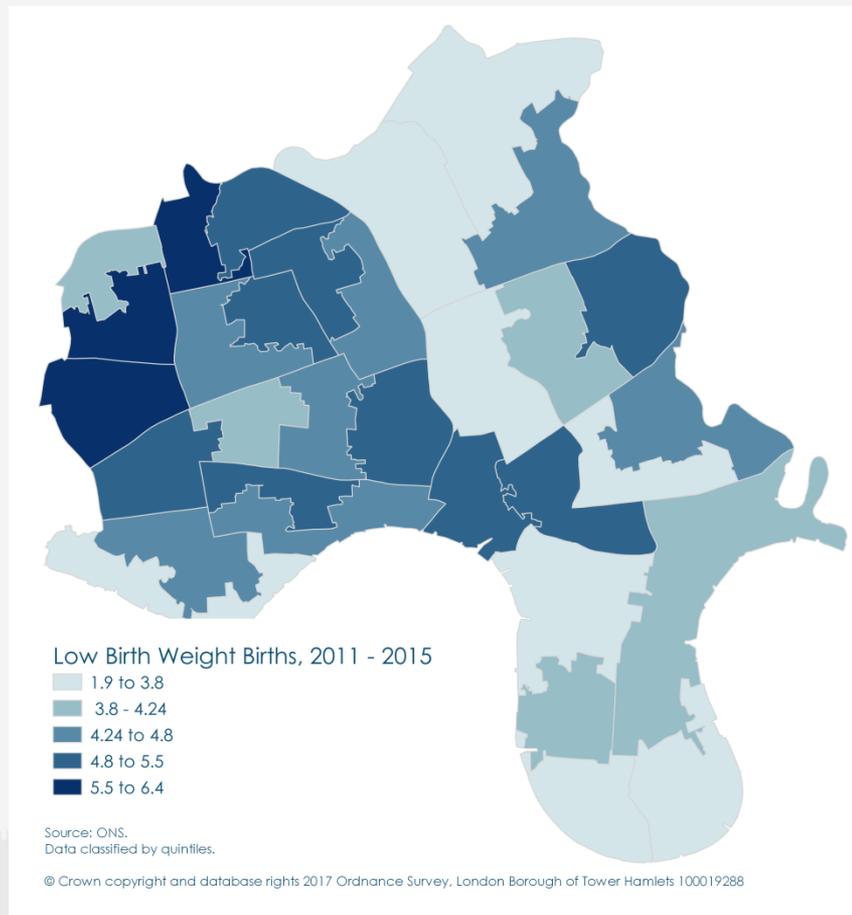


- Asthma is a common and long-term respiratory condition that affects the airways in the lungs and is often associated with air pollution.
- Around 9-10% of adults in the UK suffer from asthma – the highest prevalence in the world.
- Public Health England estimated that, based on 2008 figures, 8.9% of Tower Hamlets population have asthma, 54% of whom have received a diagnosis.
- Latest figures show that 12,806 people in Tower Hamlets have been diagnosed with asthma; 4.5% of the population. This is a lower rate than London and England rates.
- Inequalities exist between ethnic groups and asthma registrations in the older age groups. 12.9% of the Tower Hamlets South Asian population who are over 70 years old have been diagnosed with Asthma, compared with 8.3% of the white and 5.2% of the black population over 70 years old.

There is also evidence that Particulate Matter (PM_{2.5}) exposure is associated to Coronary Heart Disease (CHD) & low birth weight



In Tower Hamlets, 4.5% of all live births were considered to be of low birth weight



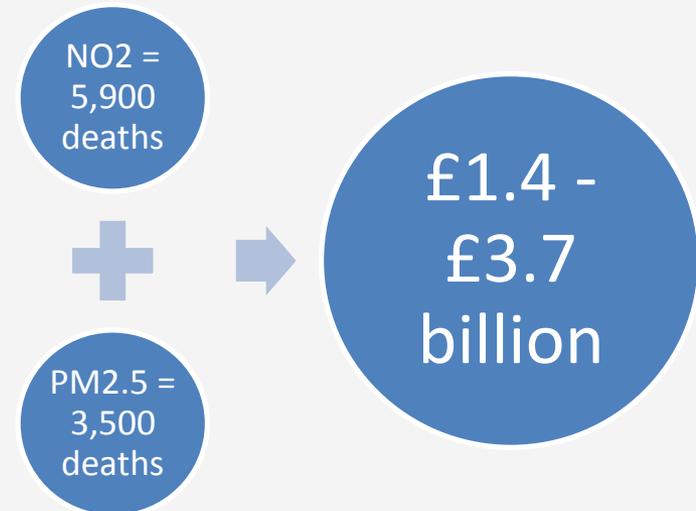
- Low birth weight increases the risk of childhood mortality and of developmental problems for the child and is associated with poorer health in later life.
- In Tower Hamlets 4.5% of all live births (with recorded birth weight) were considered to be of low birth weight (<2500g), which is higher than England (2.8%) and London (3.1%).

Active travel is more effective in reducing exposure to air pollution than driving

Walton H et al (2015) estimated;

- long-term exposure to NO₂ is responsible for up to 5,900 deaths per year in London
- long-term exposure to fine PM_{2.5} is responsible for 3,500 deaths per year in London
- It is estimated that the economic costs of the health impacts of exposure to PM_{2.5} and NO₂ in London range from £1.4 billion to £3.7 billion per year
- Pedestrians and cyclists can reduce their exposure to air pollution by reducing their proximity to motorised traffic and by travelling on streets with lower levels of traffic.
- The exposure of pedestrians and cyclists to carbon monoxide and fine particulate matter is reduced as wind speed increases.

Economic Cost of Air Pollution in London



Noise pollution from transport is also a health problem as it causes stress and damage to health



The World Health Organisation (WHO) identifies noise as the second largest environmental risk to public health in Western Europe.

Noise affects health directly by causing sleep disturbance, stress/anxiety and damage to mental health, high blood pressure, cognitive impairment in children (and related impacts on school performance) and increased risk of cardiovascular disease. Exposure to noise from transport damages the health of Londoners, particularly those living on busy roads.

1.6m

More than 1.6 million people in London are exposed to road traffic noise levels during the day above 55dB, the level defined by WHO as causing health problems

29%

Three in ten London residents say they are disturbed by road traffic noise

20%

One in five London residents say they are disturbed by aircraft noise

The Government is currently trialling new technology aimed at detecting illegal, excessively noisy vehicles, helping create quieter streets. If the trials are successful, recommendations will be made to further develop the system across the UK.

Physical Inactivity



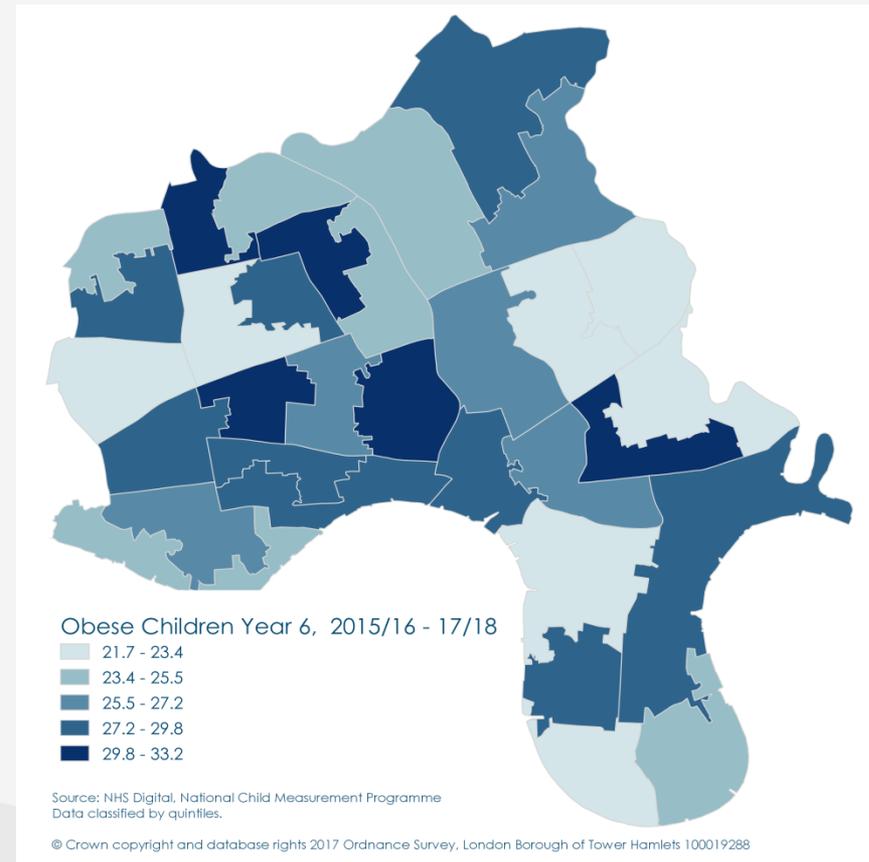
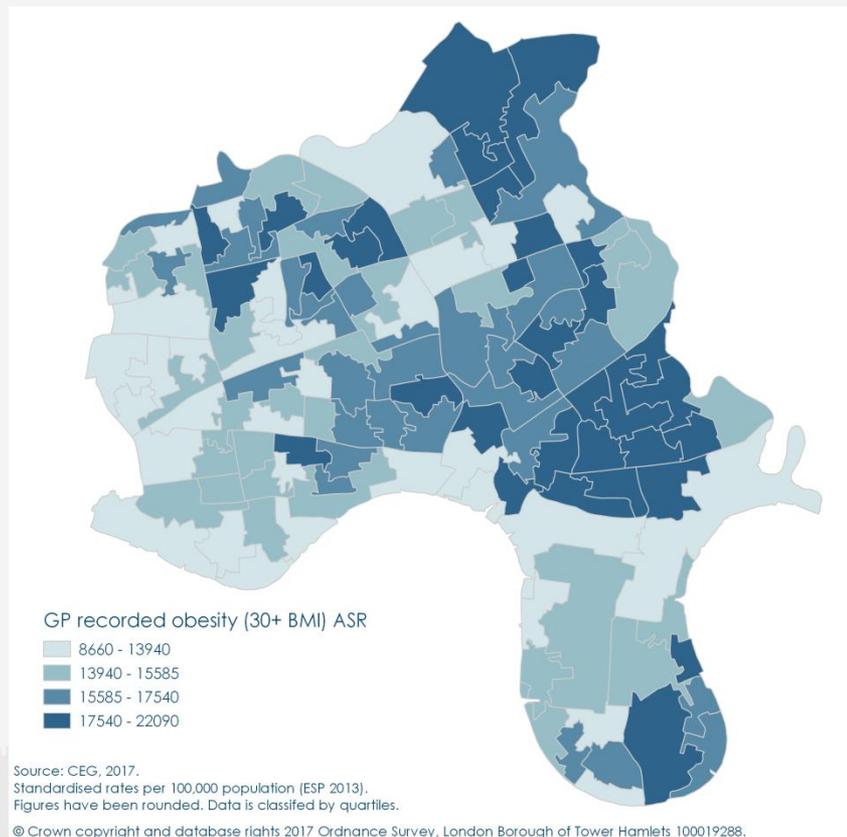
Physical inactivity is a major cause of disease & is a global health problem

- Physical inactivity is responsible for 1 in 6 UK deaths.
- Population is around 20% less active than in the 1960s.
- In 2016/17, 22.8% of adults aged 19 and above in Tower Hamlets were classified as physically inactive (less than 30 moderate intensity equivalent minutes per week), similar to the London average (22.9%) and England average (22.2%).



Physical inactivity also increases the likelihood of obesity

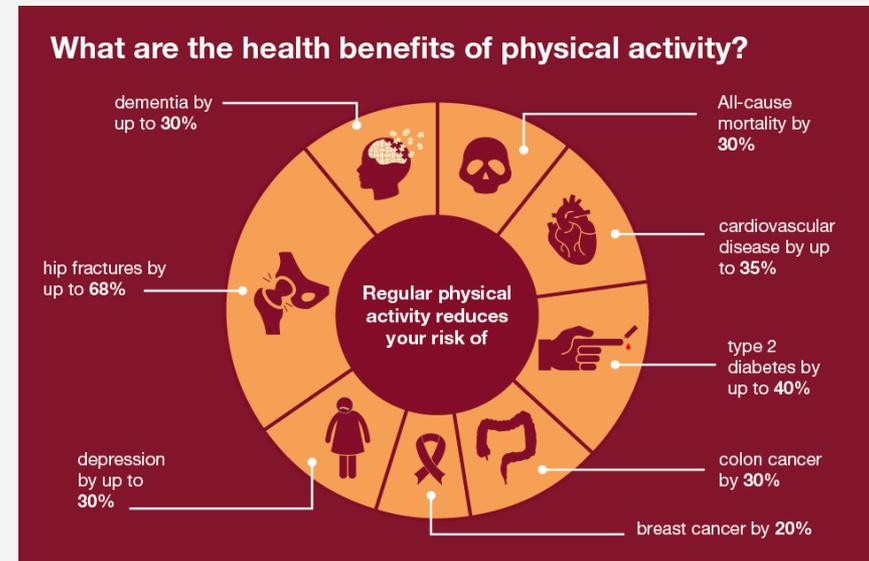
In Tower Hamlets, 43% of children in year 6 were overweight or obese compared with 39% in London and 34% nationally.



Physical activity is the best way to stay active and reduces the impact of inactivity to health



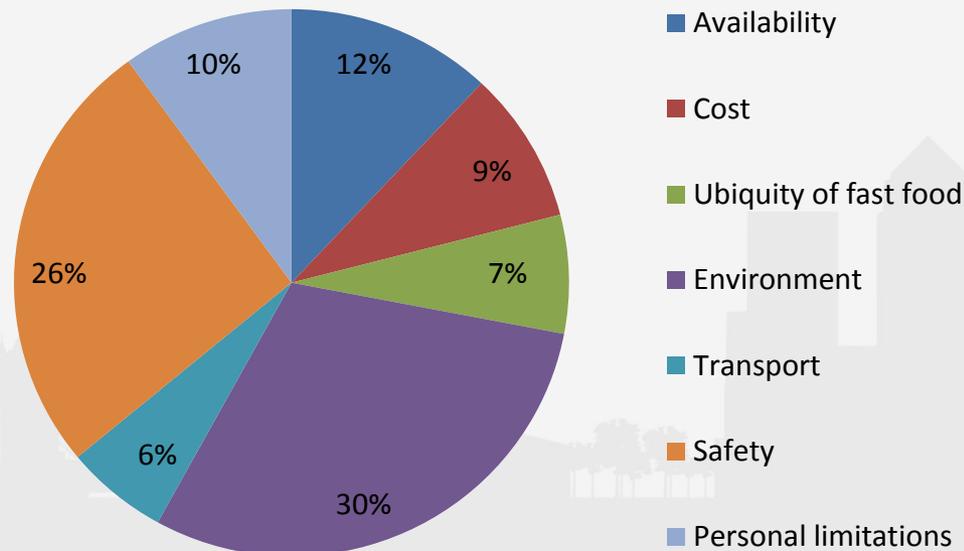
- There is a wealth of high quality evidence to show that investing in infrastructure to support walking can increase physical activity levels and improve mobility among children, adults and older adults.
- There is moderate to high quality evidence that indicates that prioritising active travel, through investment in cycling infrastructure, can lead to numerous health gains. For example the implementation of new cycle lanes can lead to improved cardiovascular outcomes and improved weight status among children, adults and older adults.
- UK Chief Medical Officers' recommend 20 minutes of physical activity to maintain healthy life .
- Cycling and walking as part of your daily commute is considered the easiest and quickest way to get active.



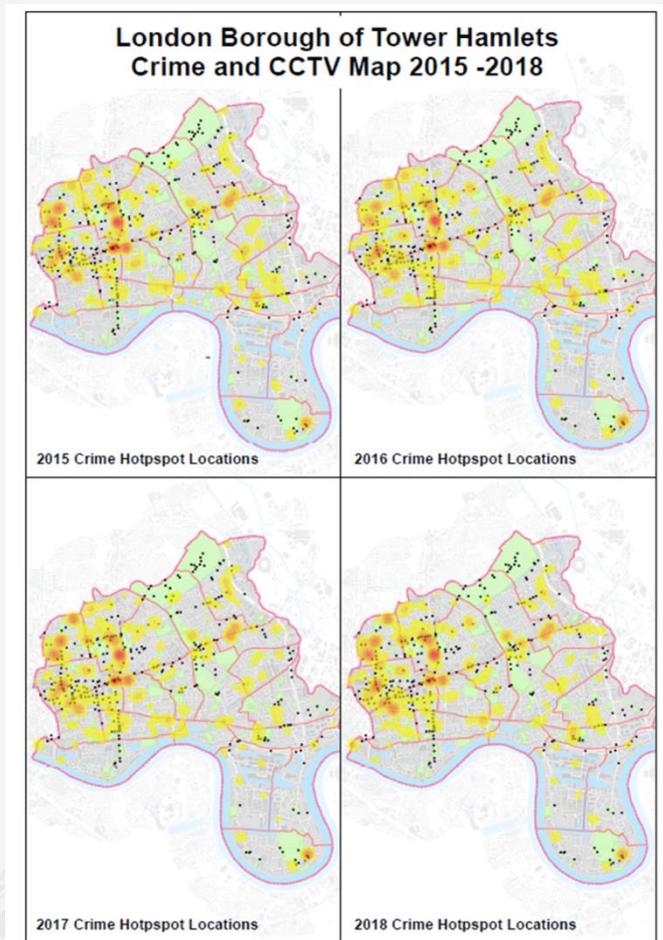
Our residents state concerns about safety & pollution are their biggest barriers to staying active



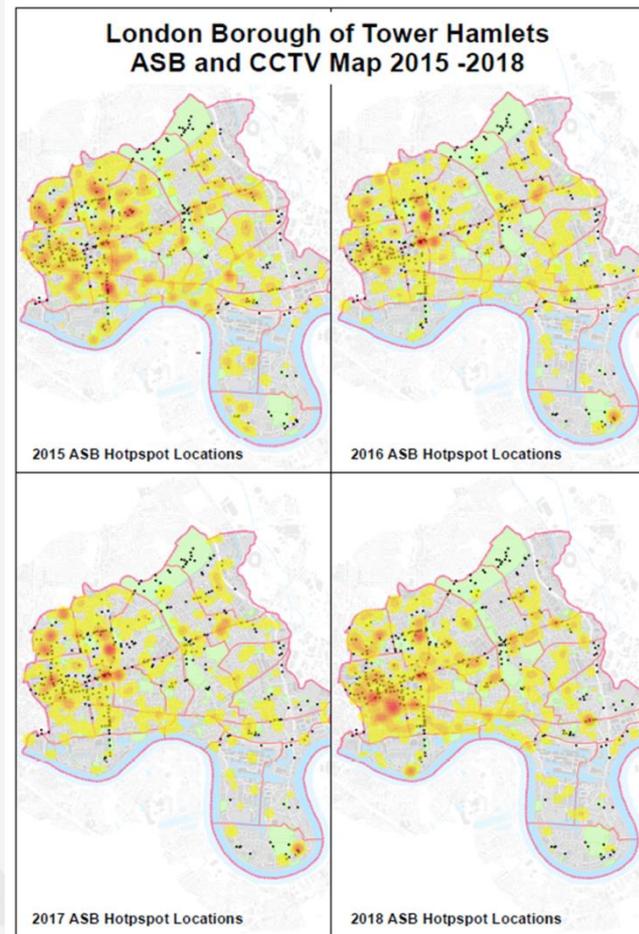
- Healthwatch Tower Hamlets surveyed residents to find out what makes it difficult for them to stay healthy and physically active. 69% of respondents named at least one problem.
- The environment and safety issues, named by 30% of respondents each, were considered the biggest obstacle to healthier and more active living.
- The biggest environmental concern was air pollution (named by 24% of all respondents). 26% of respondents who cited safety issues said that they felt generally unsafe, but drug use/dealing (4%), anti-social behaviour (2%) and violent crime (2%) were specifically named by some.
- The North West locality had the most complaints about air pollution. Respondents in the North East locality were somewhat less likely to complain about issues such as hygiene of public spaces, drug use and anti-social behaviour, but more likely to bring up instead the lack of organised activities.



Crime & Anti-Social Behaviour prevalence is seen throughout the borough

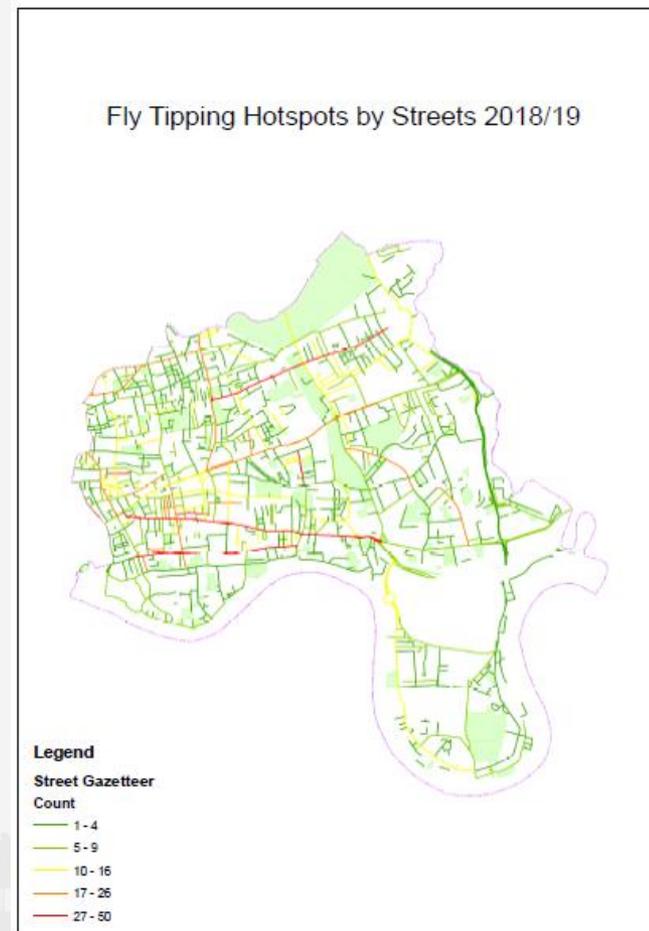
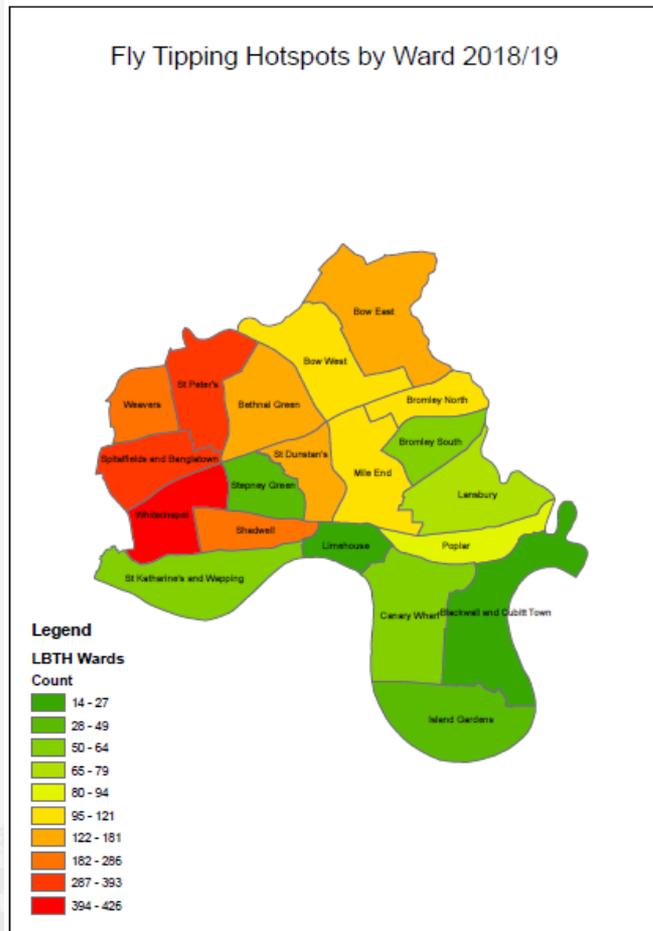


Source: Mapping of CCTV locations against crime 2015-2018



Source: Mapping of CCTV locations against ASB complaints 2015-2018

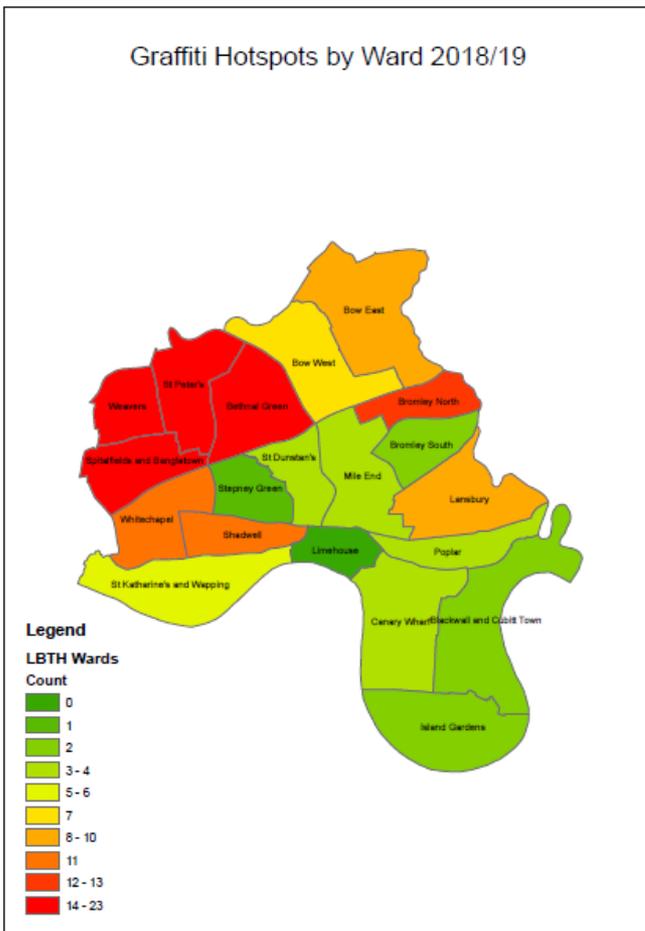
Environment issues, such as the litter were cited by residents as another barrier to staying active. In Tower Hamlets, fly tipping hotspots are most concentrated in Whitechapel where there is high levels of fast-food outlets and a street market



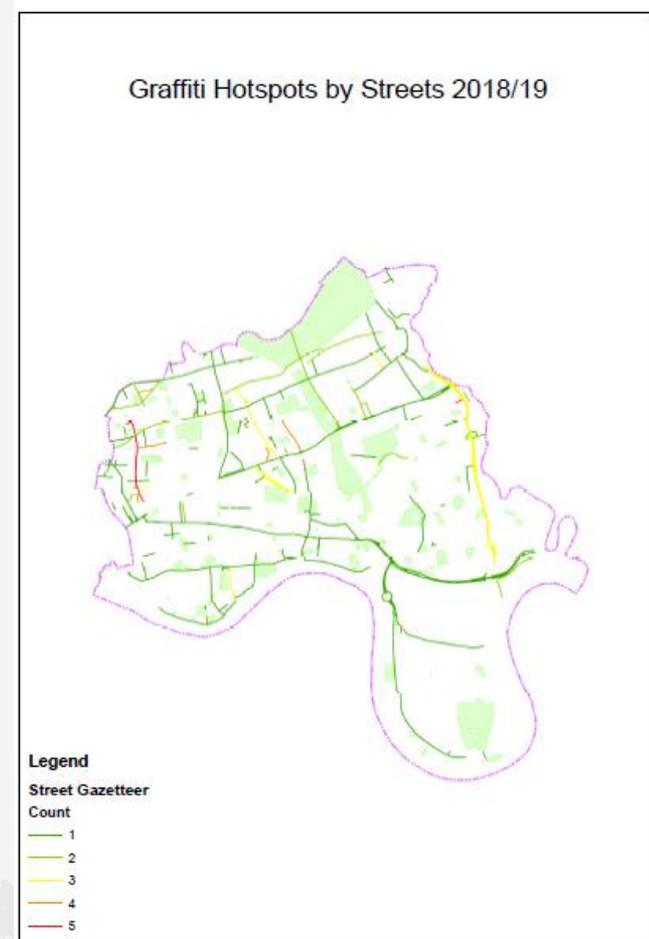
Graffiti is also seen as an environmental problem - hotspots are concentrated in the North West of the borough of Tower Hamlets



Graffiti Hotspots by Ward 2018/19



Graffiti Hotspots by Streets 2018/19



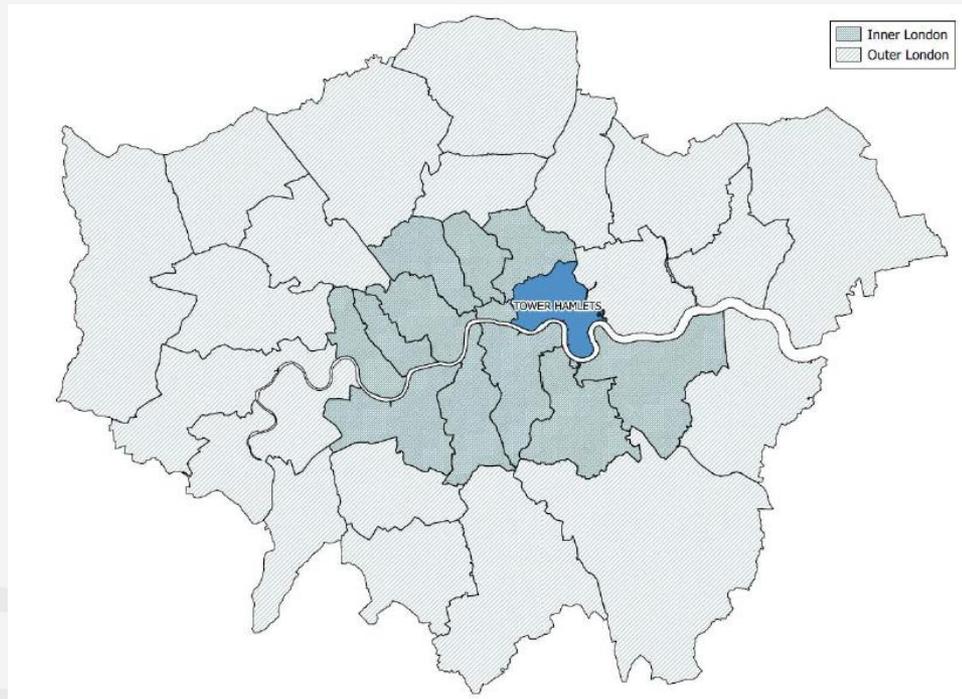
Local Context



Tower Hamlets is an Inner London borough



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.

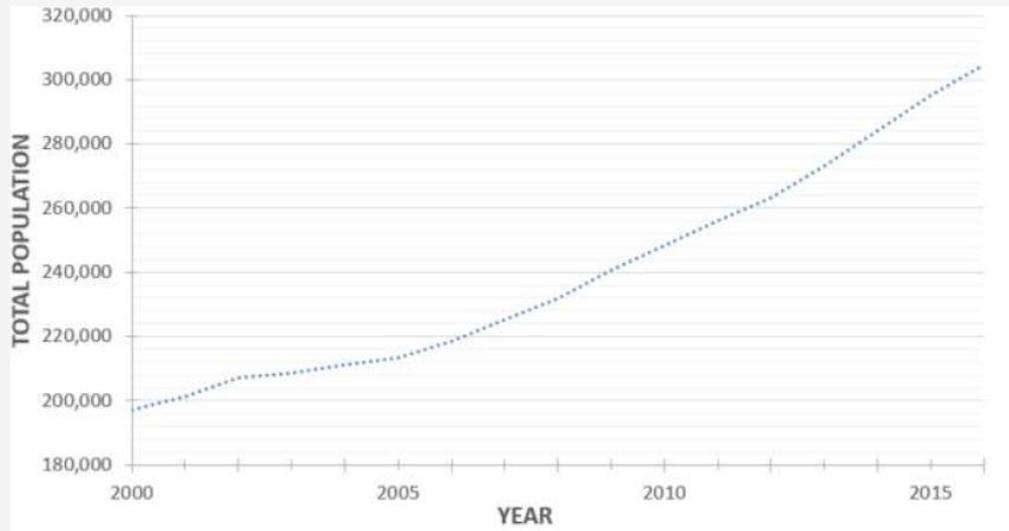


The Borough covers 7.63 square miles (19.77 square kilometres) land area, the 8th largest Inner London Borough

The borough is densely populated



Tower Hamlets Population Increase 2000 – 2016

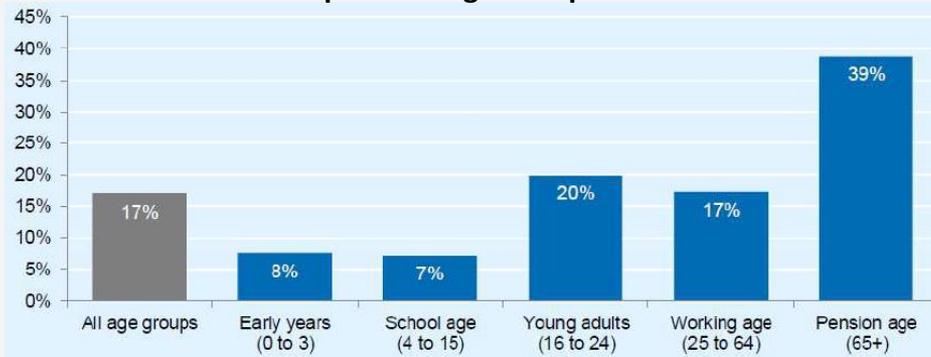


- In 2016 Tower Hamlets has a resident population of 304,854 making it the fourth largest population of any of the Inner London boroughs.
- The daytime population increases by about 60%, rising to 428,000. This is largely due to Canary Wharf which attracts a large working weekday population.
- Tower 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 period from 2006 to 2016. 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.

The borough is also young & diverse



Tower Hamlets Population Age Group 2017



Source: Projected percentage increase in population by broad age group, 2018 to 2028.

- The Tower Hamlets population is predominantly young. The average age of residents is 32 years (lower than the average for Inner London which is 35 years).
- 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.
- The borough's population is expected to age soon. 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.

- Tower Hamlets has 230 individual ethnicities recorded amongst residents during the 2011 Census. 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.
- 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.
- 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 average.

Source: GLA 2016 – based Housing-led Population Projections; 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

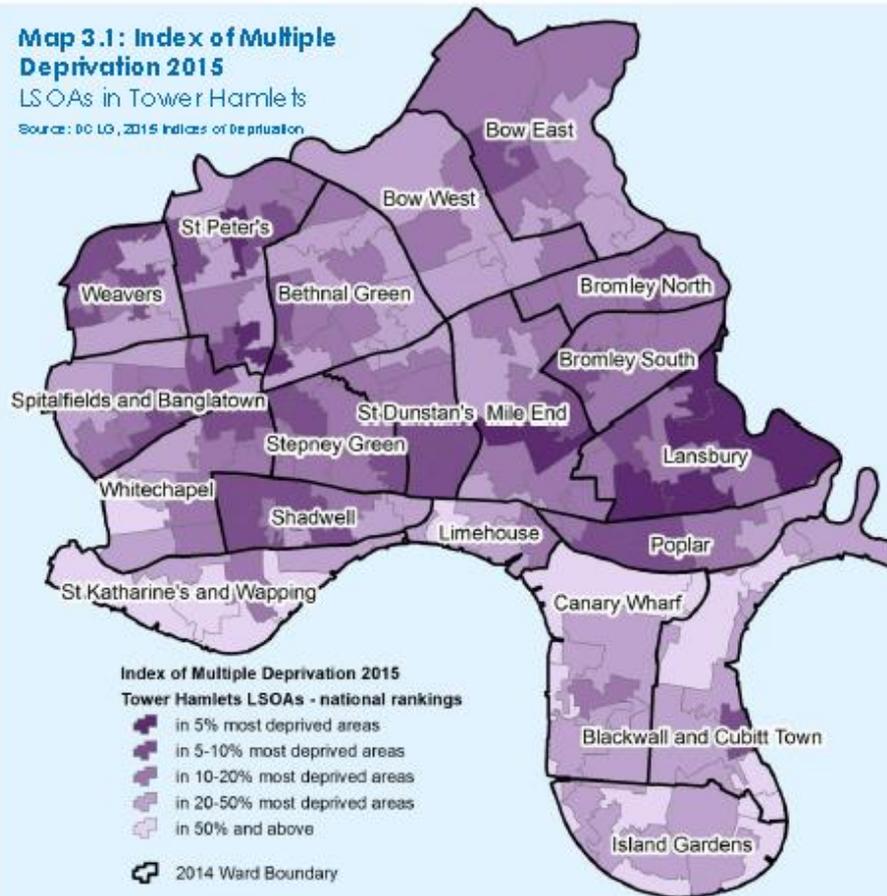
Tower Hamlets is the 10th most deprived borough in England



Map 3.1: Index of Multiple Deprivation 2015

LSOAs in Tower Hamlets

Source: DCLG, 2015 Indices of Deprivation

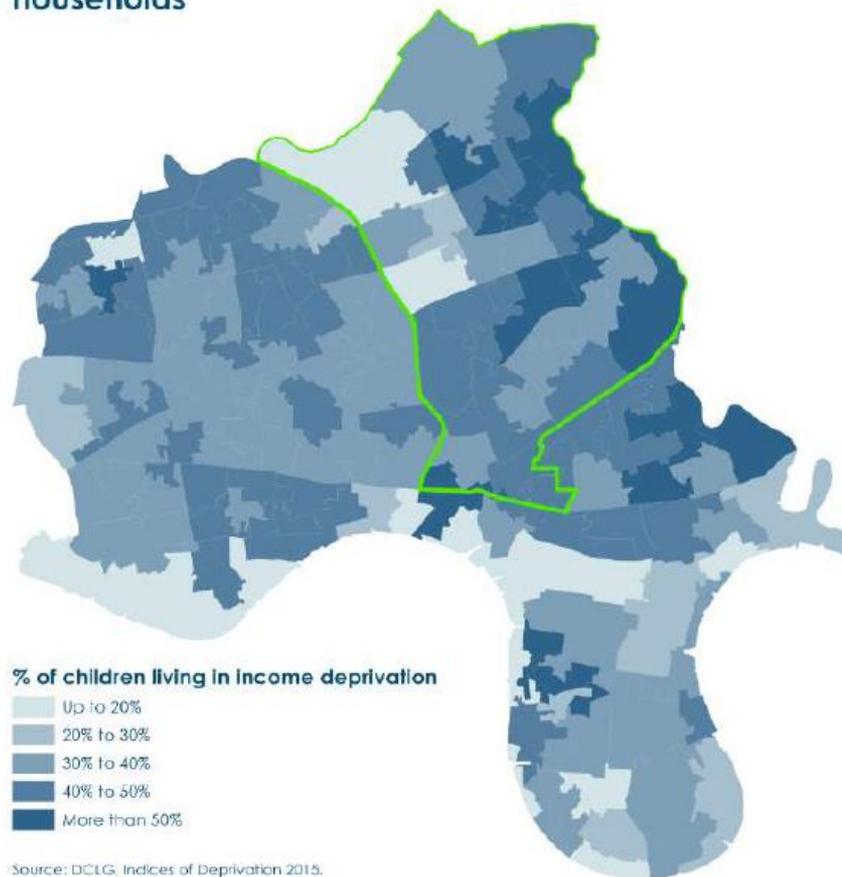


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- The Borough is the 10th most deprived local authority in England, in terms of its average deprivation score.
- Tower Hamlets has the highest rate of pensioner poverty in England: 50% all residents aged 60 and over are living below the poverty line (16% in the country)
- 31% of children in Tower Hamlets live in families below the poverty line (17% in the country).

And has the highest child poverty in England

Percentage of children living in income deprived households



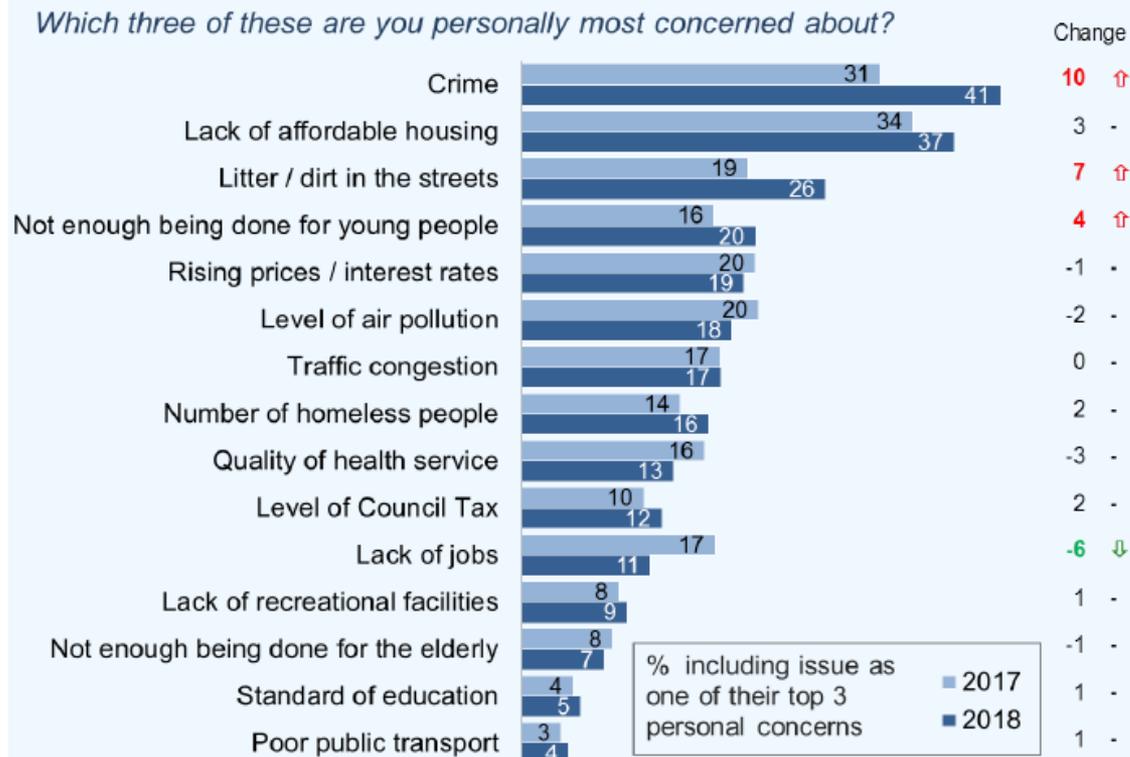
© Crown copyright and database rights 2017 Ordnance Survey, London Borough of Tower Hamlets 100019258.

- Tower Hamlets has the highest child poverty rate (39%) (England 20%; London 24%).
- Bow East and Bromley North have 47% of their youngest residents living in child poverty, the highest rates in the borough.

Residents' top personal concern is crime which can have an impact on travel choices with pedestrians and cyclists feeling less safe



Figure 13: Top personal concerns, Tower Hamlets, 2018

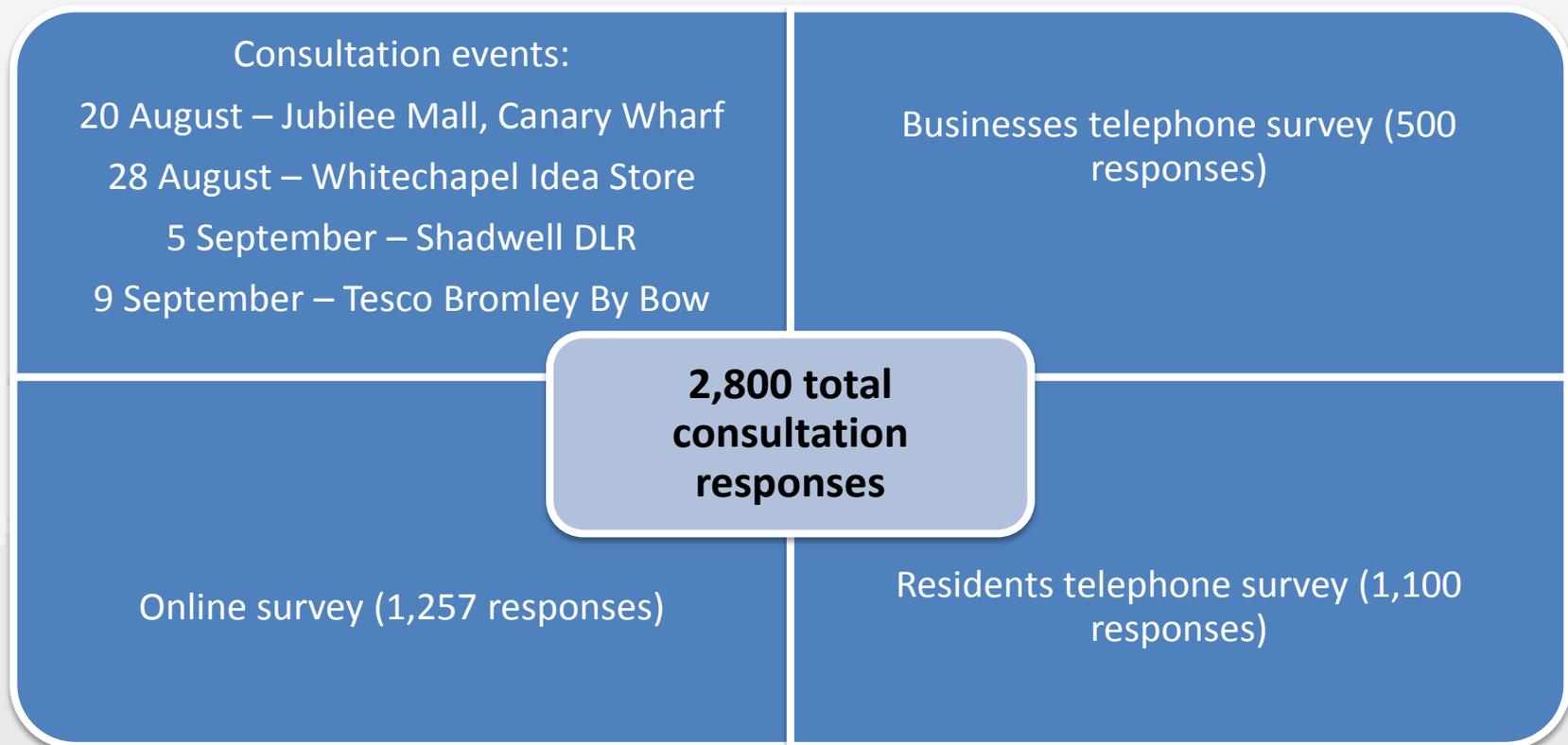
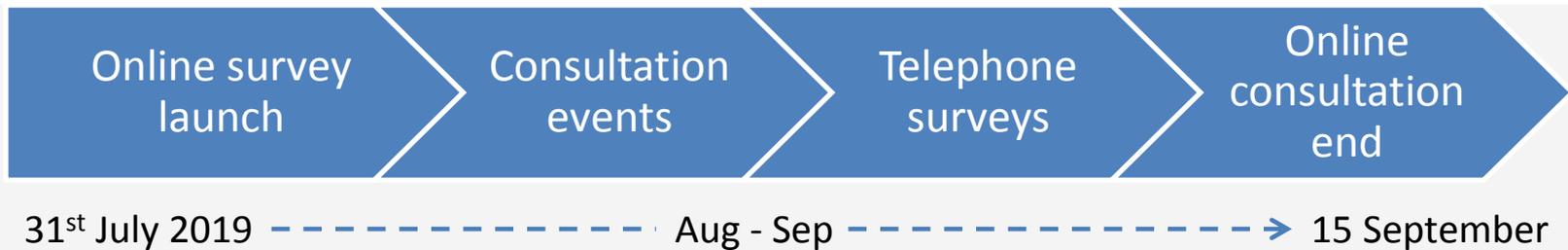


Source: Tower Hamlets Annual Residents' Survey, Westco Trading (2018 sample size = 1,100)
 ↑ ↓ Arrows denote changes over the year that are statistically significant.

Consultation Feedback



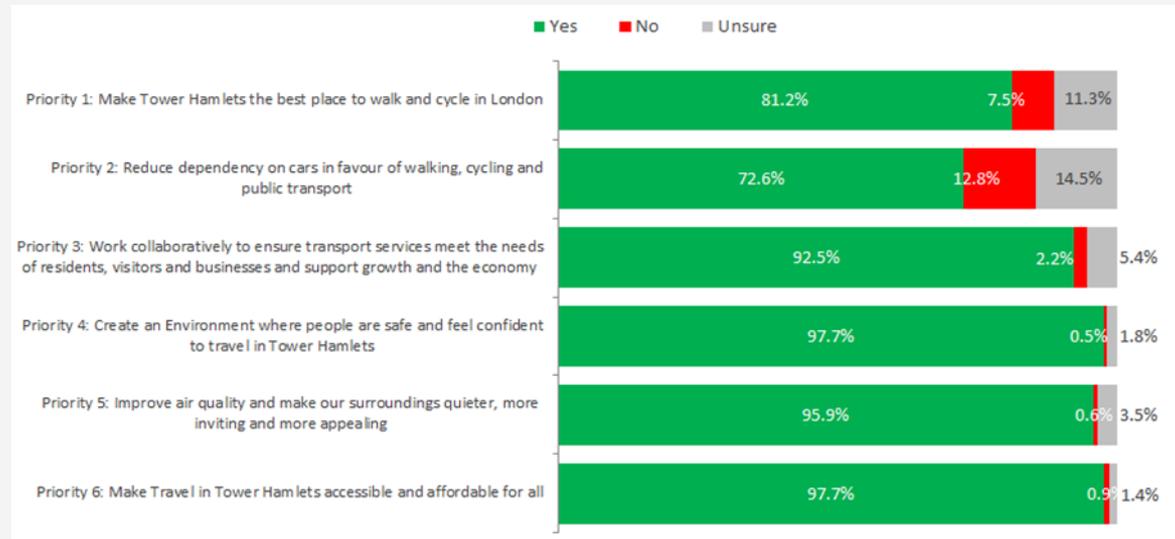
A range of activities were carried out over summer 2019 to seek views on the Tower Hamlets draft Transport Strategy



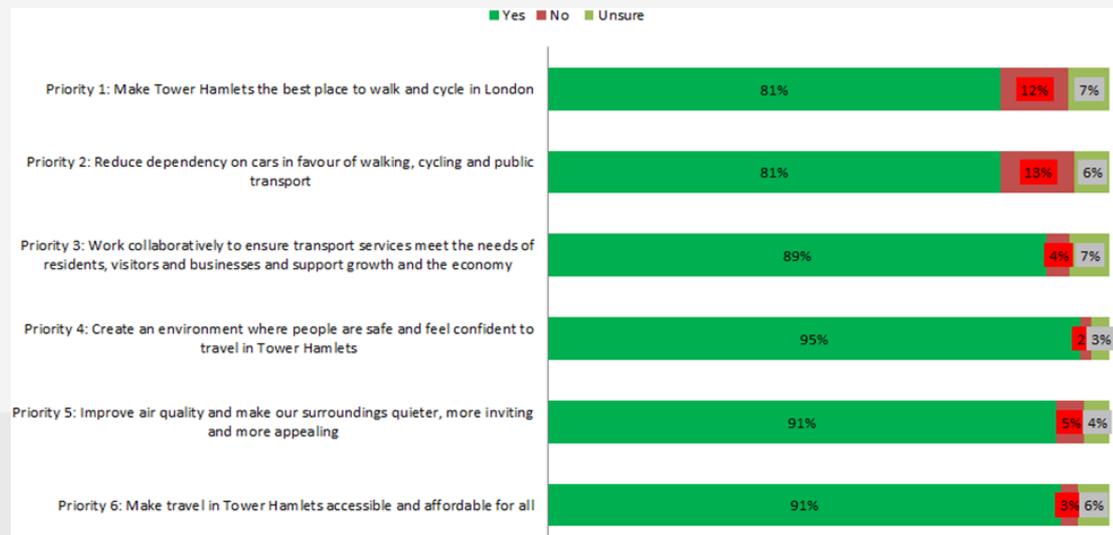
Feedback from our consultation on the draft Transport Strategy were largely supportive of our plans



Respondents to the **residents telephone survey** were largely supportive of our proposed priorities



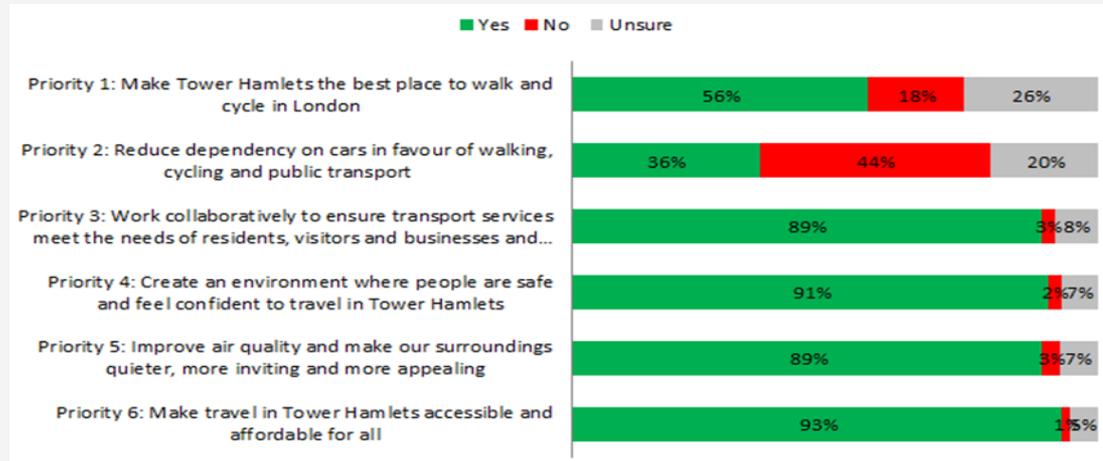
The vast majority of respondents to the **online survey** were supportive of all of our proposed priorities



44% of respondents to the business survey disagreed with Priority 2 of the draft Transport Strategy



Business telephone survey response



- Business survey respondents who disagreed with priority 2 argued that this is because their customers tended to use cars to shop at their businesses
- However, the extent of customers' car use is not substantiated so this may be a perception rather than fact

Walking and cycling can boost retail sales and have a positive impact on high street businesses



Over a month, people who walk to the high street spend up to

40% more



than people who drive to the high street

People who walk and cycle take more trips to the high street over the course of a month

Average number of visits to local town centre each month, by mode



16 visits



12 visits



8 visits

- Through the actions set out in the Transport Strategy, customers will be encouraged to change travel behaviour and walk and cycle more to local high streets to go shopping
- Actions to promote the use of low-emission transport options to businesses, such as Electric Vehicles and e-cargo bikes for and changing customers' behaviour is being explored in the Transport Strategy

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