

CABINET

MAYOR

Mayor John Biggs

CABINET MEMBERS

Councillor Sirajul Islam	(Statutory Deputy Mayor and Cabinet Member for Housing)
Councillor Rachel Blake	(Deputy Mayor and Cabinet Member for Planning, Air Quality and Tackling Poverty)
Councillor Asma Begum	(Deputy Mayor and Cabinet Member for Community Safety and Equalities)
Councillor Sabina Akhtar	(Cabinet Member for Culture, Arts and Brexit)
Councillor Amina Ali	(Cabinet Member for Adults, Health and Wellbeing)
Councillor David Edgar	(Cabinet Member for Environment)
Councillor Danny Hassell	(Cabinet Member for Children, Schools and Young People)
Councillor Candida Ronald	(Cabinet Member for Resources and the Voluntary Sector)
Councillor Motin Uz-Zaman	(Cabinet Member for Work and Economic Growth)

[The quorum for Cabinet is 3 Members]

MEETING DETAILS

Wednesday, 18 December 2019 at 5.30 p.m.
C1, 1st Floor, Town Hall, Mulberry Place, 5 Clove Crescent, London, E14 2BG

The meeting is open to the public to attend.

Further Information

The public are welcome to attend meetings of the Cabinet. Procedures relating to Public Engagement are set out in the 'Guide to Cabinet' attached to this agenda.

Contact for further enquiries:

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1st Floor, Town Hall, Mulberry Place, 5 Clove Crescent, London, E14 2BG
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Web: <http://www.towerhamlets.gov.uk>

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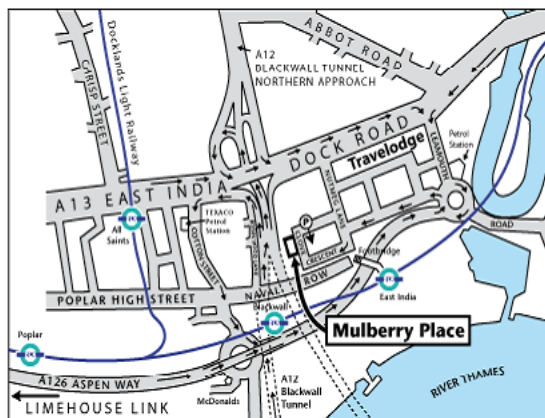
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A Guide to CABINET

Decision Making at Tower Hamlets

As Tower Hamlets operates the Directly Elected Mayor system, **Mayor John Biggs** holds Executive powers and takes decisions at Cabinet or through Individual Mayoral Decisions. The Mayor has appointed nine Councillors to advise and support him and they, with him, form the Cabinet. Their details are set out on the front of the agenda.

Which decisions are taken by Cabinet?

Executive decisions are all decisions that aren't specifically reserved for other bodies (such as Development or Licensing Committees). In particular, Executive Key Decisions are taken by the Mayor either at Cabinet or as Individual Mayoral Decisions.

The constitution describes Key Decisions as an executive decision which is likely

- a) to result in the local authority incurring expenditure which is, or the making of savings which are, above £1million; or
- b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards in the borough.

Upcoming Key Decisions are published on the website on the 'Forthcoming Decisions' page through www.towerhamlets.gov.uk/committee

Published Decisions and Call-Ins

Once the meeting decisions have been published, any 5 Councillors may submit a Call-In to the Service Head, Democratic Services requesting that a decision be reviewed. This halts the decision until it has been reconsidered.

- The decisions will be published on: **Friday, 20 December 2019**
- The deadline for call-ins is: **Monday, 6 January 2020**

Any Call-Ins will be considered at the next meeting of the Overview and Scrutiny Committee. The Committee can reject the call-in or they can agree it and refer the decision back to the Mayor, with their recommendations, for his final consideration.

Public Engagement at Cabinet

The main focus of Cabinet is as a decision-making body. However there is an opportunity for the public to contribute through making submissions that specifically relate to the reports set out on the agenda.

Members of the public may make written submissions in any form (for example; Petitions, letters, written questions) to the Clerk to Cabinet (details on the front page) by 5 pm the day before the meeting.

LONDON BOROUGH OF TOWER HAMLETS

CABINET

WEDNESDAY, 18 DECEMBER 2019

5.30 p.m.

	Pages
1. APOLOGIES FOR ABSENCE	
To receive any apologies for absence.	
2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS	9 - 12
To note any declarations of interest made by Members, including those restricting Members from voting on the questions detailed in Section 106 of the Local Government Finance Act, 1992. See attached note from the Monitoring Officer.	
3. UNRESTRICTED MINUTES	
The unrestricted minutes of the Cabinet meeting held on Wednesday 27 November 2019 are presented for approval.	
4. ANNOUNCEMENTS (IF ANY) FROM THE MAYOR	
5. OVERVIEW & SCRUTINY COMMITTEE	
5.1 Chair's Advice of Key Issues or Questions	
Chair of Overview and Scrutiny Committee (OSC) to report on any issues raised by the OSC in relation to unrestricted business to be considered.	
5.2 Any Unrestricted Decisions "Called in" by the Overview & Scrutiny Committee	
(Under provisions of Article 6 Para 6.02 V of the Constitution).	

6. UNRESTRICTED REPORTS FOR CONSIDERATION

6 .1 Budget Consultation Outcome 2020-21

Report Summary:

Statutory budget consultation is required with business ratepayers, however, a broader consultation with all residents and other relevant stakeholders is considered to represent best practice. The Council launched a six week Your Borough Your Future consultation campaign in October. This report outlines the outcomes from the budget consultation.

Wards: All Wards

Lead Member: Cabinet Member for Resources and the Voluntary Sector

Corporate Priority: A dynamic outcomes-based Council using digital innovation and partnership working

6 .2 Review of the Community Language Service

Report Summary:

In February 2019, The Mayor requested a review of the Tower Hamlets Community Language Service. This report sets out those options for the service arising from that review.

Wards: All Wards

Lead Member: Cabinet Member for Culture, Arts and Brexit

Corporate Priority: A borough that our residents are proud of and love to live in; People are aspirational, independent and have equal access to opportunities; TH Plan 1: A better deal for children and young people: aspiration, education and skills; TH Plan 2: Good jobs and employment

6 .3 Tower Hamlets Transport Strategy 2019-2041

13 - 128

Report Summary:

This report presents the council's draft Transport Strategy 2019-2041. The strategy sets out the council's plan for travel in the borough over the next 20 years in line with the Mayor of London's Transport Strategy 2018. It includes priorities to deliver a healthier, safer and more environmentally friendly transport system in the borough, which will improve transport options and reduce the impacts of traffic on the residents.

Wards: All Wards

Lead Member: Cabinet Member for Environment

Corporate Priority: A borough that our residents are proud of and love to live in

6 .4	Tower Hamlets Council Equality Policy and Tower Hamlets Council Annual Equality Report 2018-19	129 - 168
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Report Summary:

The Tower Hamlets Equality Policy sets out the Councils commitment to equality pursuant to the public sector equality duty under the Equality Act 2010.

Whilst the Annual Report provides an update to Cabinet on the work the council and its partners have undertaken to address inequality in the Tower Hamlets which supports its meeting of the Public Sector Equality Duty (PSED) as set out within the Equality Act 2010. It will also set out the future plan to further reduce inequality in the borough.

Wards: All Wards
Lead Member: Deputy Mayor and Cabinet Member for Community Safety and Equalities
Corporate Priority: People are aspirational, independent and have equal access to opportunities

6 .5	Physical Activity & Sport Strategy	169 - 196
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Report Summary:

The Physical Activity & Sport Strategy aims to provide the strategic direction for delivery of sport & physical activity in Tower Hamlets, in alignment with directorate, council and partner priorities. The strategy sets out how we can increase levels of physical activity in the borough, make the most of the local environment, harness the community engagement opportunities and ensure children and young people develop a positive relationship with being active.

Wards: All Wards
Lead Member: Cabinet Member for Culture, Arts and Brexit
Corporate Priority: A borough that our residents are proud of and love to live in

6 .6	Tower Hamlets Cemetery Park and Lodge (excluding Soanes Centre)	197 - 222
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Report Summary:

The report recommends that the Council grants a lease of the Tower Hamlets Cemetery Park and lodge (excluding the Soanes Centre) to the Friends of Tower Hamlets Cemetery Park.

Wards: All Wards
Lead Member: Mayor
Corporate Priority: All Priorities

Report Summary:

The Isle of Dogs Neighbourhood Plan was formally submitted for consideration by the Council on 23 October 2019. This report assesses the submission against the statutory requirements, to allow Cabinet to make a decision about whether the neighbourhood plan should proceed to examination.

Wards: Blackwall & Cubitt Town; Canary Wharf; Island Gardens
Lead Member: Deputy Mayor and Cabinet Member for Planning, Air Quality and Tackling Poverty
Corporate Priority: All Priorities

Report Summary:

This report presents the contracts being procured during quarter 3. The report also sets out the Contracts Forward Plan at Appendix 1 to the report. The report asks for confirmation that all contracts can proceed to contract award after tender.

Wards: All Wards
Lead Member: Cabinet Member for Resources and the Voluntary Sector
Corporate Priority: All Priorities

7. ANY OTHER UNRESTRICTED BUSINESS CONSIDERED TO BE URGENT

8. EXCLUSION OF THE PRESS AND PUBLIC

Should the Mayor in Cabinet consider it necessary, it is recommended that the following motion be adopted to allow consideration of any exempt/restricted documents.

“That, under the provisions of Section 100A of the Local Government Act, 1972 as amended by the Local Government (Access to Information) Act, 1985, the Press and Public be excluded from the remainder of the meeting for the consideration of the Section Two business on the grounds that it contains information defined as Exempt in Part 1 of Schedule 12A to the Local Government, Act 1972”.

EXEMPT/CONFIDENTIAL SECTION (PINK)

The Exempt / Confidential (Pink) Committee papers in the Agenda will contain information, which is commercially, legally or personally sensitive and should not be divulged to third parties. If you do not wish to retain these papers after the meeting, please hand them to the Committee Officer present.

9. EXEMPT / CONFIDENTIAL MINUTES

Nil items.

10. OVERVIEW & SCRUTINY COMMITTEE

10.1 Chair's Advice of Key Issues or Questions in Relation to Exempt / Confidential Business

Chair of Overview and Scrutiny Committee (OSC) to report on any issues raised by the OSC in relation to exempt/confidential business to be considered.

10.2 Any Exempt / Confidential Decisions "Called in" by the Overview & Scrutiny Committee

(Under provisions of Article 6 Para 6.02 V of the Constitution).

11. EXEMPT / CONFIDENTIAL REPORTS FOR CONSIDERATION

Nil items.

12. ANY OTHER EXEMPT/ CONFIDENTIAL BUSINESS CONSIDERED TO BE URGENT

Next Meeting of the Committee:

Wednesday, 8 January 2020 at 5.30 p.m. in C1, 1st Floor, Town Hall, Mulberry Place, 5 Clove Crescent, London, E14 2BG

Agenda Item 2

DECLARATIONS OF INTERESTS - NOTE FROM THE MONITORING OFFICER

This note is for guidance only. For further details please consult the Members' Code of Conduct at Part C of the Council's Constitution.

Please note that the question of whether a Member has an interest in any matter, and whether or not that interest is a Disclosable Pecuniary Interest, is for that Member to decide. Advice is available from officers as listed below but they cannot make the decision for the Member. If in doubt as to the nature of an interest it is advisable to seek advice **prior** to attending a meeting.

Interests and Disclosable Pecuniary Interests (DPIs)

You have an interest in any business of the authority where that business relates to or is likely to affect any of the persons, bodies or matters listed in the Code of Conduct; and might reasonably be regarded as affecting the well-being or financial position of yourself, a member of your family or a person with whom you have a close association, to a greater extent than the majority of other council tax payers, ratepayers or inhabitants of the ward affected.

You must notify the Monitoring Officer in writing of any such interest, for inclusion in the Register of Members' Interests which is available for public inspection and on the Council's Website.

Once you have recorded an interest in the Register, you are not then required to declare that interest at each meeting where the business is discussed, unless the interest is a Disclosable Pecuniary Interest (DPI).

A DPI is defined in Regulations as a pecuniary interest of any of the descriptions listed at **Appendix A** overleaf. Please note that a Member's DPIs include his/her own relevant interests and also those of his/her spouse or civil partner; or a person with whom the Member is living as husband and wife; or a person with whom the Member is living as if they were civil partners; if the Member is aware that that other person has the interest.

Effect of a Disclosable Pecuniary Interest on participation at meetings

Where you have a DPI in any business of the Council you must, unless you have obtained a dispensation from the authority's Monitoring Officer following consideration by the Dispensations Sub-Committee of the Standards Advisory Committee:-

- not seek to improperly influence a decision about that business; and
- not exercise executive functions in relation to that business.

If you are present at a meeting where that business is discussed, you must:-

- Disclose to the meeting the existence and nature of the interest at the start of the meeting or when the interest becomes apparent, if later; and
- Leave the room (including any public viewing area) for the duration of consideration and decision on the item and not seek to influence the debate or decision

When declaring a DPI, Members should specify the nature of the interest and the agenda item to which the interest relates. This procedure is designed to assist the public's understanding of the meeting and to enable a full record to be made in the minutes of the meeting.

Where you have a DPI in any business of the authority which is not included in the Member's register of interests and you attend a meeting of the authority at which the business is considered, in addition to disclosing the interest to that meeting, you must also within 28 days notify the Monitoring Officer of the interest for inclusion in the Register.

Further advice

For further advice please contact:-

Asmat Hussain, Corporate Director, Governance and Monitoring Officer. Tel 020 7364 4800

APPENDIX A: Definition of a Disclosable Pecuniary Interest

(Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, Reg 2 and Schedule)

Subject	Prescribed description
Employment, office, trade, profession or vacation	Any employment, office, trade, profession or vocation carried on for profit or gain.
Sponsorship	<p>Any payment or provision of any other financial benefit (other than from the relevant authority) made or provided within the relevant period in respect of any expenses incurred by the Member in carrying out duties as a member, or towards the election expenses of the Member.</p> <p>This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.</p>
Contracts	<p>Any contract which is made between the relevant person (or a body in which the relevant person has a beneficial interest) and the relevant authority—</p> <p>(a) under which goods or services are to be provided or works are to be executed; and</p> <p>(b) which has not been fully discharged.</p>
Land	Any beneficial interest in land which is within the area of the relevant authority.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the relevant authority for a month or longer.
Corporate tenancies	<p>Any tenancy where (to the Member's knowledge)—</p> <p>(a) the landlord is the relevant authority; and</p> <p>(b) the tenant is a body in which the relevant person has a beneficial interest.</p>
Securities	<p>Any beneficial interest in securities of a body where—</p> <p>(a) that body (to the Member's knowledge) has a place of business or land in the area of the relevant authority; and</p> <p>(b) either—</p> <p>(i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or</p> <p>(ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person has a beneficial interest exceeds one hundredth of the total issued share capital of that class.</p>

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Cabinet 18 December 2019	 TOWER HAMLETS
Report of: Ann Sutcliffe, Corporate Director, Place	Classification: Unrestricted
Tower Hamlets Transport Strategy 2019-2041	

Lead Member	Councillor David Edgar, Cabinet Member for Environment
Originating Officer(s)	Keiko Okawa, Senior Strategy and Policy Manager, Governance Junakie Begum, Strategy and Policy Manager, Governance Jack Ettinger, Team Leader Development, Highways and Traffic Management
Wards affected	All wards
Key Decision?	Yes
Forward Plan Notice Published	21 May 2019
Reason for Key Decision	Significant impact on two or more wards
Strategic Plan Priority / Outcome	Priority 1 - People are aspirational, independent and have equal access to opportunities Priority 2 - A borough that our residents are proud of and love to live in

Executive Summary

This paper presents the final version of the Tower Hamlets Transport Strategy 2019-2041 (Appendix A), following public consultation held from July till September 2019. The strategy is informed by the consultation feedback on the draft Transport Strategy, which supported six priorities. The consultation analysis identifies the survey respondents' support for the priorities identified in the draft strategy. The priorities will remain unchanged in the final strategy.

The analysis shows that the majority of the feedback is concerned with operational aspects. An action plan including actions arising from the consultation as well as the strategy will be developed and closely monitored. Further engagement and discussion with businesses will take place to clarify their customers' transport needs and transport behaviour.

Recommendations:

The Mayor in Cabinet is recommended to:

1. Note the outcome of the public consultation that informs the Tower Hamlets Transport Strategy 2019-2041.
2. Having regard to the Council's Public Sector Equality and the equality analysis, agree the Tower Hamlets Transport Strategy 2019-2041.

1 REASONS FOR THE DECISIONS

- 1.1 The Tower Hamlets Strategic Plan 2018 - 21 commits the Council to “develop a new Transport Strategy for the borough and make our borough one of the best in London to walk or cycle in, improving road safety and delivering a new parking policy”. The Tower Hamlets Transport Strategy aims to set out our plans and proposals to deliver this commitment.
- 1.2 The Strategy also aligns with the Mayor of London's Transport Strategy 2018, where he commits to the ambitious aim for “80% of all trips in London to be made on foot, by cycle or using public transport” by 2041 through a series of policies and proposals to be delivered through London boroughs. The London Mayor has separately set a target for Tower Hamlets to achieve 90% of all trips to be made by sustainable transport by 2041.
- 1.3 The Tower Hamlets Transport Strategy sets out how the Council plans to transform the way people travel in the borough over the next 20 years through a series of proposals aimed at reducing reliance on cars in favour of sustainable transport.

2 ALTERNATIVE OPTIONS

- 2.1 “Do nothing” option. The lack of a Tower Hamlets Transport Strategy will limit the council's ability to enhance and embed effective work to make the transport in the borough safe, effective and people centred. Without a transport strategy, we will not be able to have a coordinated approach to addressing adverse impact of transport on residents and economic activities.

3 DETAILS OF THE REPORT

- 3.1 The Tower Hamlets Strategic Plan 2019-41 commits the council to “develop a new Transport Strategy for the borough and make our borough one of the best in London to walk or cycle in, improving road safety and delivering a new parking policy”. The Tower Hamlets Transport Strategy aims to set out our plans and proposals to deliver this commitment.

- 3.2 The Tower Hamlets Transport Strategy sets out how the council plans to transform the way people travel in the borough over the next 20 years through a series of proposals aimed at reducing reliance on cars in favour of sustainable transport.
- 3.3 The Strategy includes an overarching vision for transport in the borough and how this vision will be achieved through proposals set out under six key outcomes:

Vision:
Tower Hamlets has a healthy, safe and environmentally friendly transport system that is accessible and affordable for all who live, work, study and do business in the borough.
Outcome 1: Tower Hamlets one of the best places to walk and cycle in London
Outcome 2: Car use is reduced in favour of active, efficient and sustainable transport
Outcome 3: Transport services meet the needs of residents, visitors, businesses and support growth and the economy
Outcome 4: People feel safe and confident when travelling in the borough
Outcome 5: Air quality is improved and our surroundings are quieter and more appealing
Outcome 6: Travel in Tower Hamlets is accessible and affordable for all

Consultation of a draft Strategy

- 3.4 A draft Tower Hamlets Transport Strategy was publicly consulted from 29 July 2019 until 15 September 2019.
- 3.5 The consultation included the following activities:
- Residents telephone survey (1,100 residents)
 - Businesses telephone survey (500 businesses: closed 22 September)
 - Online survey (1,257 responses)
 - Consultation events
 - 20 August – Jubilee Mall, Canary Wharf, 3-7pm
 - 28 August – outside Whitechapel Idea Store, 3-7pm
 - 5 September – Shadwell DLR, 3-7pm
 - 9 September – Tesco Bromley By Bow, 3-7pm.
- 3.6 In total, over 2,800 people and organisations completed the consultation survey. We received 1,257 responses to the online survey, which is significantly greater scale compared with other recent consultation exercises.

In addition, the Hackney and Tower Hamlets Friends of the Earth and the Tower Hamlets Wheelers submitted written statements as their feedback.

- 3.7 The online consultation respondents were substantially overrepresented by sustainable transport mode users and more active travellers compared with those of the Residents telephone survey. The telephone surveys respondents were representative to the borough population and business profile.
- 3.8 The consultation events were led by the council's Communications service supported by SMSR (the contractor), TfL rail, Highways and Strategy and Policy (Place) of the council. The team engaged a number of people at the events. As a result of the engagement, around 50 people at each event completed the online survey. The team encouraged them to discuss transport issues and some of them left feedback and comments on the board.

Consultation feedback analysis and our proposed response

- 3.9 The analysis of the consultation feedback and our proposed responses to the feedback are summarised in Appendix C. This has informed the final strategy. Key points arising from the analysis are:
1. Respondents strongly support the priorities of the draft strategy. The priorities of the draft strategy will remain unchanged in the final strategy (Appendix A).
 2. Both residents and business car users tend not to use sustainable transport modes and are more likely to disagree with "Priority 2 Reduce car use in favour of active, efficient and sustainable transport".
 3. 44% of the business survey respondents disagree with Priority 2. The analysis suggests that they argue that this is because their customers, rather than themselves or deliveries, use cars. However, the extent of customers' car use remains unknown from this survey. We will further engage businesses and clarify their customers' transport needs and transport behaviour as recommended by the Overview and Scrutiny Committee on 28 October 2019.
 4. Some respondents argued that all type of vehicle use should be reduced. However, the borough has substantial proportion of through traffic. Reducing vehicle use requires partnership work and lobbying the government and GLA, which will be one of key actions we will undertake.

Action plan and governance

- 3.10 Following the Cabinet agreement, an action plan of the strategy will be completed. The action plan will be agreed and monitored by the Public Realm Strategic Board chaired by the Mayor to ensure progress towards our overarching vision. The Board will regularly monitor the progress of the action plan delivery after an action plan is agreed.

- 3.11 An action plan will include actions arising from the consultation feedback and identified in the strategy. Actions arising from the consultation include engaging businesses to clarify their customers' transport needs and behaviour, and; exploring river transport and bridges in the Isle of Dogs and South Popular opportunity area.
- 3.12 Stakeholders including business, community groups and residents will be engaged in the process of the action plan development and delivery. We will explore a way to engage them and an opportunity of co-producing some of the delivery of identified actions.
- 3.13 The establishment of a 'consultative group' made up of external partners and residents as a sounding board will also be explored as suggested by participants of the Transport Strategy Summit held in April 2019. The stakeholders, including businesses and residents, we engaged in the consultation process will be updated on the progress of the action plan and engaged to form a consultative group. Relevant Key Performance Indicators (KPIs) will be identified alongside the development of an action plan.
- 3.14 The council services, namely, Strategy and Policy (Place), Transport and Highways and Public Health, are working together to conduct a Health Impact Assessment (HIA), a combination of procedures, methods, and tools used to evaluate the potential health effects of the Transport Strategy, with the intention to produce recommendations that will further promote health and wellbeing of our communities. The HIA will be completed alongside the strategy's action plan.
- 3.15 The strategy will be refreshed every four years to reflect the progress of and change of the external environment.

4 EQUALITIES IMPLICATIONS

- 4.1 A full Equality Analysis is attached. The strategy aims to relieve road congestion and overcrowding on public transport, improve air quality and increase physical activity by prioritising human health in the design of our streets so that streets are more people centric. Especially, as air pollution affects people throughout their lifetime from pregnancy to elderly age, better air quality achieved by this strategy will benefit all.

5 OTHER STATUTORY IMPLICATIONS

- 5.1 The proposals in the Transport Strategy will contribute to our aims to improve air quality in the borough in line with the National Air Quality Objective as set out in the Environment Act 1995.

6 COMMENTS OF THE CHIEF FINANCE OFFICER

- 6.1 There are no financial implications emanating from this report that sets out the approach for developing a Tower Hamlets Transport Strategy.
- 6.2 Any future activities and events resulting from the development of this strategy will need to be funded from within the existing resources of the service, or if required, through growth gained as part of the council's Medium Term Financial Strategy process.

7 COMMENTS OF LEGAL SERVICES

- 7.1 In this report Cabinet is recommended to: (1) Note the outcome of the public consultation that informs the Tower Hamlets Transport Strategy 2019-2041 (2). Having regard to the Council's Public Sector Equality and the equality analysis agree the Tower Hamlets Transport Strategy 2019-2041.
- 7.2 By Section 141 of the Greater London Authority Act 1999("the Act") the Mayor of London 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 of London is required by section 142 to publish a Transport Strategy [the Mayors Transport Strategy (MTS)]
- 7.3 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 of London 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. There is no indication that any such guidance has been issued specifically to Tower Hamlets council, although the Council is bound to take into account any general guidance.
- 7.4 Mayor in Cabinet is advised that one of the principles of good administration published by the Local Government Ombudsman is that local authorities should follow their own plans policies and strategies – this being one of the main sources of complaints. Mayor in Cabinet is advised that adopting a strategy carries with it an obligation to comply with it and this consideration should inform the content of the Tower Hamlets Transport Strategy.
- 7.5 It is noted that the consultation responses have been analysed and indicate a strong disagreement with priority 2. The legal position is that where the Council decides to consult, then it must comply with the following principles (unless detailed statutory rules require otherwise):
- Consultation must be at a time when proposals are at a formative stage.
 - The proposer must give sufficient reasons for its proposals to allow consultees to understand them and respond to them properly.

- Consulters must give sufficient time for responses to be made and considered.
- Responses must be conscientiously taken into account in finalising the decision

- 7.6 This report indicates that the strategy is at the point where Mayor in Cabinet should now be conscientiously taking into the account the consultation responses before making the decision to adopt the strategy.
- 7.7 Some of the contents of the strategy indicate that some of the implementation will be when planning applications by developers are being considered. Section 70 of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require planning applications to be determined in accordance with the Development Plan. Local Plan Regulations 2012 allows the Council to use Supplementary Planning Documents to give guidance on the implementation of the Local Plan. Cabinet should be aware that a new local plan is to be adopted by Full Council in January 2020 and that a new SPD on planning obligations is also under consideration.
- 7.8 With these factors in mind the Mayor in cabinet is able to agree the recommendations.
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Linked Reports, Appendices and Background Documents

Linked Report

- None

Appendices

- Appendix A: Tower Hamlets Transport Strategy 2019-2041
- Appendix B: Transport Strategy Evidence Base
- Appendix C: Tower Hamlets Transport Strategy consultation feedback analysis
- Appendix D: Equality Analysis

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

- None

Officer contact details for documents:

Keiko Okawa, Senior Strategy and Policy Manager, Governance (ext. 3046)
 Junakie Begum, Strategy and Policy Manager, Governance (ext. 3751)
 Jack Ettinger, Team Leader Development, Highways and Traffic Management (ext. 6569)

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Transport strategy

2019-41



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Foreword

Welcome to the Tower Hamlets Transport Strategy 2019 – 2041.

Tower Hamlets is a great place to live and work. It has good public transport links and is home to key economic and cultural locations from Canary Wharf and the City Fringe, to Brick Lane and the Tower of London. However, the borough's population will continue to grow significantly over the coming years which will put more pressure on our roads and public transport. We also have very busy, major roads running through our borough.

Many of our roads are severely congested and vehicle emissions are the largest source of air pollution which damages health. With 40% of our residents living in areas with unacceptable air quality, we have to encourage people to choose lower pollution alternatives to cars where possible. But, buses and trains serving the borough are often overcrowded and some people have concerns about safety and accessibility when getting around by foot or on a bike.

This Transport Strategy sets out an ambitious set of proposals which will tackle these challenges.

We are committed to making Tower Hamlets one of the best places to walk or cycle in London. To achieve this we will promote clean, sustainable forms of transport with a focus on improving safety and accessibility. We also want to ensure these are affordable to residents and businesses.

We engaged with 2,800 residents and organisations who participated in our consultation on the draft of this strategy. An overwhelming majority of the respondents agreed with the outcomes set out in the strategy.

We look forward to working with you to make transport in Tower Hamlets fit for the future.



John Biggs
Mayor of Tower Hamlets



Cllr David Edgar
Cabinet Member for Environment



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Why do we need this strategy?



Tower Hamlets has seen some of the most rapid population and employment growth in recent decades. It is a fairly compact, densely populated borough with the fourth largest population in Inner London and is forecast to have the largest increase in population in the UK by 2026.

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Whilst the increase in transport demand generated by this growth has largely been accommodated by sustainable transport to give the current rate of 80% of all trips made (the fifth highest in London), with 40% of trips made by walking and only 37% of households owning a car; further mode shift away from car travel has been harder to achieve in the last decade and has left the borough facing major transport challenges that require urgent action.

In March 2019, Tower Hamlets declared a Climate Emergency, recognising the urgent need to address the borough's contribution to global warming and that the air in the borough is toxic and damaging to health.

As a result of poor air quality, our residents have lower average healthy life expectancy, high levels of asthma and reduced lung capacity amongst children. 77% of the population and 80% of schools are based in areas that exceed recommended limits for air pollution and transport is the main source responsible for nearly

40% of carbon dioxide and almost half the nitrogen oxides emitted in the borough.

Physical inactivity is a major cause of disease and increased likelihood of obesity. Nearly a quarter of residents do not take the recommended minimum levels of activity and 40% of year six children living in the borough are overweight.

The risk to life and health in the course of travel in Tower Hamlets is unacceptable, with more than 100 people being killed or seriously injured on our roads every year for a decade with children and older people the most vulnerable.

Work to address these challenges has already begun and the London Mayor has set a target for 90% of all trips made by residents to be by sustainable forms of travel - walking, cycling and public transport. The Tower Hamlets Strategic Plan¹ further commits to making the borough 'one of the best places in London to walk or cycle in'.

Many of these issues result from motor vehicle use and Tower Hamlets has the highest levels of traffic flow in the UK. The majority of this is traffic going through the borough which has a significant impact on residents' health and the safety of our streets.

However, we also recognise that many local people have legitimate reasons to rely on their car to get around the borough.

We believe there is huge potential to facilitate this change with Tower Hamlets having the right characteristics for sustainable travel: it is compact with schools, services and amenities in close proximity to homes and workplaces; it enjoys an extensive public transport system, and is flat making it ideal for trips on foot or bicycle. The population is relatively young and able to adopt active travel for part or all of their trips.

Realising these ambitious goals requires a collaborative approach across government, business, and our residents and that's where this strategy comes in. We look forward to working with and lobbying others, to create an environment in Tower Hamlets that widens travel choices and enables and encourages more people to walk, cycle and take public transport.

¹https://www.towerhamlets.gov.uk/lgnl/community_and_living/community_plan/strategic_plan.aspx



What this strategy does

This strategy sets out our vision and priorities for travel in Tower Hamlets from 2020 – 2041 and draws upon and supports a range of borough and London plans and strategies including:

- > London Plan (adopted and draft)
- > Isle of Dogs and South Poplar Opportunity Area Planning Framework
- > London Mayor's Transport Strategy
- > Tower Hamlets Local Plan
- > Tower Hamlets Strategic Plan
- > Tower Hamlets Air Quality Area Action Plan
- > Tower Hamlets Health and Wellbeing Strategy.

The desired outcomes for each priority will be achieved through the delivery of targeted interventions set out in a range of delivery plans which will be prepared or updated following adoption of the Transport Strategy.

2,800 residents and businesses took part in the survey

How this strategy was developed

This Council is committed to producing this Strategy with partners to ensure the views of our community and stakeholders are reflected. To inform the development of this Strategy we have carried out extensive engagement as part of the Strategy development followed by a consultation on the draft Strategy. Activities included;

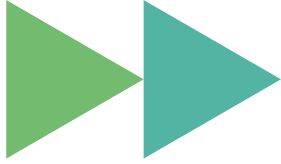
- > January 2019: internal stakeholder workshop;
- > March 2019: focus group discussions with residents, school travel event, meetings with Health and Wellbeing Board and Growth and Economic Development Board featuring external stakeholders;
- > April 2019: summit attended by external stakeholders, partners, councillors and residents to seek feedback on the draft aims and priorities for the strategy. REAL Networking Event for older and disabled service users in April and a workshop in May to seek views on transport issues for older and disabled residents;
- > May 2019: A workshop at Toynbee Hall and one-to-one meetings with business stakeholders;

- > July – September 2019: public consultation on the draft Strategy generating more than 2,800 responses through an online survey, residents telephone survey, business telephone survey and engagement stalls at high footfall locations.

Development of the Strategy has also been informed by review and analysis of transport and related data. A summary of this is provided in the accompanying document, 'Travel in Tower Hamlets'.



Vision and Approach to the strategy



Vision: Tower Hamlets has a healthy, safe and environmentally friendly transport system that is accessible and affordable for all who live, work, study and do business in the borough.

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We will create an environment in Tower Hamlets that enables more people to walk, cycle and take public transport. People in the borough will feel safe to travel and enjoy our streets and public spaces.

Our strategy is aligned with the London Mayor's 'Healthy Streets' (figure 1) approach to address the transport challenges faced by London now and in the future and in turn, relieve road congestion and overcrowding on public transport, improve air quality and increase physical activity, by prioritising human health in the design of our streets so that streets are more people centric.



Figure 1: Healthy Streets Wheel

This strategy has also been developed with the Council's proposed new road user hierarchy. This has been informed by the definition of sustainable modes of travel stated in the Mayor's [of London] Transport Strategy and is shown below.

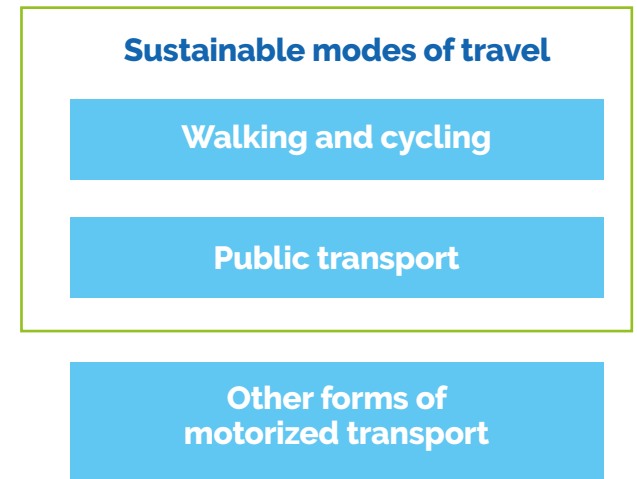


Figure 2: Proposed Tower Hamlets' Road User Hierarchy

Outcome 1: Tower Hamlets is one of the best places to walk and cycle in London

Why this is important

Enabling more journeys to be walked and cycled is at the heart of this Strategy. This will help draw people away from congested roads and overcrowded buses and trains and help to make for more comfortable journeys. Walking and cycling are by far the lowest-impact modes in terms of emissions and therefore an important component of our plans to reduce the impact transport has on air quality and global warming.

Walking, cycling and use of public transport can increase physical activity levels and improve physical and mental wellbeing. Physical inactivity is a global health problem associated with a host of health problems, poor quality of life and is responsible for 1 in 6 deaths in the UK. 23% of adults aged 19 and above in Tower Hamlets are classified as physically inactive (less than 30 moderate intensity equivalent minutes per week) and obesity levels amongst children are high. One of the easiest ways to increase physical activity is to build it into our everyday lives, such as through our daily journey to work or school.

Tower Hamlets has made progress in encouraging walking and cycling with 40% of all trips in the borough walked and the number of journeys cycled trebling in the past ten years. Despite this, Tower Hamlets is only the 5th most sustainable borough in London and given our geography and density, there is potential for more. The borough is estimated to have 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.

A well designed, attractive and accessible street network can create a place where it is easy and enjoyable for people to walk and cycle. Such a network can also promote social interaction and inclusion and a space that people of all ages and abilities can enjoy and value, as advocated in the Healthy Streets Approach and to be implemented in our Liveable Streets programme.

The quality of our streets is variable and feedback shows that the quality of pavements and the surrounding environment influences many residents' willingness to walk, particularly after dark. Issues such as lack of safe crossings, narrow footways and close proximity to traffic, street clutter, lack of natural surveillance and way finding can make walking unappealing and unsafe.

200,000 additional journeys in Tower Hamlets could be made by bicycle





We know that where great cycling infrastructure is provided, people cycle but current facilities serving the borough are limited and the growth in people cycling has stalled. Cycling is not widely taken up in many areas of Tower Hamlets and given the diversity of our residents, it is important to take action to encourage uptake.

Our residents have told us that cycle parking is scarce and often expensive in the borough and more needs to be done to address this. While many large employers in Tower Hamlets make provision for employees who want to cycle, demand often outstrips supply and many smaller organisations find it difficult to provide any cycle parking.

What is already being done

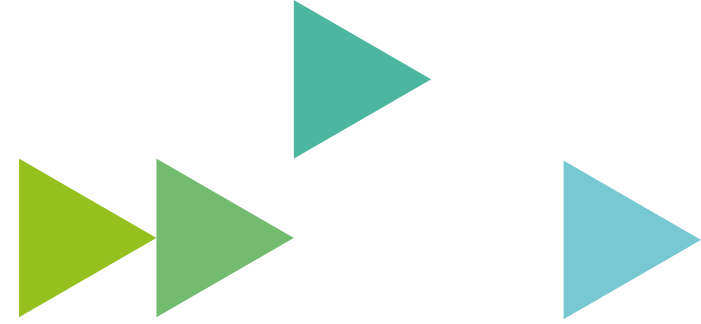
- > We have already begun the process to transform how our streets are used with the first phase of our Liveable Streets programme which aims to improve the look and feel of public spaces in neighbourhoods across the borough and make it easier, safer, and more convenient to get around by foot, bike and public transport while reducing 'rat runs' and shortcuts through residential streets.
- > We are working with Transport for London (TfL) to develop 5 high quality cycle routes on the strategic cycle network.

- > We are increasing secure cycle parking across the borough and developing plans for a new cycle hub at Whitechapel station.
- > We have been delivering free Bikeability cycle training to residents, employees and students. Training has been delivered by accredited instructors, with a range of courses for all ages and abilities.
- > Canary Wharf Group is working to improve cycling access and infrastructure.

What we intend to do

1. We will implement the Liveable Streets programme across the borough (page 12).
2. We will implement an on-going borough wide programme to deliver re-designed streets and junctions that provide the highest quality environment for walking and cycling reallocating space for motor vehicles where ever necessary. All improvements will be in line with the Liveable Streets Design Guide to be published in 2020.

3. We will deliver pedestrian enhancements on designated routes such as the Green Grid and use our powers to set up a Walkway Authority to make sure public access to the Thames Path is maintained in accordance with agreements. Details will be set out in a Walking Plan to be published in 2021.
4. Working with TfL we will deliver a borough wide network of high quality cycle routes that is safe, accessible, and permeable. To enable cycle take up by the widest range of people, we will deliver these routes, where necessary, by providing separated cycle paths, restricting traffic and freeing up kerbside space. We will set out our detailed plans for this network in a refreshed Cycling Plan to be published in 2020.
5. We will make a major investment in roads that only allow through-access for cycling to extend the network of informal cycling routes through quieter streets and parks.
6. We will substantially increase cycle parking to ensure residents at safe, secure and convenient locations. We will work with businesses, schools and other partners to ensure access to secure; cycle parking at transport interchanges and high footfall locations.



7. We will work with partners to ensure that more people participate in cycling for their daily commute to work, educational establishment and for leisure by increasing availability of cycling facilities and services.

How will we know if it's working?

- > Cycling and walking will be a normal part of everyday life.
- > The proportion of residents that walk or cycle for 20 minutes every day will increase.
- > People will have convenient access to high quality cycle routes throughout the borough.
- > A diverse range of people of all abilities will take up cycling and walking.
- > There will be cost-effective secure cycle parking and storage in public spaces.



Outcome 2: Car use is reduced in favour of active, efficient and sustainable transport

Why this is important

Addressing many of the transport challenges we face requires a reduction in car use and with so much traffic coming from outside the borough we will need to work with and lobby authorities across London and the wider region to help us reduce the amount of traffic at source.

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Tower Hamlets' location and high density of strategic roads designed to carry high volumes of traffic has had severe implications on air quality, traffic congestion and road danger for people in the borough.

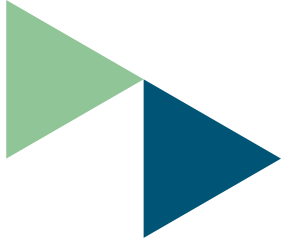
Overall traffic volumes have begun to rise following a general period of decline between 2001 and 2015. Tower Hamlets has the highest average daily traffic flow in the UK with a substantial proportion of motor vehicles passing through the borough.

This through-traffic should by and large stick to the main roads but many of our residential neighbourhoods have suffered huge increases in rat-running traffic, making them more dangerous, noisy and polluted.

We recognise that many residents need and have come to rely on their cars and that changing travel behaviour can be challenging. We also recognise overall levels of car use in Tower Hamlets are not sustainable despite the low proportion of private car trips made by residents. Too many of our streets are dominated by cars and other motor vehicles with an area half the size of Victoria Park providing storage for 25,000 cars. We have issued more than 29,000 on-street parking permits to residents resulting in high levels of on-street parking stress and generating additional traffic, illegal and dangerous parking. Some of our parking rules enable short car trips to be made at all times of the day.

29,000 parking permits are issued for 25,000 on-street spaces





What is already being done

- > We are reducing the number of estate parking permits given to people who do not live in the borough.
- > We are developing plans for an initial 20 School Streets and supporting Play Streets across the borough.
- > We work with developers to facilitate car free homes with no access to parking.
- > We host 119 Santander Cycle stations providing affordable access to alternatives to car use.

What we intend to do

1. We will review Tower Hamlets' road network and remove through traffic from any street, or section of a street, that falls within a Liveable Streets area. We will publish details of streets this will apply to in and Motor Traffic Reduction Plan.
2. We will seek to reduce demand for on street car parking and the amount of car trips in the borough by reviewing our current parking policies, operations and charges. Details will be set out in a new Strategic Parking and Mobility Plan and may consider:
 - > The existing Controlled Parking Zone (CPZ) boundaries and hours of operations;
 - > Pricing structures for on-street parking (including permits) to reflect the environmental and road danger attributes of vehicles.
4. We will work with housing providers and residents to develop schemes to support increase in the number of homes not eligible for on-street parking permits.
5. We will deliver a programme of timed and permanent traffic restrictions to support implementation of at least 50 School Streets and facilitate Play Streets on residential roads.

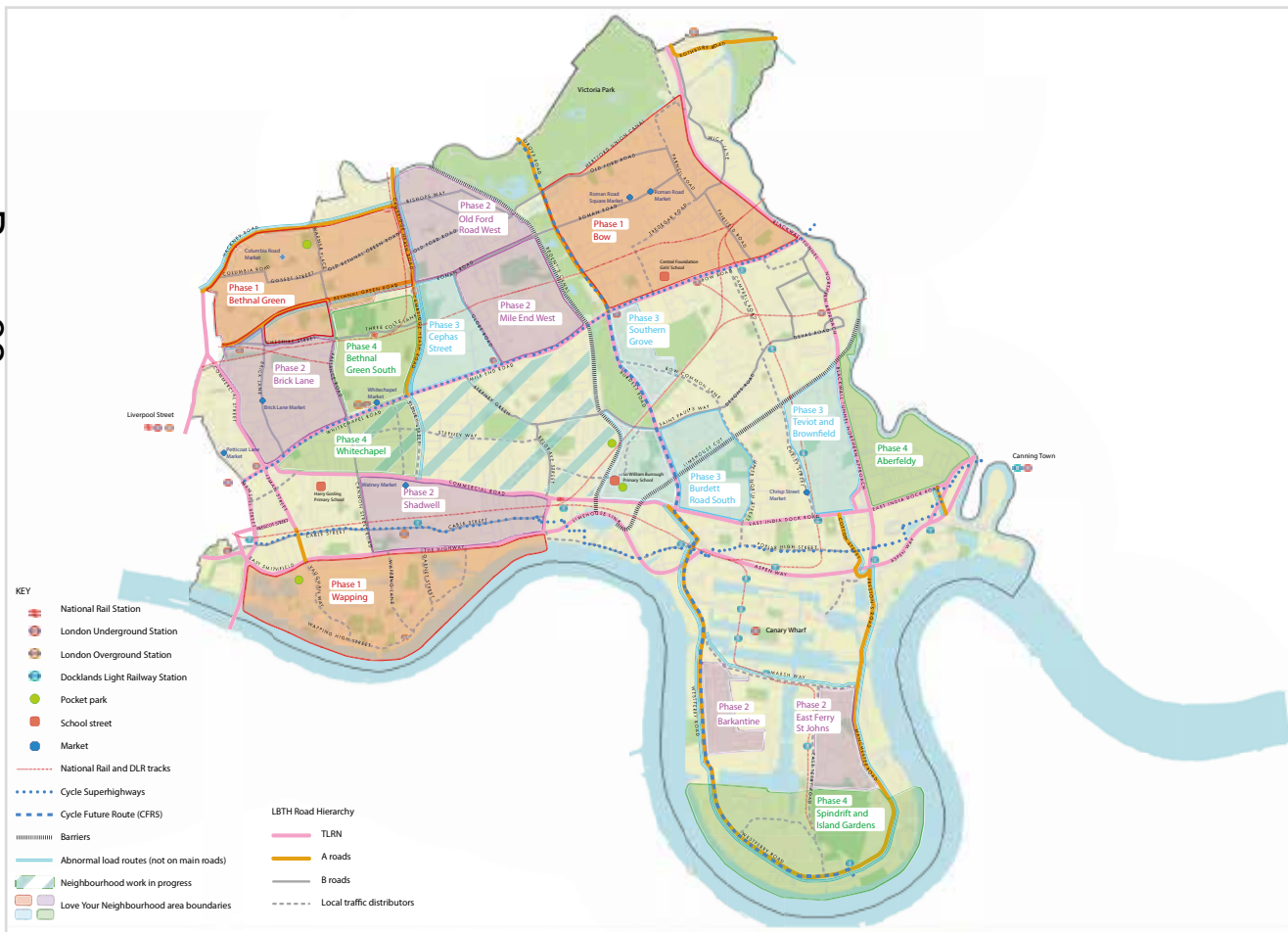
50 School Streets to make journeys safer and greener

6. We will explore the potential to introduce new travel demand management measures to reduce motorised through-traffic in the borough. We will:
 - > Work with TfL and neighbouring boroughs to develop proposals for the next generation of road user charging;
 - > Use our membership of Silvertown Tunnel Implementation Group to press TfL to make sure charging of Blackwall and Silvertown tunnels is set to reduce the environmental impact and the volume of traffic travelling through the borough;
 - > Explore the introduction of a workplace parking levy in Tower Hamlets by conducting a feasibility study.

How will we know if it's working?

- > Car traffic will be reduced.
- > The number of cars owned in the borough will reduce.
- > The number of cars parked on street will reduce.





17 neighbourhoods to get Liveable Streets

An area half the size of Victoria Park is allocated to parking

Tower Hamlets has the lowest car ownership of any London borough

1 in 3 car trips are less than 1.2 miles

Car drivers and passengers are exposed to higher levels of air pollution

Figure 3: Liveable Streets Areas

Outcome 3: Transport services meet the needs of residents, visitors, businesses and supports growth and the economy

Why this is important

Public Transport

It is vital that transport services continue to attract current and future populations and entice people away from using motor vehicles.

Tower Hamlets is served by an extensive public transport network of 31 stations across 9 rail lines, river buses and around 30 bus routes providing a wide range of sustainable connections across the borough to the rest of London and beyond. Residents make more than 200,000 trips a day on these services and from any part of the borough and 39% of residents travel to work using public transport. It is vital that these services continue to attract current and future populations and entice people away from using motor vehicles to travel.

The borough has benefitted from an increase in public transport capacity in the preceding decades including the Jubilee Line extension, Overground and DLR 3-car upgrade. This has allowed the growth in demand for travel driven by London's population and employment boom over the same period to be predominantly absorbed by public transport.

But despite this, crowding is frequently experienced

on public transport services and is particularly severe on the Central and Jubilee lines in peak periods. In addition, bus reliability has also begun to suffer as a result of increasing traffic congestion with passengers waiting 21% longer than expected for high frequency services.

New Services

While the opening of the Elizabeth Line, new DLR fleet and new signalling on the District and Hammersmith Lines will increase rail capacity in the borough, there are still services expected to experience crowding, and further investment in infrastructure will be required to support the level of growth which is anticipated in the borough and to accommodate trips switching from private vehicle use.

At same time, new technology has facilitated an increase in the range and use of 'on-demand' transport services such as car sharing, ride hailing and bike sharing available to people. While such services can provide people with a greater selection of transport choices they can also present challenges to achieving sustainable transport objectives; app based minicab services have driven an increase in car use in Tower Hamlets and also may reduce the viability and use of sustainable transport services that some people, including those on lower incomes, rely on.

Business needs

This Council seeks to support the needs of business to align with our aims for transport so to not adversely impact customers being able to visit local shops and markets and that businesses and employees should be able to access employment, education and general business operations.

Investment in roads and public spaces can have a positive impact of walking and cycling on high streets, town centres and other shopping areas, with evidence indicating shoppers who walk to the high street spend up to 40% more than those who drive.





What is already being done

- > We are working with Crossrail to deliver complementary public realm works around Whitechapel station.
- > We are extending the Zero Emissions Network to cover businesses and residents in Canary Wharf.
- > Plans are advancing to improve the reliability of bus services including introducing a bus gateway in Wapping and implementing a bus and cycle street on Fish Island.
- > We are working on delivery of a new pedestrian bridge in South Dock to relieve existing infrastructure and reduce crowding on the DLR.

What we intend to do

1. We will work with TfL to ensure bus services meet our needs and support new and enhanced bus services (including new services using the Silvertown Tunnel), protect operational space, monitor bus performance to identify locations for bus performance enhancements including where necessary removal of parking and timed or general traffic restrictions.
2. We will work with TfL and rail operators in the borough to ensure rail services meet our needs

and support all proposals that enhance capacity and reduce crowding on services and at stations to acceptable levels including (but not limited to): introduction of 3-car trains on the DLR between Bow Church and Stratford, increased use of Poplar for access to Canary Wharf, new DLR and Underground rolling stock and increased services to Canary Wharf and Whitechapel on the Elizabeth line.

3. We will continue to work with TfL to develop, enhance and promote the Santander Cycle network, exploring the potential to trial different types of cycles on the system including e-bikes and cargo bikes that could be used by local businesses to transport and deliver goods.
4. We will work with other bike sharing operators where we are satisfied their offer will complement Santander Cycles and are sufficiently operationally responsible.
5. We will seek to maximise use of the river for business cargo and freight delivery and passenger services and investigate new locations for passenger and freight piers and new services.

6. We will support on-demand forms of motorised travel, such as on-demand bus services or car clubs, where there is clear evidence to show they do not undermine proven sustainable transport services and contribute to achieving our Transport Strategy vision and priorities.

7. We will continue to promote and support the Zero Emissions Network with a view to extending the scheme over the lifetime of this Strategy.

8. We will work with and support market traders and businesses to consolidate motor vehicle movement in relation to the provision of goods, facilities and services and develop schemes to increase the use of cargo bikes available to small businesses in the borough to transport goods.

9. We will ensure that new developments are car free or car-lite – aside from Blue Badge and operational needs – and cycle parking is of the highest quality and we will seek to secure developer contributions to ensure new development is supported by high quality, sustainable travel connectivity and services.

10. The Council will set up a dedicated team to work with developers and contractors to minimise the

impact of construction on residents, businesses and those travelling in the borough.

11. We will seek to secure developer contributions to ensure new developments are supported by high quality, sustainable travel connectivity and services.

How will we know if it's working?

- > More journeys will be made by public transport.
- > People will experience more reliable and more efficient journeys by Underground, DLR, rail and Overground.
- > Bus speeds and reliability will improve.
- > Crowding on services will reduce and people will be able to board on first services.

39% of Tower Hamlets workers commute using public transport



Outcome 4: People feel safe and confident when travelling in the borough

Why this is important

Our lives and health should not be compromised by our need to travel. No level of death or serious injury is acceptable on our streets, and we all – particularly those driving vehicles which potentially pose harm or harm others. This is reflected in the Vision Zero approach to road danger adopted by the Mayor of London and endorsed by the Council.

Accidents and Collisions

Tower Hamlets has the highest daily traffic flow in the UK and volume has a direct impact on the safety of our roads. Between 2012 and 2016, 5,915 people were injured and 30 people were killed on roads in Tower Hamlets, largely on the Transport for London Road Network (TLRN) as opposed to local roads, which have the highest volumes of traffic.

Vulnerable road users are most at risk from road danger with the age at which residents are most likely to be injured as pedestrians in the borough are 10-15 years and 80-84 years.

Fear of road danger is a key barrier for many parents in allowing their children to walk unaccompanied in the borough and poor road quality and infrastructure

were reported as issues for our older and disabled residents and those with mobility issues. Road safety is also linked to deprivation with low-income residents, disabled people and children suffering disproportionately when it comes to injuries caused by road accidents.

Cycle Safety

One of the main reasons people do not take up cycling is the perception that it is not safe. Heavy traffic, hostility from motorists towards cyclists and a lack of space for cycling put many residents off cycling. Some of the issues are more perceived safety fears while others are real with cyclists over-represented in borough casualty statistics.

To overcome people's concerns, cycling facilities must be inviting, pleasant and safe as advocated in the Healthy Streets approach and based on Healthy Streets and Cycling Level of Service assessments, where the borough tends to score poorly

Crime and Anti-Social Behaviour (ASB)

Although walking rates are high at 40% of all trips made in the borough, the rates have been falling in recent years. Higher levels of crime deprivation in some parts of the borough and the borough's long-standing problems with drug dealing and drug

use have been cited by residents and stakeholders as some of the issues that discourage people from walking due to fear of crime and ASB, particularly at night. Poorly maintained public spaces, particularly those where litter and graffiti are an issue, can cause residents to feel unsafe.

Crime is also the number one concern raised by residents in our 2019 Annual Residents Survey with 48% of those surveyed stating crime is their biggest personal concern in the borough, up by 18% compared to 2017.

Bike theft and bike crime are further concerns, with many reporting the lack of secure bike storage and parking facilities as being part of the problem.





What is already being done

- > Targeting road danger at source by introducing our Liveable Streets Design Guide (see Priority 1) to reduce the level of rat running traffic on residential streets and prioritise walking and cycling.
- > We have implemented a number of measures which support TfL's Vision Zero including 20mph speed limits on all roads maintained by the Council and delivering road safety education programmes in schools and at older people's groups.
- > The Neighbourhood Management Pilot and Safer Neighbourhood Team are employing a targeted approach to tackling crime and ASB in Tower Hamlets. The multi-agency Operation Continuum has had success in detecting and preventing drug-related crime and disorder. The council funds 39 extra police officers and an extensive CCTV network.
- > Bicycle registration with the Metropolitan Police to help police and retailers identify and verify the legitimate owner of bikes that have been stolen or are being resold.
- > Dedicated officer to ensure application of Healthy Streets approach (page 6).

What we intend to do

1. We will support and adopt TfL's Vision Zero aim to eliminate occurrences of people being killed or seriously injured on our streets by 2040. We will continue to create a safe environment for road users and promote safety by implementing and extending measures to help meet Vision Zero.
2. We intend to take forward targeted infrastructure improvements aimed at significantly reducing the rates of those killed and seriously injured at dangerous locations on our roads and improving compliance with 20mph speed limits. We will publish our plans to achieve this in more detail in a Road Danger Reduction Plan in 2020.
3. We will lobby and support TfL to introduce 20mph speed limits on roads they maintain in the borough and to deliver substantial road safety improvement schemes on TfL roads with a high rate of vulnerable road user casualties.

5,915 people were killed or seriously injured on roads in Tower Hamlets (2012-16)





4. We will deliver targeted campaigns and training to change the behaviour of motorcycle and moped users to reduce not only the injury to themselves, but also to other road users. We will also take forward measures to promote alternative types of sustainable transport.
5. We will continue to work with schools and school children to support safe journeys by providing crossing patrols, delivering 50 school streets, cycle training and bikes in schools, road safety education and programmes to increase awareness of vulnerable road users.
6. Work with our own fleet, providers and contractors, as well as those secured through Tower Hamlets' procurement and planning process (such as construction for developments), to minimise road danger associated with vehicles being driven for work purposes.
7. We will support police and community safety initiatives to tackle bike theft, crime and anti-social behaviour.

8. We will use our powers to close off roads that are redundant and are known hotspots for anti-social behaviour and introduce measures to prevent anti-social driving.
9. We will use parking enforcement powers to help make roads and pavements as safe as possible for all road users.
10. Our Winter Service Plan will set out how we reduce disruption to transport during cold weather.

How will we know if it's working?

- > The rates of those killed or seriously injured on our roads will be reduced.
- > A safer environment at night will be created for those who wish to walk or cycle in the borough.
- > People of all cycling and walking abilities will experience safe and pleasant journeys.
- > People will feel safer travelling in and through the borough.
- > There will be zero tolerance of transport related crime, anti-social behaviour and all types of road traffic violations.



Outcome 5: Air quality is improved and our surroundings are quieter and more appealing

Why this is important

Global warming

The Council has declared a climate emergency and set a goal for Tower Hamlets to work towards being a carbon neutral council by 2025. Global warming is associated with increasing extreme weather resulting in additional stress on road surfaces and increased flood risk. Transport is a large contributor to carbon dioxide emissions in the borough, accounting for a quarter of the annual output.

Air Quality

Air pollution is a global problem associated with poor health and quality of life. Transport is the main source of air pollution in the borough and the best way to address this is to reduce the number of motorised vehicles on our roads and parking spaces and encourage healthier travel habits.

Tower Hamlets is an Air Quality Management Area due to exceeding concentrations of dangerous pollutants with nearly 50 schools and 77% of populations located in areas that exceed recommended limits. Transport is the largest source of air pollution in the borough with congested areas identified as hotspots for emissions that require targeted action. The Council has a statutory

obligation to produce an Air Quality Action Plan every five years, setting out its plans to improve the quality of our air.

Health Impacts and Inequalities in Health

Poor air quality has a significant impact on health and quality of life ranging from worsening respiratory symptoms to premature deaths from cardiovascular and respiratory diseases. Poor air quality is also linked to the widening of health inequalities with vulnerable and disadvantaged people more likely to live in heavily trafficked communities thereby increasing their exposure. Tower Hamlets has one of the lowest healthy life expectancies in the country and the rates of asthma and poor lung capacity amongst children are high due to exposure to pollution.

In our latest Annual Residents Survey (2019), air pollution was cited as the 7th highest (16%) concern for residents in the borough. Our residents and stakeholders have told us that concerns about air pollution can discourage people from walking, particularly those who live close to a main road and families who have concerns about their children walking to school. Engagement with school children indicates that young people are very aware of air pollution in the borough and the damaging impact it has on their health.

Electric Cars

Evidence suggests that exposure to air pollution is higher in motorised vehicles than outside and that why this council wants to promote alternative transport options, but we recognise that motorised transport has a role in supporting the economy.

In some cases motor vehicles are relied on by people who live and travel in Tower Hamlets for purposes including: personal and care giving needs, taxis, private hire vehicles, essential services and community services. Where this occurs, and no alternative sustainable mode of transport can be used, we want to encourage businesses and individuals to switch to the most environmentally friendly vehicles, including electric vehicles. Electric vehicle ownership for residents is currently low and the barriers to take up include the high purchase cost of vehicles and low availability of charge points.

Local Environment

The issue of litter and waste on our streets was the third most common concern of residents in our most recent Survey and the quality of the environment has a direct impact on the choosing to walk or cycle.



What is already being done

- > We produced an Air Quality Action Plan in 2017, setting out the actions we will take to improve air quality within the borough². Initiatives such as the Zero Emissions Network and the Barts Health Cleaner Air for East London Project have been introduced through the Plan.

The Tower Hamlets Mayor set up a £200,000 fund for air quality projects to raise awareness around air pollution and reduce the impact. Schools, community groups, housing associations and charities have received grants including two projects recognised at the 2019 Sustrans Awards.

- > We launched the Breathe Clean campaign in 2018 to raise awareness about air quality, including working with partners to help stop idling outside schools.
- > The London Mayor's Ultra-Low Emission Zone (ULEZ) introduced in April 2019 has been extended to include Tower Hamlets streets in the City Fringe. This scheme encourages use of low emission transport by placing a daily charge on higher polluting vehicles entering the area.

- > To encourage the uptake of electric vehicles, we have launched the Electric Vehicle Charging Point Delivery Plan setting out our aims to deliver 300 electric vehicle charge point infrastructure throughout the borough by 2025.
- > In partnership with TfL, we have provided information on the Diesel Scrappage Scheme to market traders in the borough to raise awareness and encourage take-up.
- > We opposed plans to increase flights at London City Airport to reduce noise and air pollution from its operations.

300 electric vehicle charging points by 2025

What we intend to do

1. We will continue to monitor the borough's compliance with National Air Quality Objectives by reporting progress annually on commitments in the Air Quality Action Plan.

2. We will keep ULEZ under review to ensure it continues to contribute to improved air quality in the borough and we will continue our work with Zero Emissions Network and expand the programme where localised issues are identified.
3. We will lobby TfL to accelerate plans to introduce electric and other zero tailpipe emission buses on all current and future routes serving Tower Hamlets.
4. We will actively manage drainage assets and promote urban greening to help mitigate the local impacts of global warming.
5. We will work with partners to identify funding opportunities to help deliver local schemes to improve air quality, such as through the London Mayor's Air Quality Fund.
6. We will work with TfL to promote diesel scrappage schemes to local businesses and residents who own high polluting vehicles and provide information on the expansion of ULEZ planned for October 2021.

²https://www.towerhamlets.gov.uk/Documents/Environmentalprotection/LBTH_Air_Quality_Action_Plan.pdf

- 7. We will roll out electric vehicle charge points with full coverage across the borough including rapid charging and Source London points.
- 8. We will transition fleet and business travel to zero emission vehicles to tackle the climate emergency in line with the recommendations in the Net Zero Carbon Plan. Electrification of the Council's transport will only bring significant carbon savings and reduce air pollution, noise and our contribution to the urban heat island.
- 9. In line with the Tower Hamlets Waste Strategy, the Council will reduce street clutter and waste on our streets and open spaces to create an inviting environment for walkers and cyclists. The council is planning to bring waste collection and street cleaning services in-house in April 2020.
- 10. Based on the council's graffiti and street art policy, the Council will introduce measures to discourage and clean up unwarranted graffiti.
- 11. We will replace all diesel vehicles in the Council's fleet with electric, hybrid and cleaner vehicles in their place.

- 12. We are encouraging van fleet operators and individual van owners to join us in signing up to the Clean Van Commitment – a public pledge to move to zero emission vans in cities by 2028.
- 13. We will explore use of new noise reducing road surfacing materials.

How will we know if it's working?

- > Carbon emissions and air pollution from transport will be reduced.
- > More people will take up active travel and will become healthier physically and mentally.
- > The environment will be more inviting and people will feel comfortable spending time in our surroundings.
- > The noise impact from road traffic will be reduced.

70% of carbon dioxide emissions come from private motor vehicles



Outcome 6: Travel in Tower Hamlets is accessible and affordable for all

Why this is important

Despite our relatively young population, as with the rest of the country 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 is committed to seeing an accessible transport network delivered for all; to enable people from all walks of life to have the freedom to travel, reduce the isolation experienced by many older and disabled people and make it easier for people to access employment and education opportunities.

Providing residents with sustainable transport choices forms part of the Mayor of Tower Hamlets' pledge to support and lobby for accessible transport. The Council also recognises the need for a comprehensive, integrated accessible network to help realise the full benefits of improvements such as step-free rail stations.

Public Transport & Street Networks

Although Tower Hamlets is well served by public transport, public transport accessibility levels (PTAL) are not uniform. Areas such as the City Fringe and

Whitechapel have superb access whilst accessibility in the east and north of the borough is more limited.

Barriers to passengers with disabilities and/or mobility issues include a lack of step-free access in stations, lack of space around bus stops, narrow pavements and lack of step free road crossings are barriers to those with mobility issues.

In a borough with many residents with relatively low disposable incomes, the cost of travel is a significant determinant in how, when and whether people travel. Whilst walking and cycling are the cheapest travel options available, monthly fares on public transport in London are said to be the highest in any global city and fares in the borough increased at a greater rate than average earnings between 2008 and 2015 increasing the cost of travel burden for people on low incomes.

What is already being done

- > Working with local groups and organisations, including children, the elderly and those with mobility issues in the development of schemes to improve streets and connections to public transport.

- > Providing independent travel and supporting the DLR Ambassadors to offer training for any resident who needs extra support to access and use public transport safely and with confidence.
- > Implementing the bus stop improvement programme to make all bus stops in the borough meet TfL's bus stop accessibility standards.
- > Distributing bikes to schools so every child who wishes to take part in cycle training can do so.

What we intend to do

1. We will work with TfL to deliver a borough wide, integrated, accessible sustainable transport network. This will comprise:
 - > A fully step free pedestrian network 'from door to destination' with an increase in the number of step free crossings on streets, crossing points that give legal priority to pedestrians and an on-going programme to remove street clutter. We will ensure that there will be sufficient resting places, such as benches and will explore adapting cobbled streets and increasing crossing times at signalised crossings;

- > A cycle network that enables a wide range of cycles including recumbent and cargo bikes. We will lobby the Department of Transport to allow mobility scooters to use cycle paths;
- > A step free rail network from street to train. We will lobby TfL to prioritise delivering step free access at Mile End, Bow Road and Stepney Green stations;
- > All bus stops in the borough will be accessible to those in wheelchairs, with buggies and with shopping trolleys with sufficient waiting space for those with mobility aids. We will support early delivery of TfL's plans to procure new buses with increased spaces for wheelchairs and buggies.

2. We will lobby TfL and other transport operators serving the borough to make the case that fares should be affordable and concessions continue to be provided to enable people to access the jobs, services and opportunities they need.

3. All road users, including essential services and vulnerable road users, will have sufficient access to our streets through the Blue Badge scheme, parking for carers and travel training for those with learning disabilities.

4. Through our School Streets and School Travel Plans we will support schools so children, parents and teachers can enjoy safe, healthy travel to school.

5. We will work with Tower Hamlets Community Transport and the Council's own transport service to develop ways of using volunteers to increase the utilisation of community transport capacity by making it accessible to communities at times when it would otherwise not be in use.

6. We will work with partners to develop schemes that increase access to cycles and mobility aids as well as increase availability and access to repair and maintenance services.

7. We will continue to provide support for journeys between home and educational facilities for adults and children with Special Educational Needs and Disabilities who live in the borough.

How will we know if it's working?

- > People with mobility impediments will have full access to the borough's transport networks.
- > People with buggies, prams and trolleys will find it easier to travel by sustainable transport in Tower Hamlets.
- > People will have increased awareness of a range of cost-appropriate sustainable travel options that are available to them for journey making.
- > Transport affordability will not be an impediment to accessing opportunities, services and social life.
- > People with a wide range of incomes will have access to cycles.



Delivery, Monitoring and Review

The six priorities proposed in this document guide a series of policies and targets to help us achieve a healthier, safer and more environmentally friendly transport system in Tower Hamlets that is accessible and affordable for all who live, work, study and do business in the borough. The desired outcomes for each priority will be achieved through the delivery of targeted interventions set out in a range of plans.

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Policies will be implemented through action plans which will help us achieve our transport outcomes. Feedback systems for monitoring, evaluation and review will be put in place to safeguard the integrity of the strategy over its lifespan. A summary of the process is shown in Figure 4.

We are committed to working with partners, stakeholders and others to deliver the aims and outcomes in this Strategy.

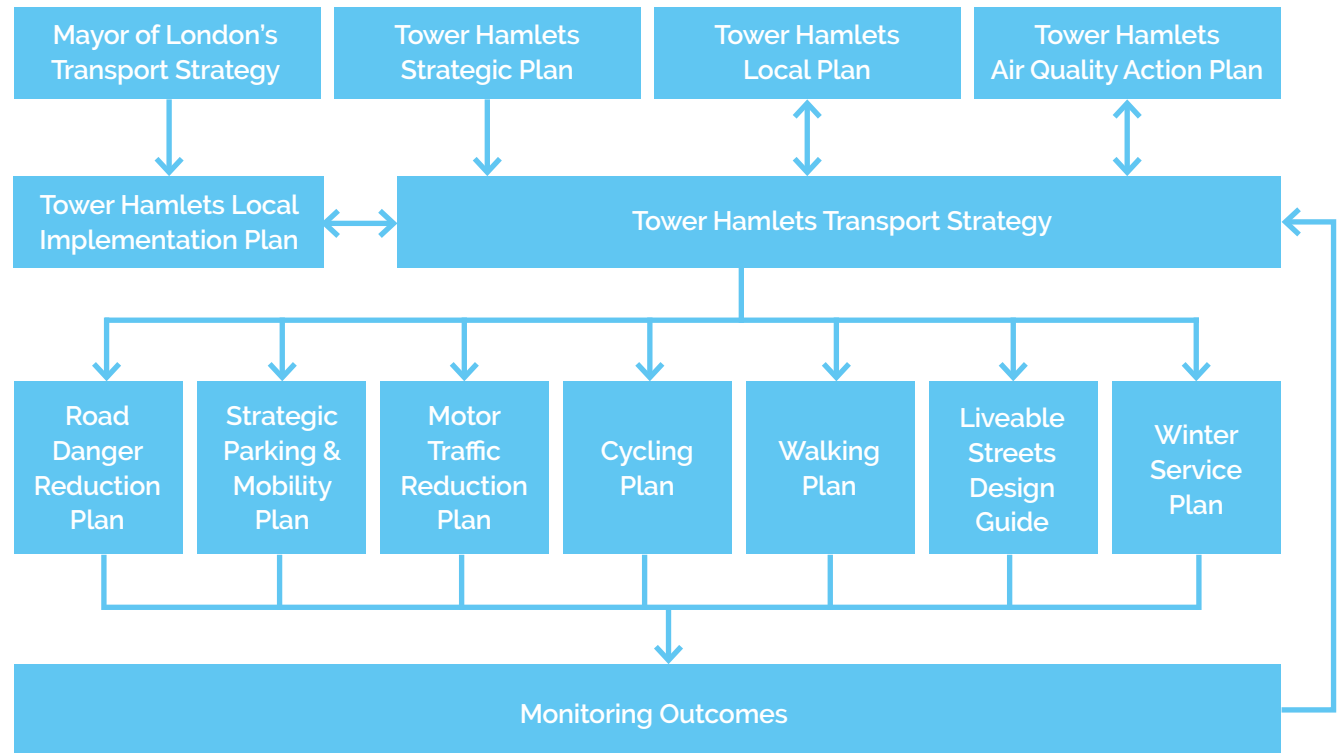
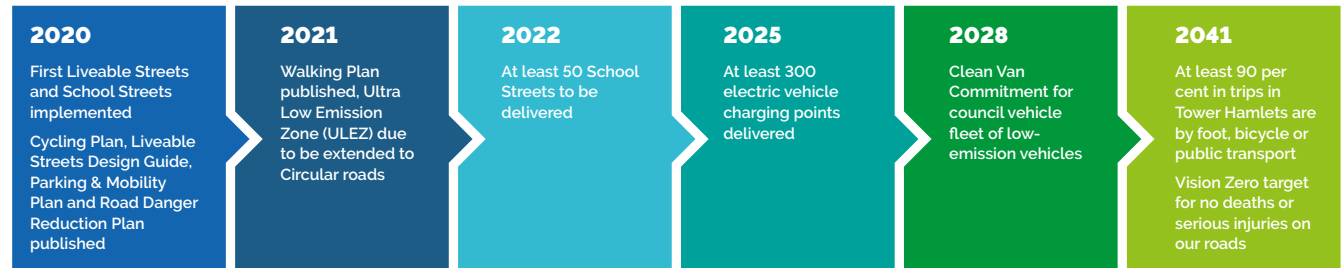


Figure 4: Transport Strategy Delivery Process



Delivery of the Transport Strategy will be funded from a range of sources including Transport for London, Tower Hamlets Council and developer contributions. We also seek opportunities to increase funding through potential additional revenue streams and additional funding pots allocated through a competitive bidding process.



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As part of the monitoring arrangements to oversee the strategy once it is adopted, we will also form a 'consultative group' made up of external partners and residents, to act as a sounding board for delivering actions arising from the strategy and to help develop future strategies and delivery plans on transport.

The actions in this strategy will be monitored, reviewed and refreshed every four years to ensure progress towards our overarching vision. Key Performance Indicators (KPIs) by which progress will be measured and evaluated, are included at the end of this document.



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Travel in Tower Hamlets

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Transport Strategy Evidence Base & Bibliography Annex A

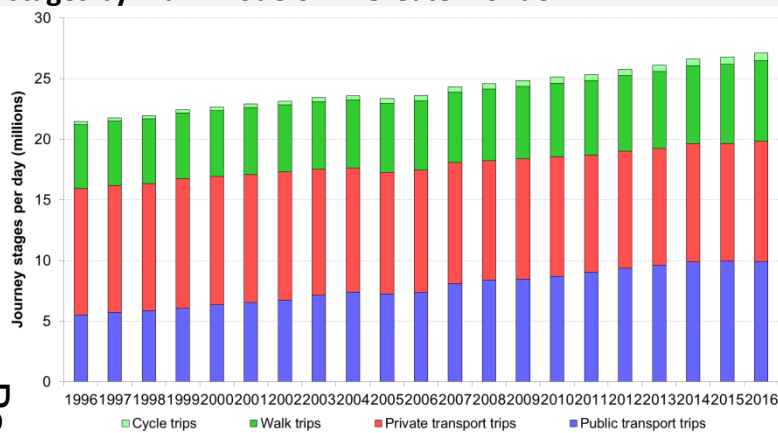
Travel Trends



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

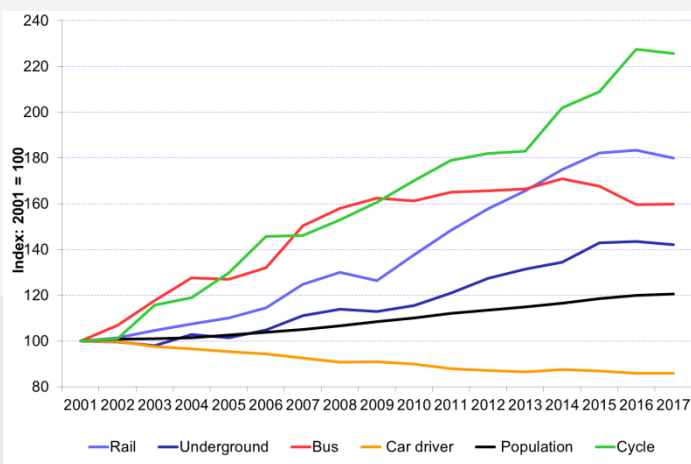


Source: Travel in London Report 11, TfL

- 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.

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Growth in journey stages by mode in Greater London

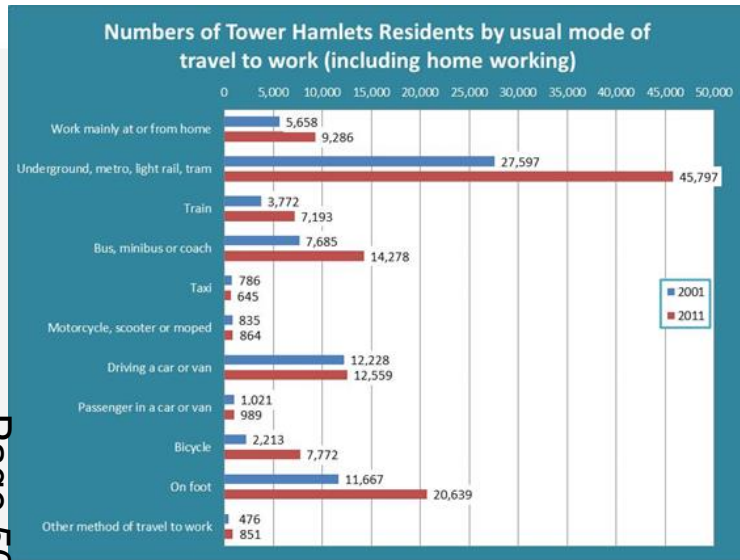


Source: Travel in London Report 11, TfL

These trends have been reflected in Tower Hamlets



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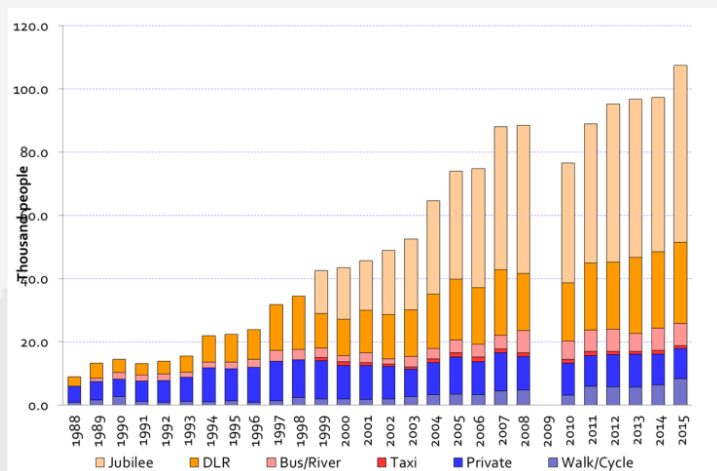


Source: Census 2001 and 2011

- 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.

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

- 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).

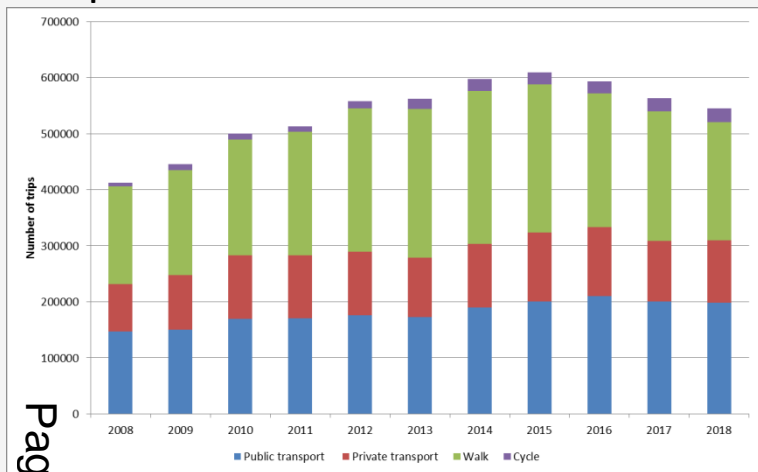


Source: Travel in London Report, TfL

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

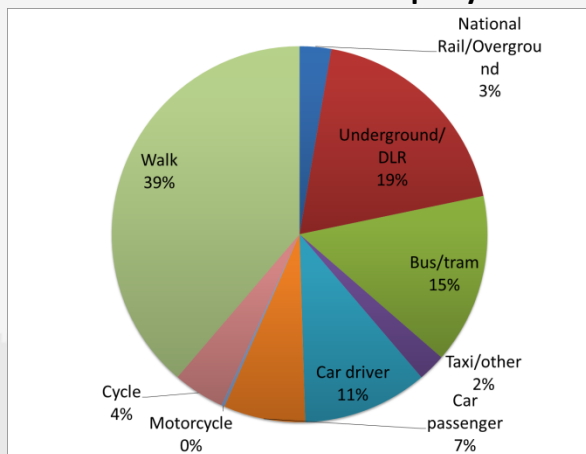


- While growth in the borough has been accommodated by sustainable travel, further mode shift away from the car has been harder to achieve in the last 10 years with residents currently making around 60,000 car trips a day.
- The current sustainable mode share is well above the London average but achieving 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.

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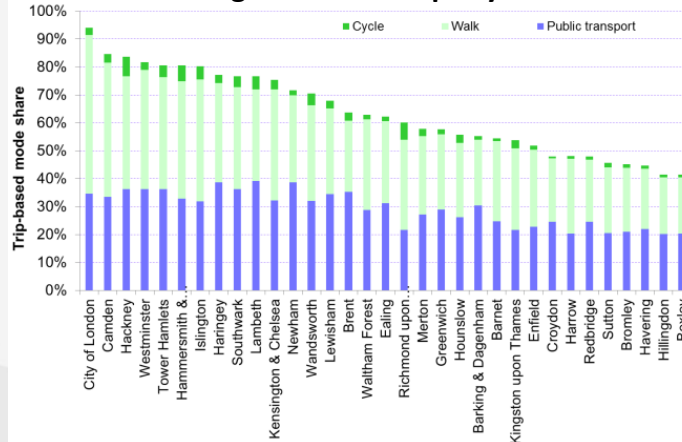
Source: London Travel Demand Survey

Tower Hamlets Residents' Trips by main mode of transport



Source: London Travel Demand Survey

London Borough residents trips by mode 2017

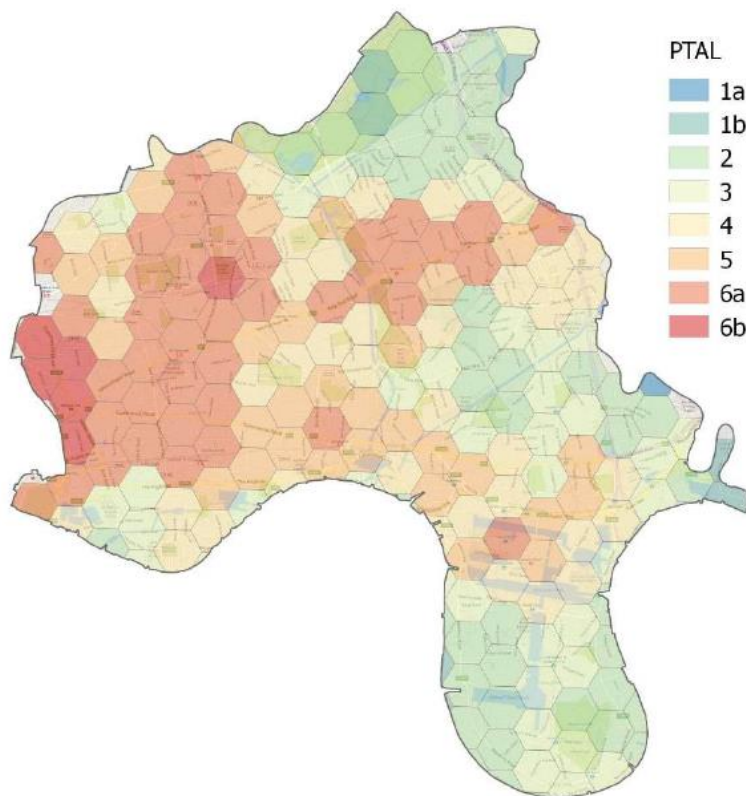


Source: Travel in London Report, TfL

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

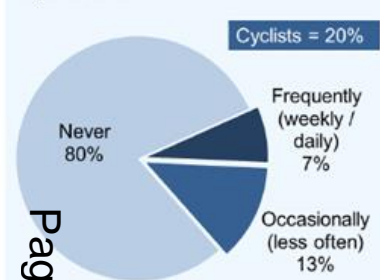


Increasing numbers of residents cycle but the growth has reduced in recent years



Figure 21: Cycling in Tower Hamlets, 2018

Typically, how often do you use a bicycle to get around?



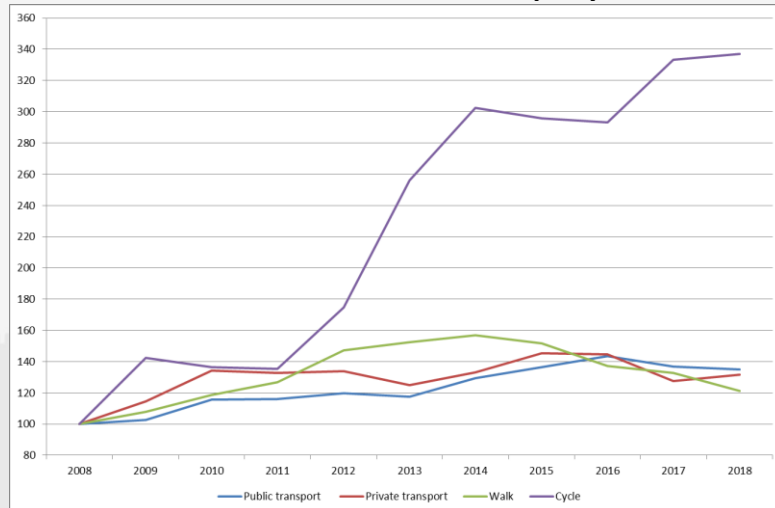
How cycle friendly do you consider Tower Hamlets to be?



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

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Growth in Tower Hamlets Residents' Trips by Mode



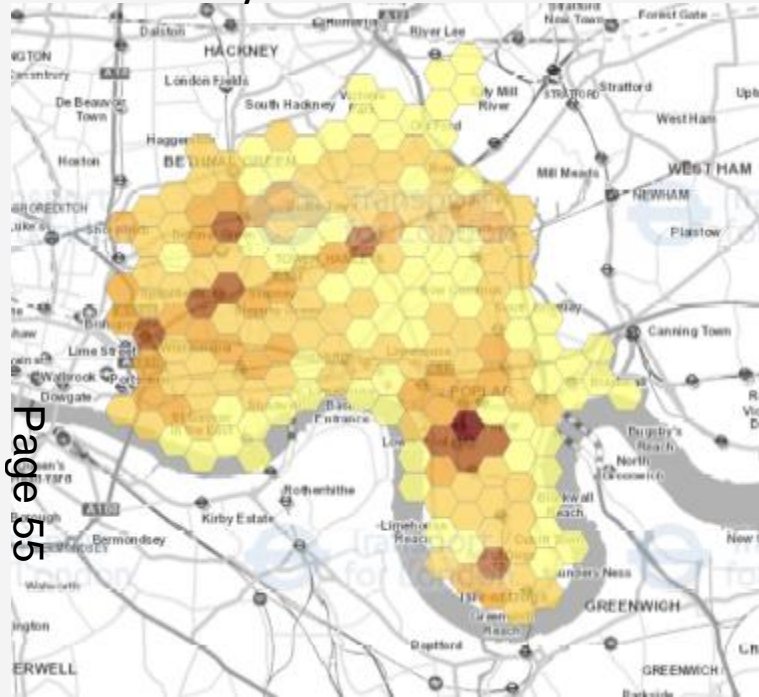
Source: London Travel Demand Survey

- 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.

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

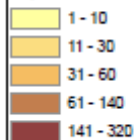


Pedestrian Density in Tower Hamlets



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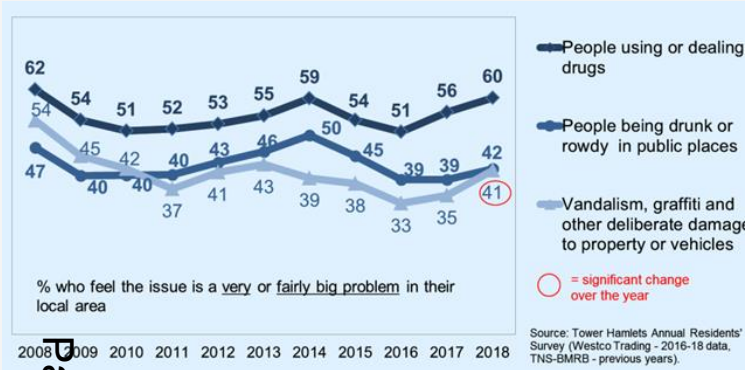
Pedestrian density (2012-17)



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.

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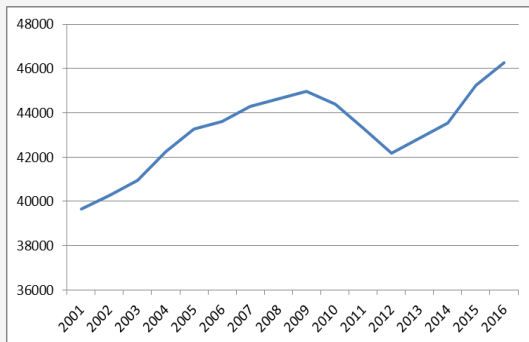


Source: Annual Residents Survey, LBTH, 2018

Currently, many of our streets are dominated by cars

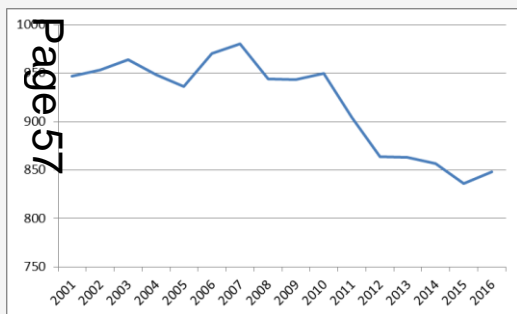


Cars Registered in Tower Hamlets



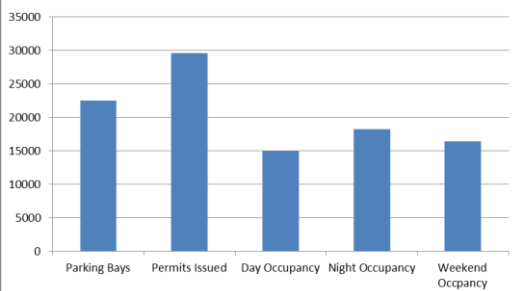
Source: Department for Transport

Tower Hamlets' Traffic Flow (millions veh kms)



Source: Department for Transport

On Street Parking in LBTH



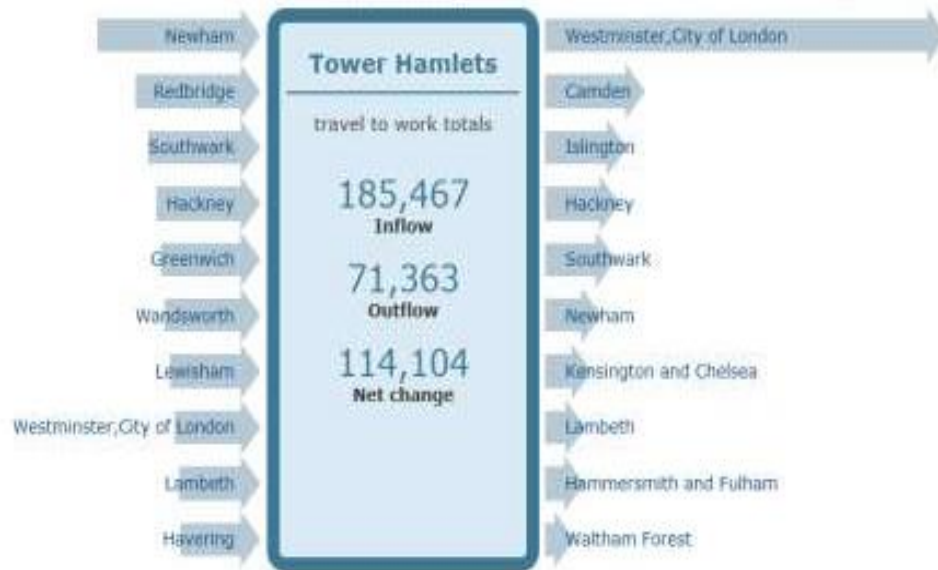
Source: London Borough of Tower Hamlets

- 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

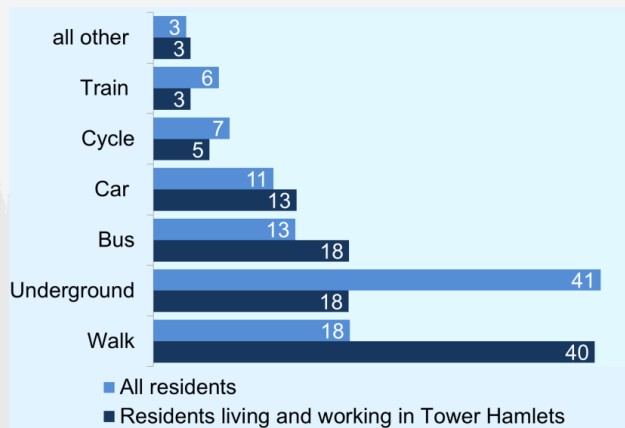


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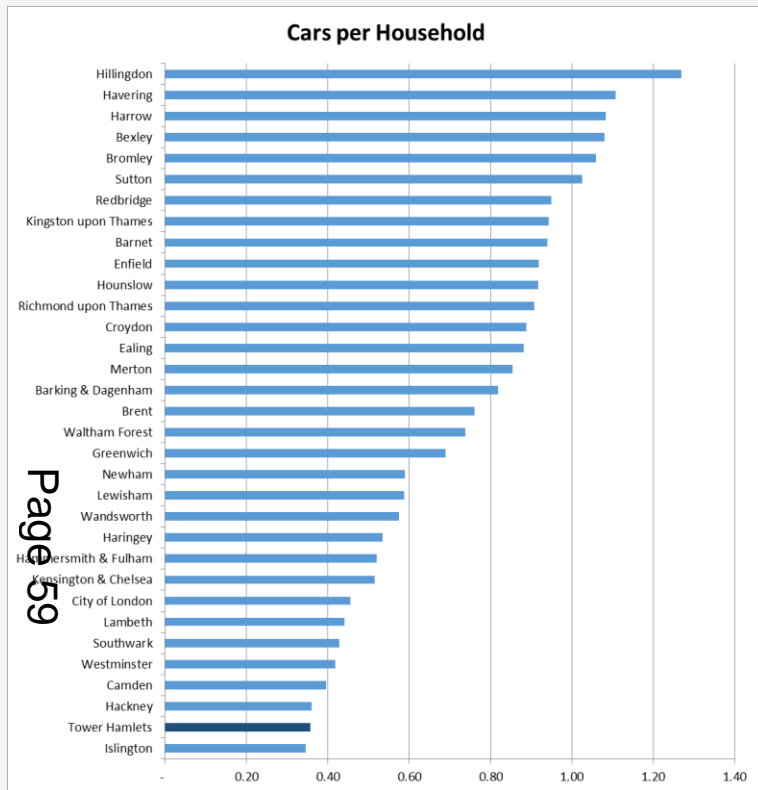
- Walking, Underground and bus are the most used modes of transport for those who live and work in Tower Hamlets.
- For boroughs to the east of Tower Hamlets the car is still a significant mode of travel. Havering, Enfield, Barking and Dagenham, Redbridge and Waltham Forest all have between 20% and 25% 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



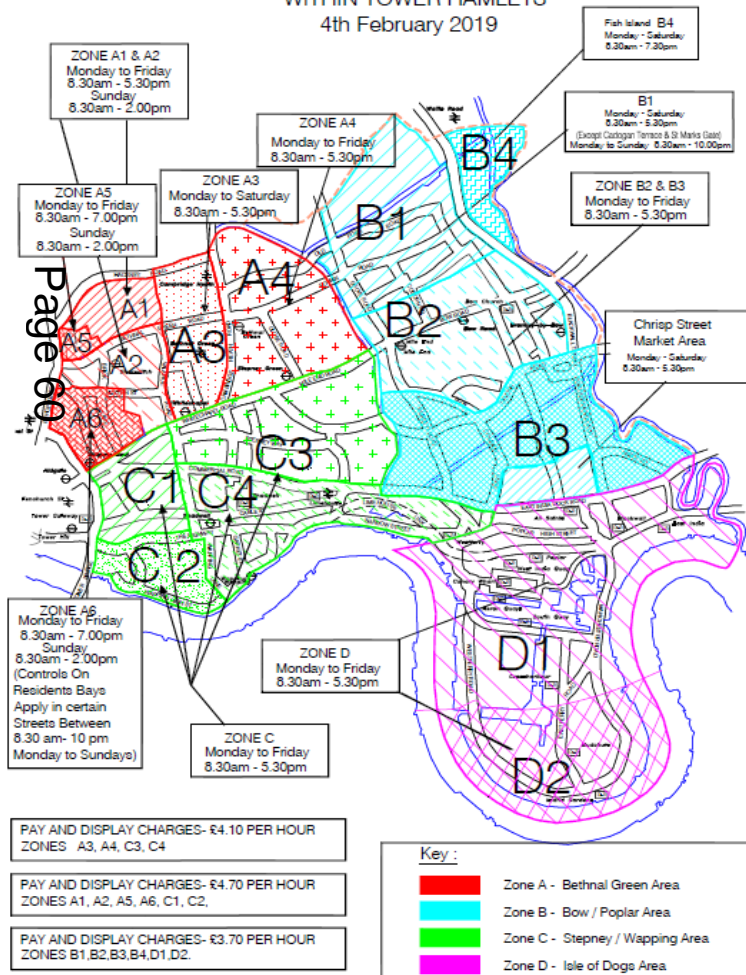
Source: CPRE

- 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.

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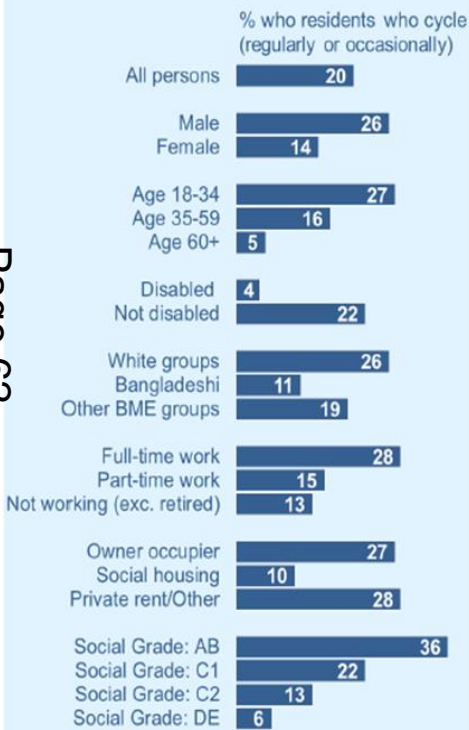
Air Pollution

- 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%).

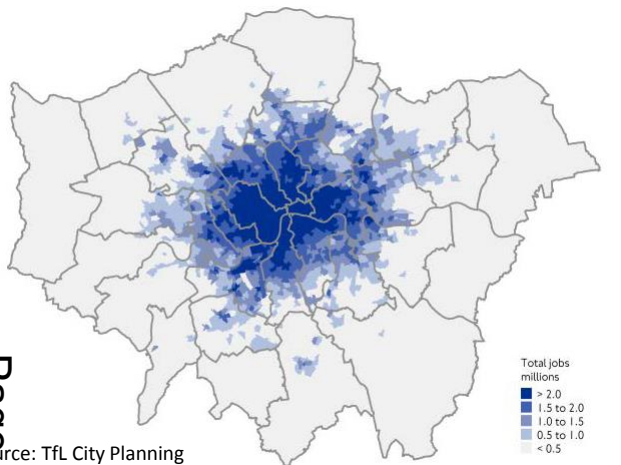
The 2011 census showed that:

- 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



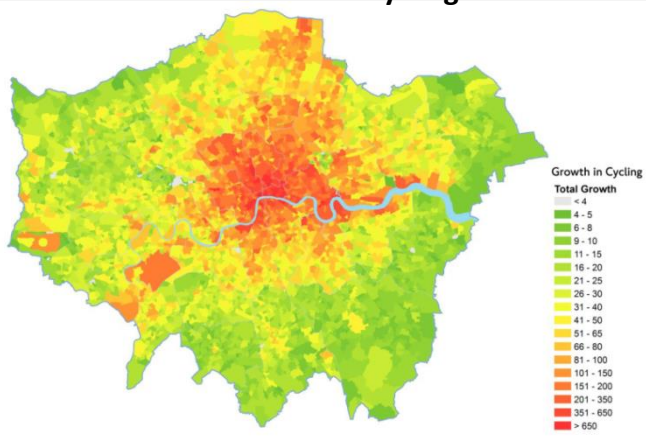
Jobs Available in 45 Minutes



Source: TfL City Planning

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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.

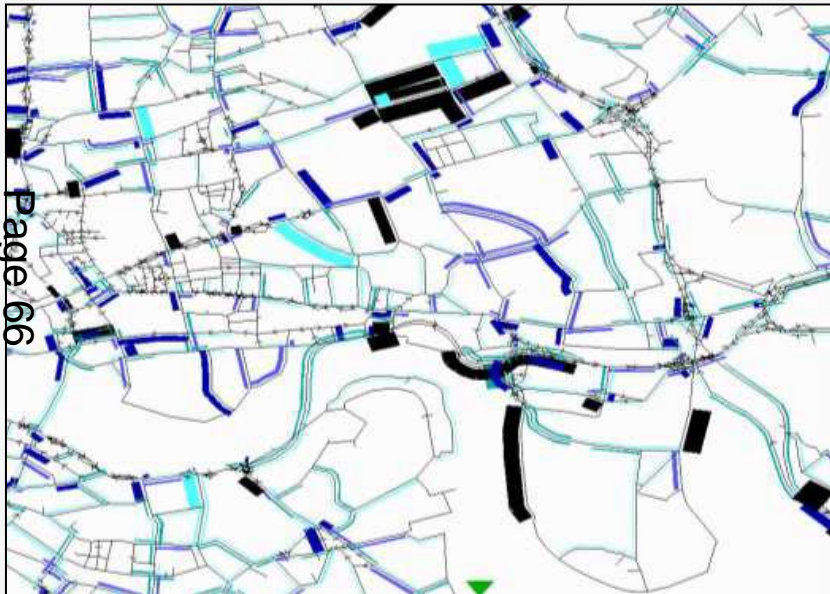
Growth

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

2031 AM Peak Forecast Congestion



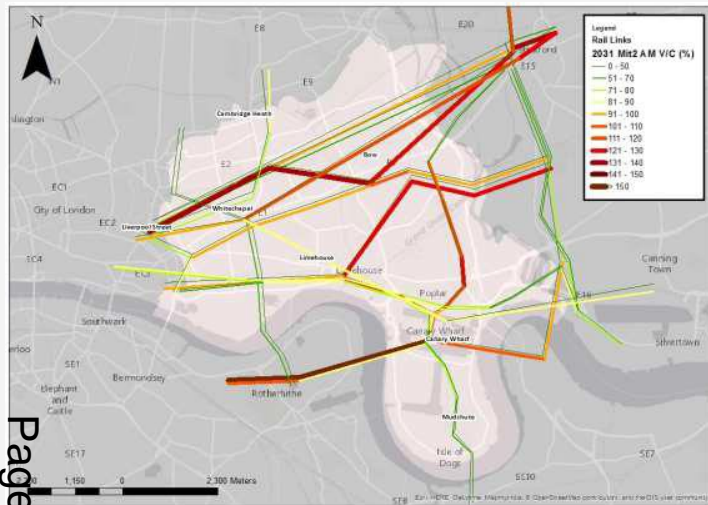
Dark cyan = Minor link delay (between 30 seconds and 1 minute)
Purple = Some link delay (between 1 minute and 2 minutes)
Dark blue = Significant link delay (between 2 minutes and 5 minutes)
Black = High level of link delay (greater than 5 minutes)

- 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

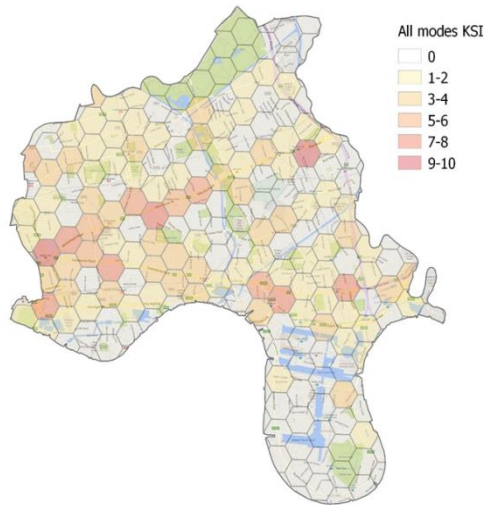
Road Safety



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



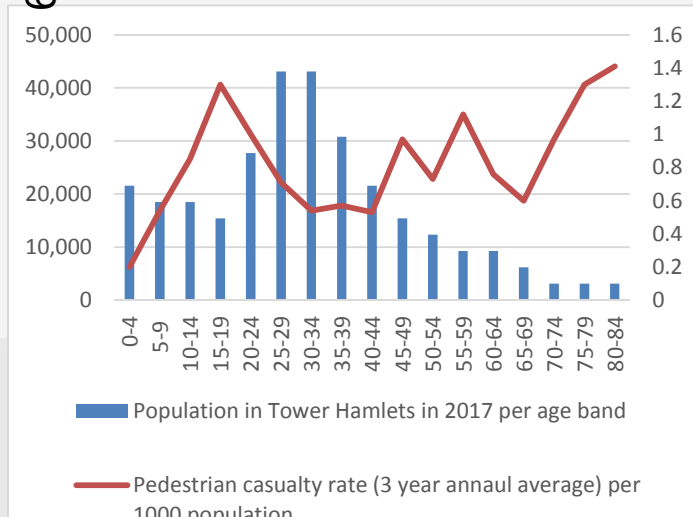
Killed and Seriously Injured (KSIs) for all modes 2014-16



- 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.

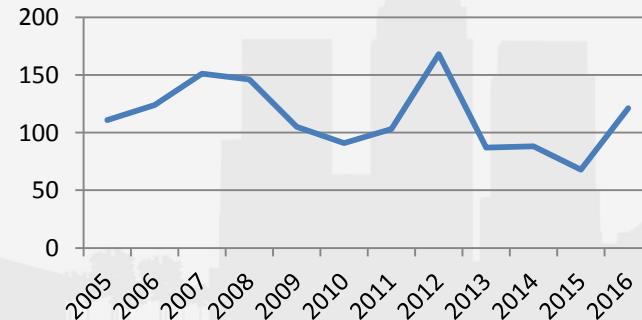
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Source: LBTH Local Implementation Plan 3



Source: LBTH Local Implementation Plan 3

Killed and Seriously Injured people in road collisions in Tower Hamlets



Source: LBTH Local Implementation Plan 3

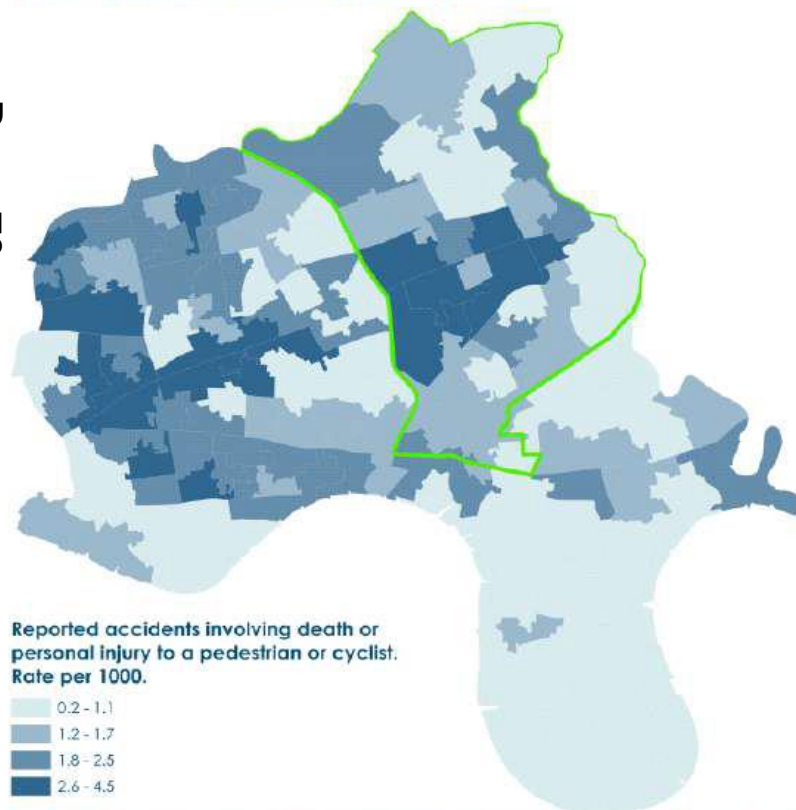
Road traffic collisions are highest in areas with the highest volume of traffic, with deprived areas more disproportionately affected



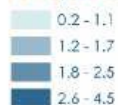
There is a trend of more casualties occurring on the Transport for London Road Network (TLRN) as opposed to local roads. This is expected as the borough experiences highest volumes of traffic along TLRN routes.

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Road traffic accidents, 2011 to 2013



Reported accidents involving death or personal injury to a pedestrian or cyclist. Rate per 1000.



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.

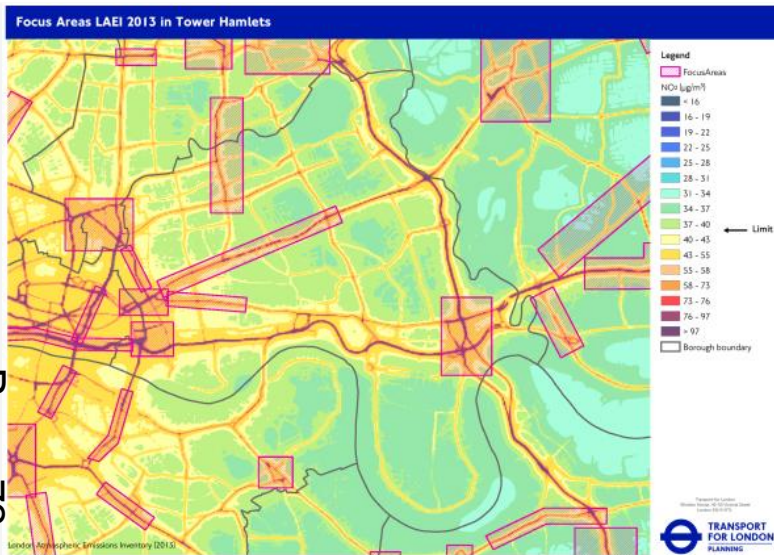
Air Pollution



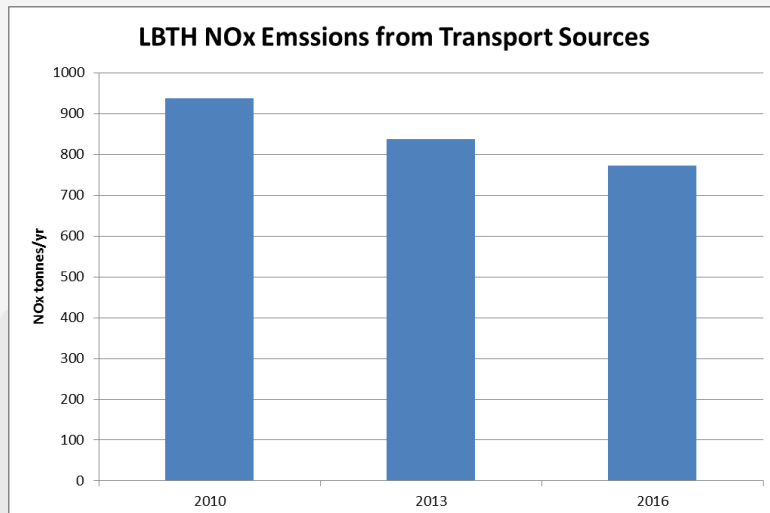
Air quality in Tower Hamlets is dangerously poor & the borough was recently declared a climate emergency



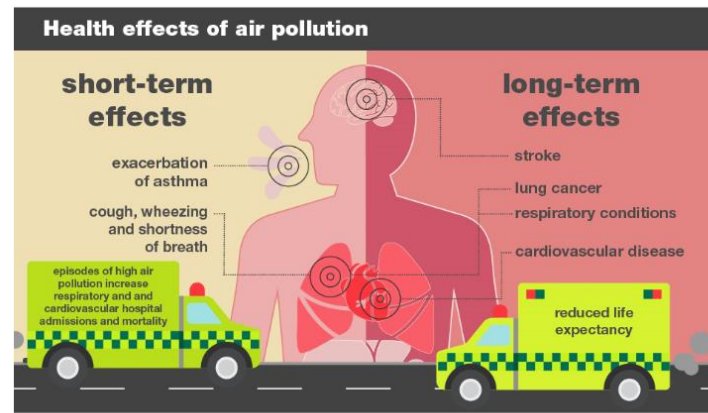
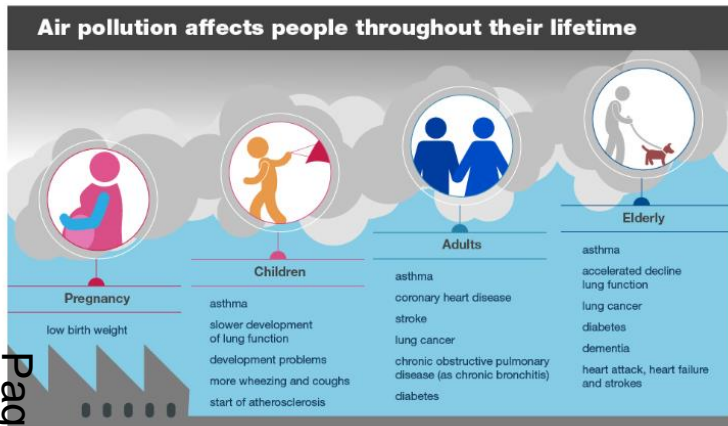
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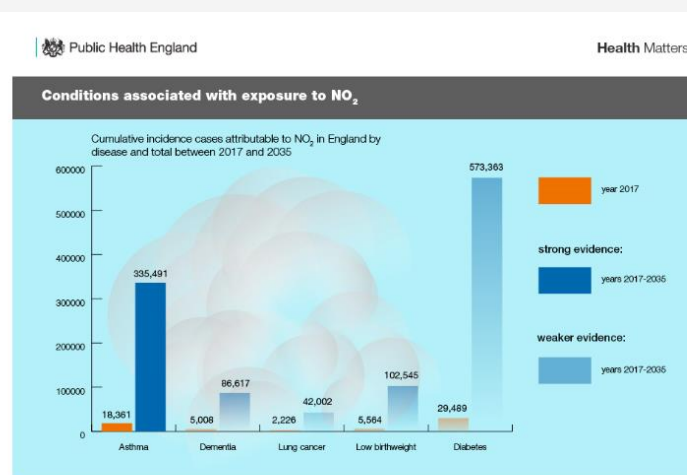
- Tower Hamlets declared a climate emergency in March 2019.
- The borough classified as an Air Quality Management Area due to exceeding levels of dangerous pollutants set out in the National Air Quality Objectives of the Environment Act 1995.
- Traffic flows are a significant determinant of air pollution in the borough.
- Nitrogen oxide (NOx) 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.



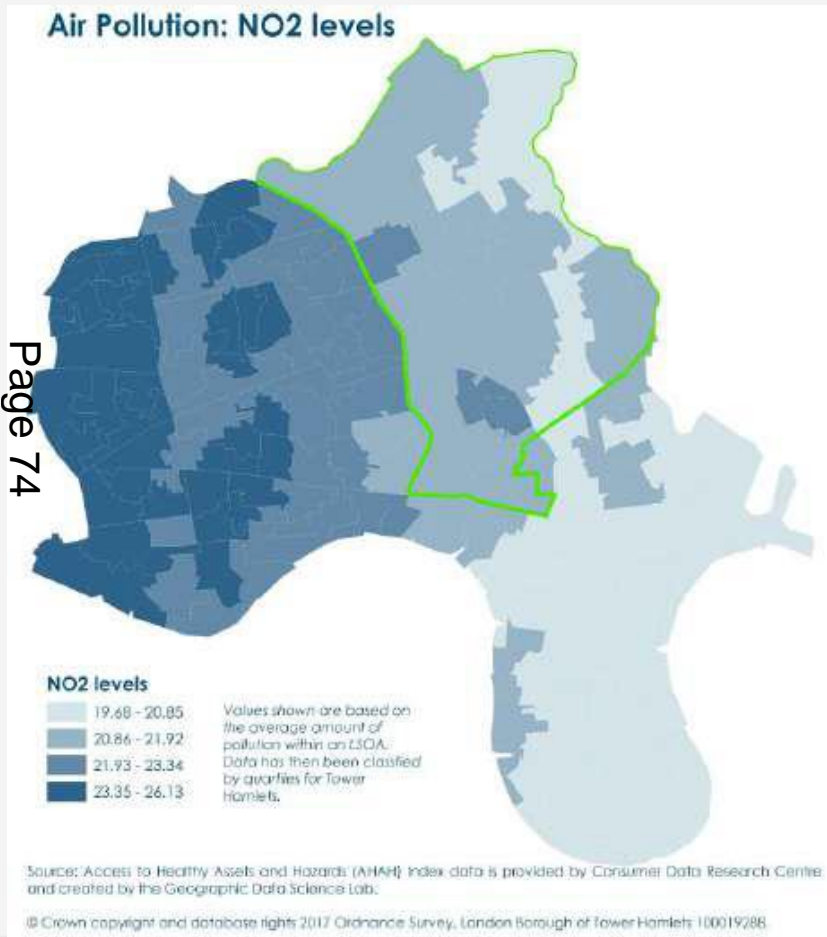
Poor air quality has an impact on health and impacts vulnerable people the most



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NO2 levels are poor in the West of the borough

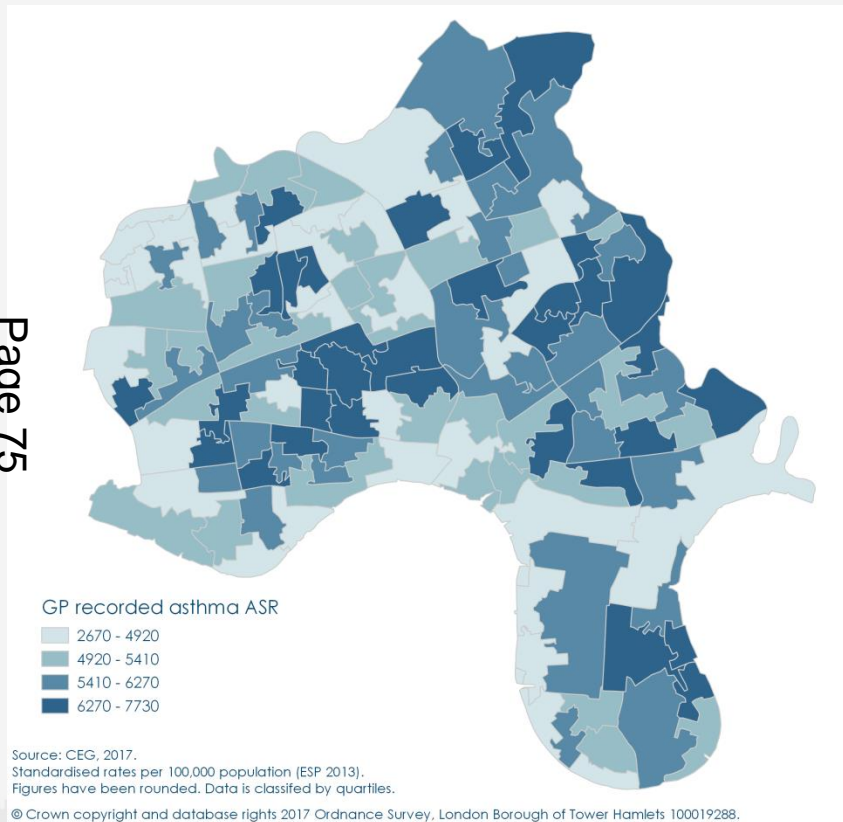


- Nitrogen dioxide (NO₂) is a gas that is produced during combustion processes, with emissions mainly due to transport.
- Short-term exposure is a respiratory irritant which can lead to coughs and shortness of breath, whilst outdoor exposure is associated with adverse health and reduced life expectancy.

Asthma levels are prevalent throughout the borough

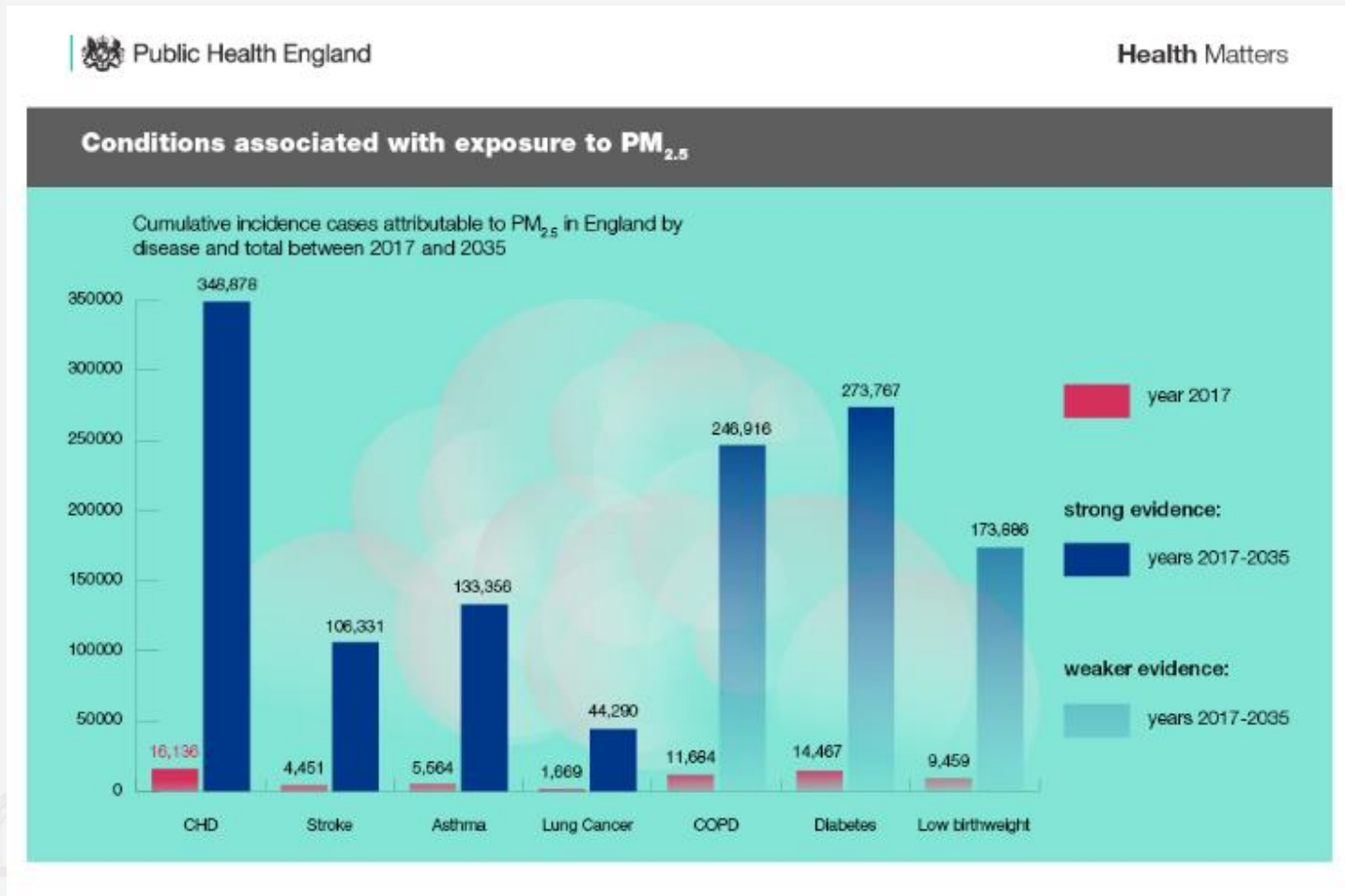


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- Asthma is a common and long-term respiratory condition that affects the airways in the lungs and is often associated with air pollution.
- Around 9-10% of adults in the UK suffer from asthma – the highest prevalence in the world.
- Public Health 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.

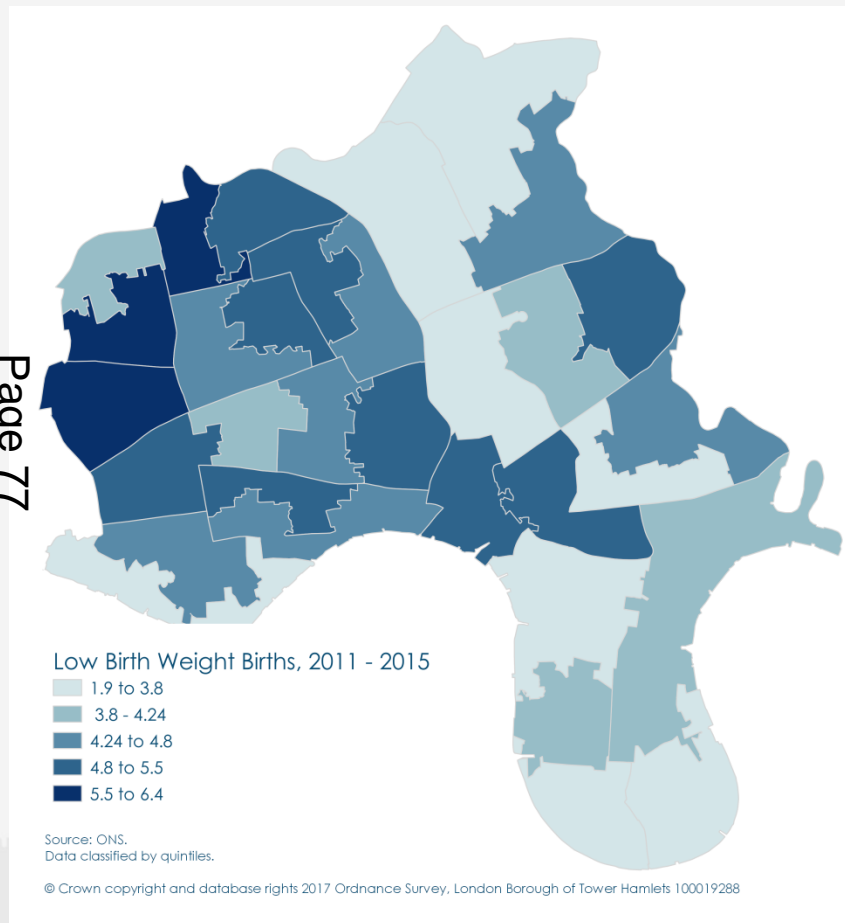
There is also evidence that Particulate Matter (PM_{2.5}) exposure is associated to Coronary Heart Disease (CHD) & low birth weight



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



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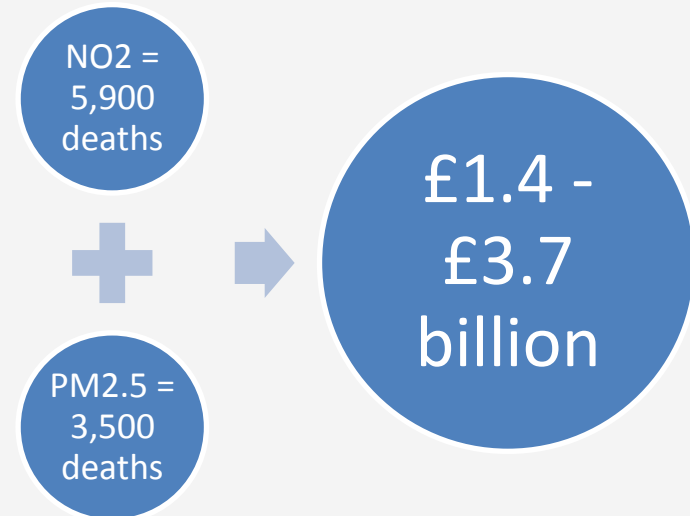
- Low birth weight increases the risk of childhood mortality and of developmental problems for the child and is associated with poorer health in later life.
- In Tower Hamlets 4.5% of all live births (with recorded birth weight) were considered to be of low birth weight (<2500g), which is higher than 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 PM2.5 is responsible for 3,500 deaths per year in London
- It is estimated that the economic costs of the health impacts of exposure to PM2.5 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.

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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%).

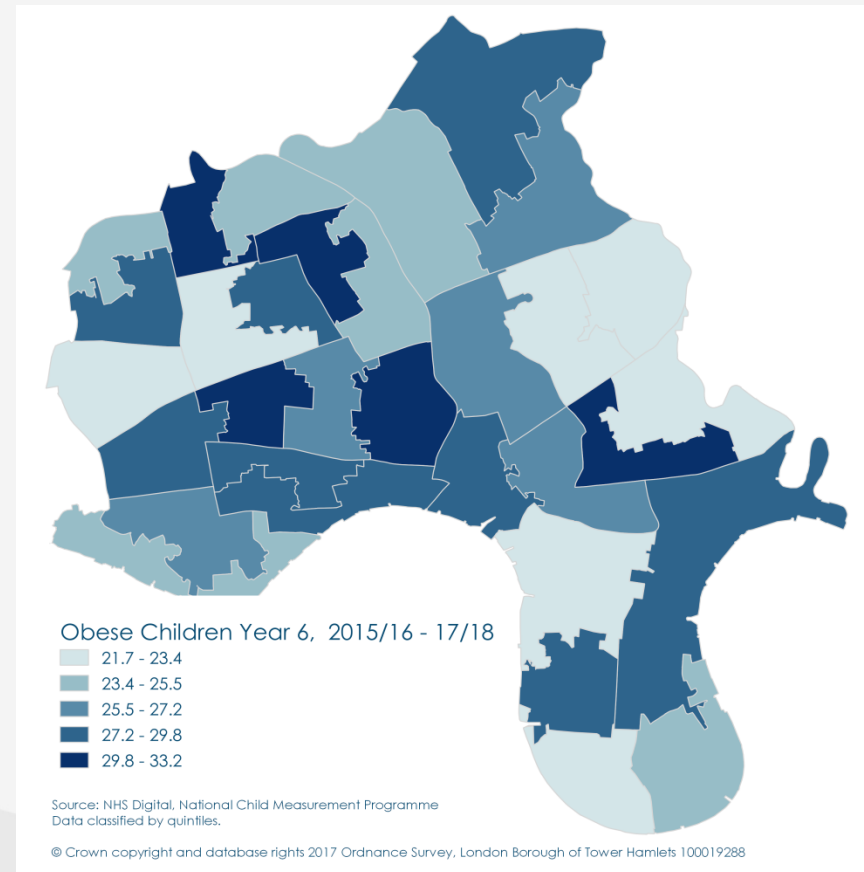
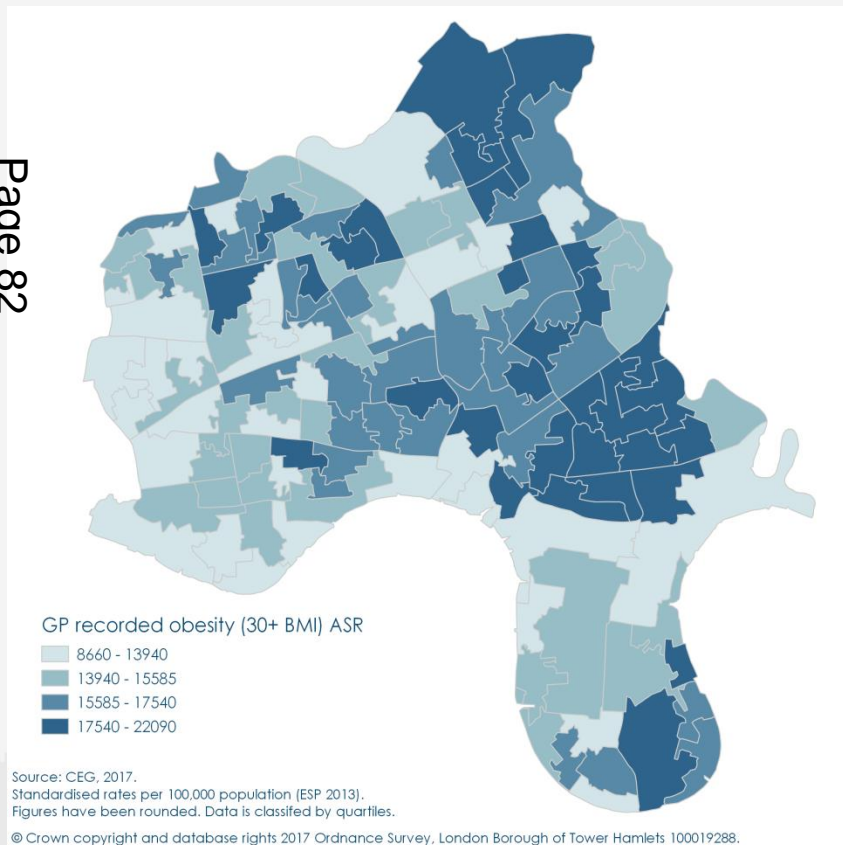


Physical inactivity also increases the likelihood of obesity



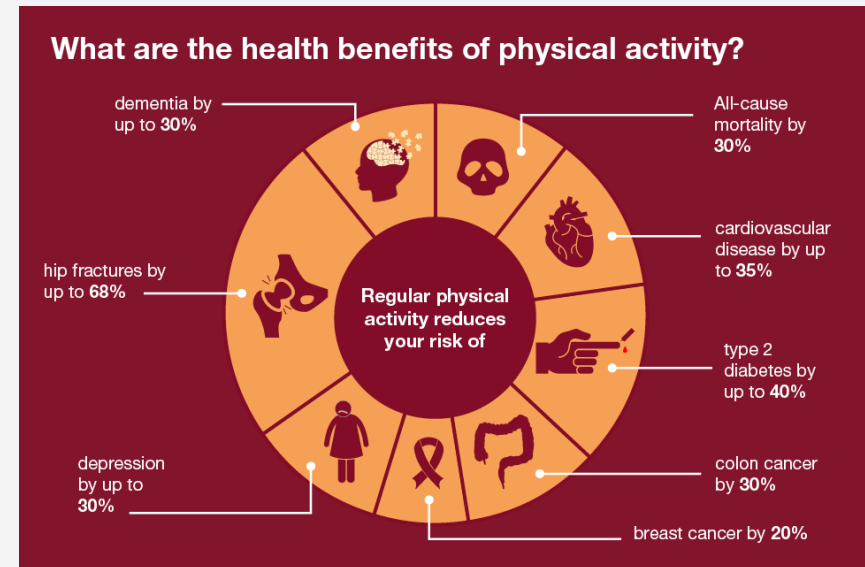
In Tower Hamlets, 43% of children in year 6 were overweight or obese compared with 39% in London and 34% nationally.

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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.

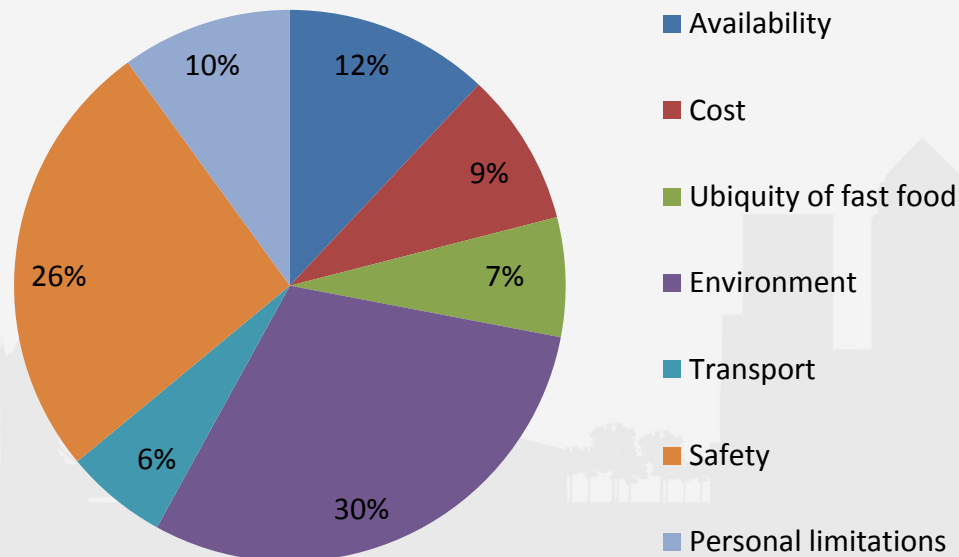


Our residents state concerns about safety & pollution are their biggest barriers to staying active

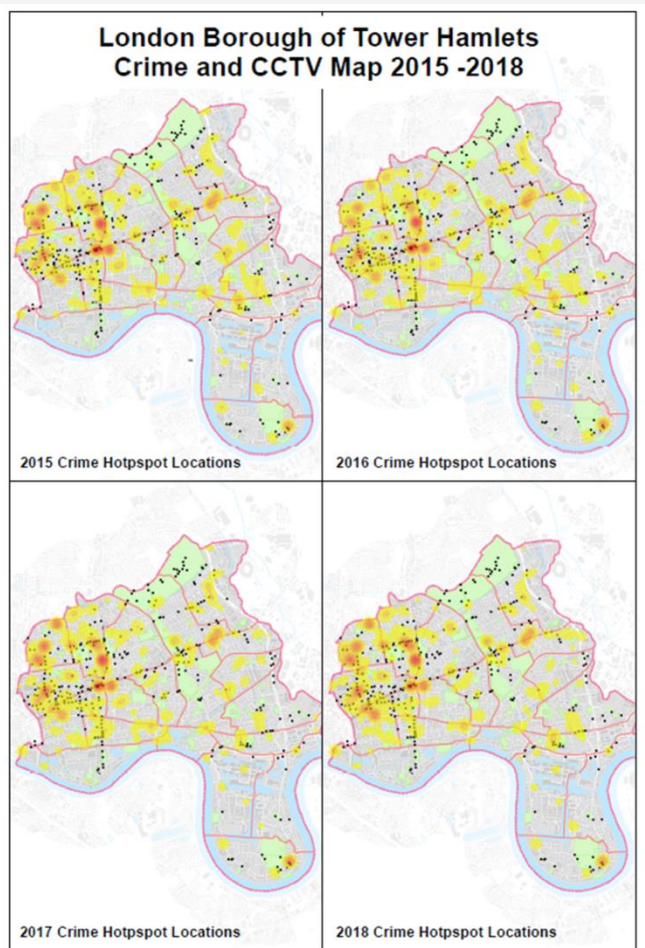


- Healthwatch Tower Hamlets surveyed residents to find out what makes it difficult for them to stay healthy and physically active. 69% of respondents named at least one problem.
- The environment and safety issues, named by 30% of respondents each, were considered the biggest obstacle to healthier and 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.

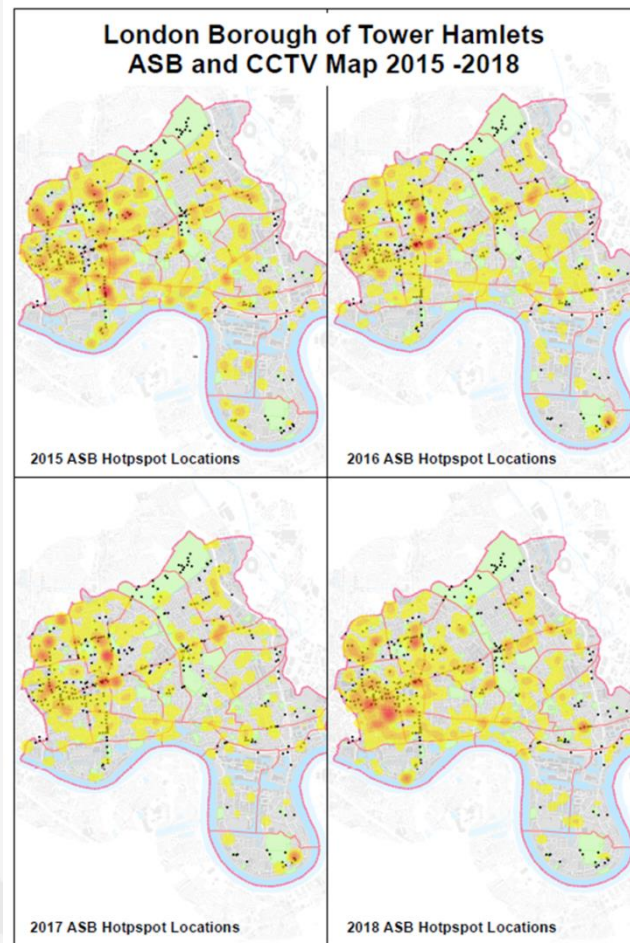
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Crime & Anti-Social Behaviour prevalence is seen throughout the borough

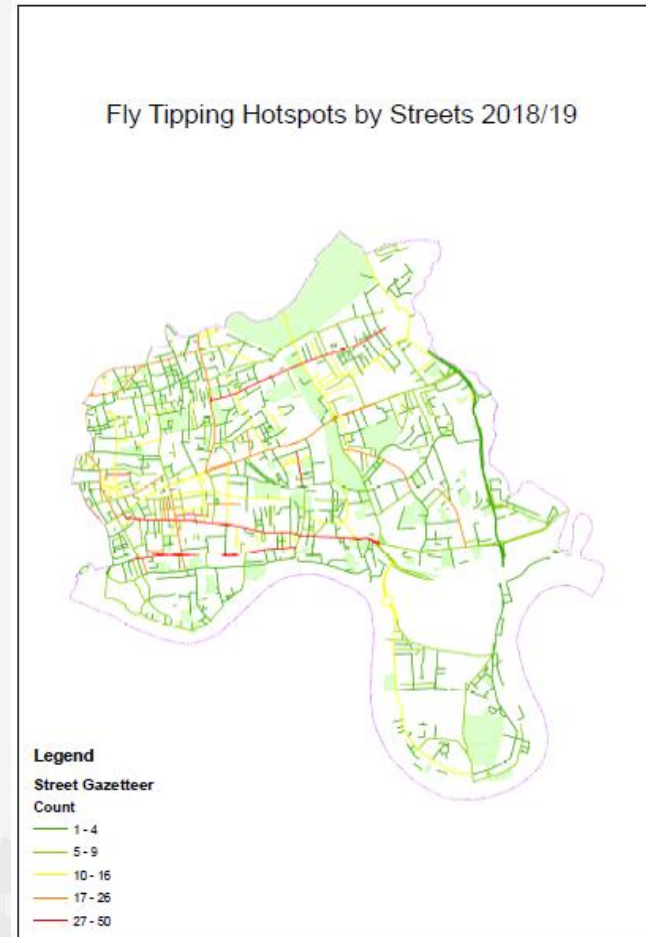
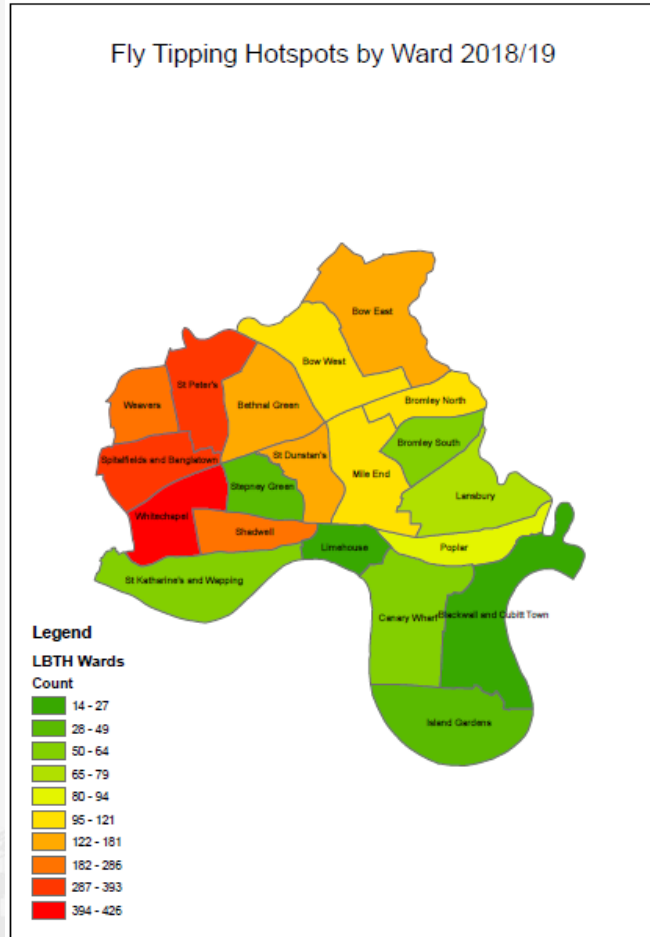


Source: Mapping of CCTV locations against crime 2015-2018

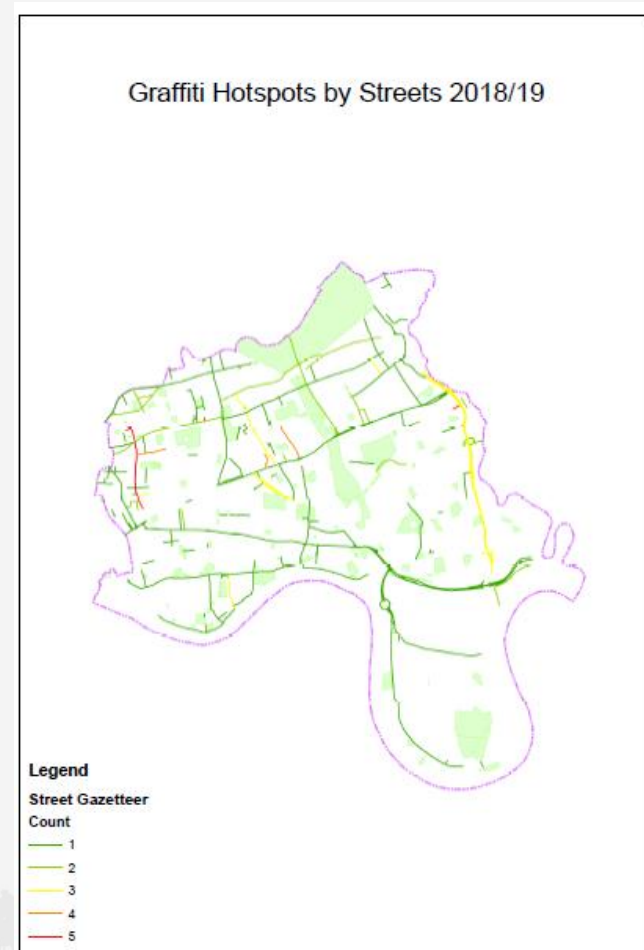
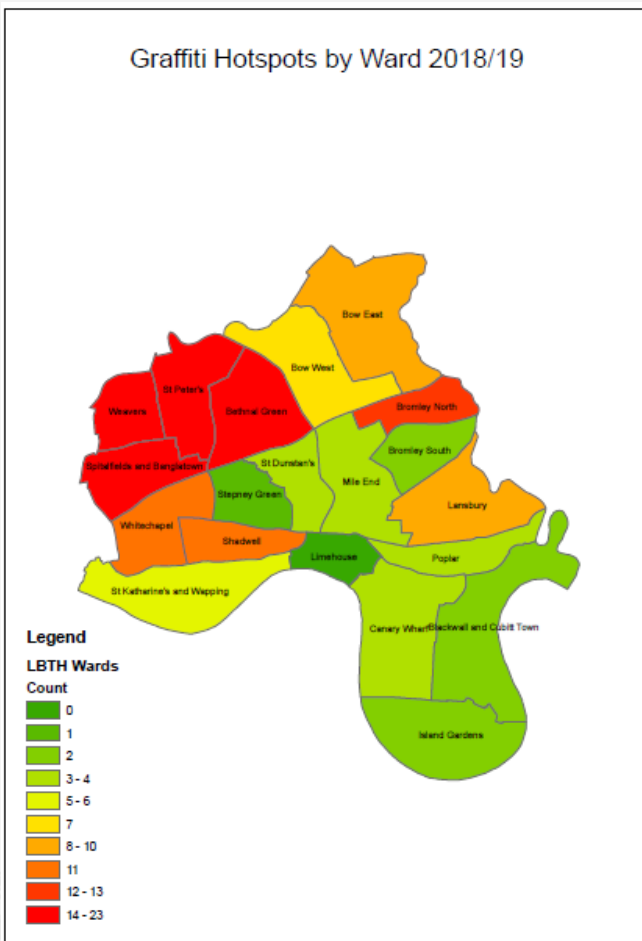


Source: Mapping of CCTV locations against ASB complaints 2015-2018

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



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.

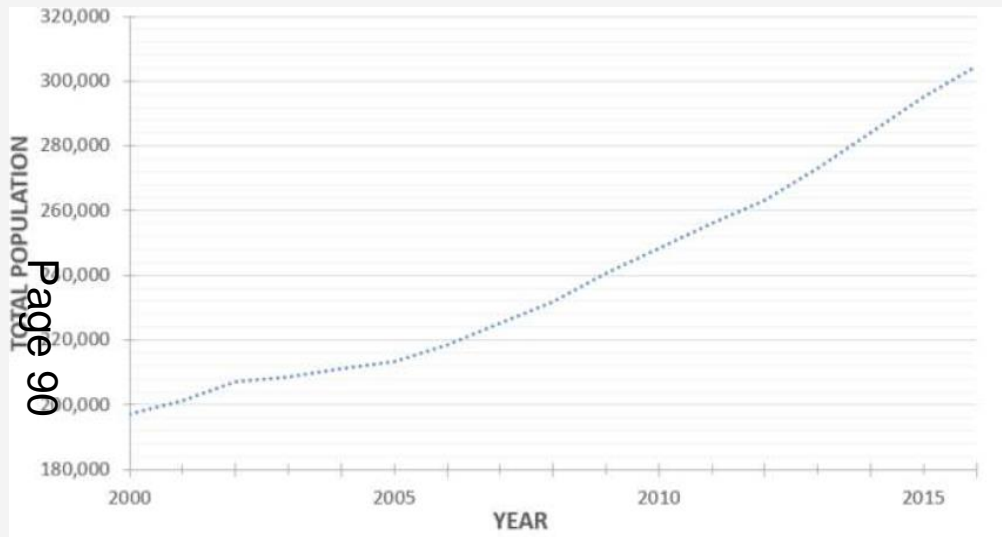


The Borough covers 7.63 square miles (19.77 square kilometres) land area, the 8th largest Inner London Borough

The borough is densely populated



Tower Hamlets Population Increase 2000 – 2016

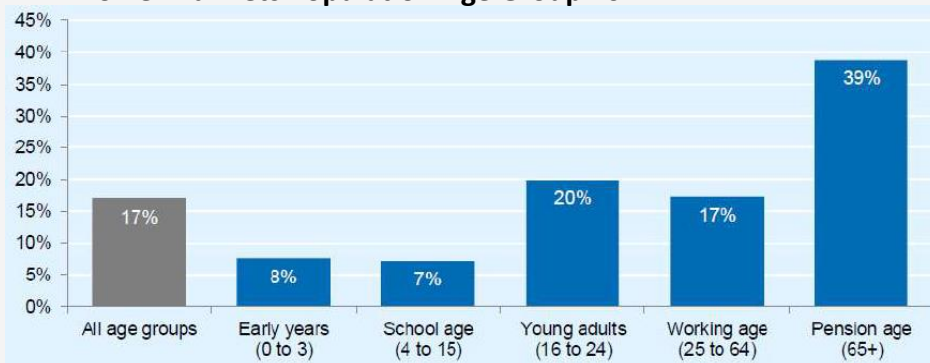


- In 2016 Tower Hamlets has a resident population of 304,854 making it the fourth largest population of any of the Inner London boroughs.
- The daytime population increases by about 60%, rising to 428,000. This is largely due to Canary Wharf which attracts a large working weekday population.
- Tower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

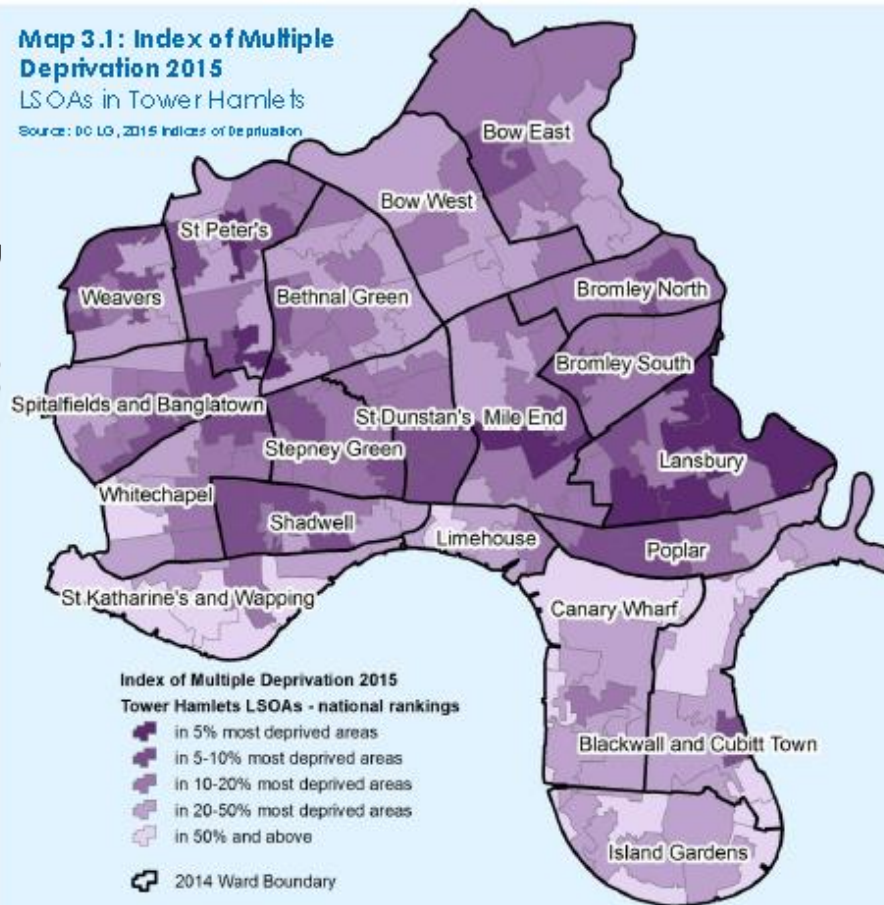


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Map 3.1: Index of Multiple Deprivation 2015

LSOAs in Tower Hamlets

Source: DCLG, 2015 Indices of Deprivation



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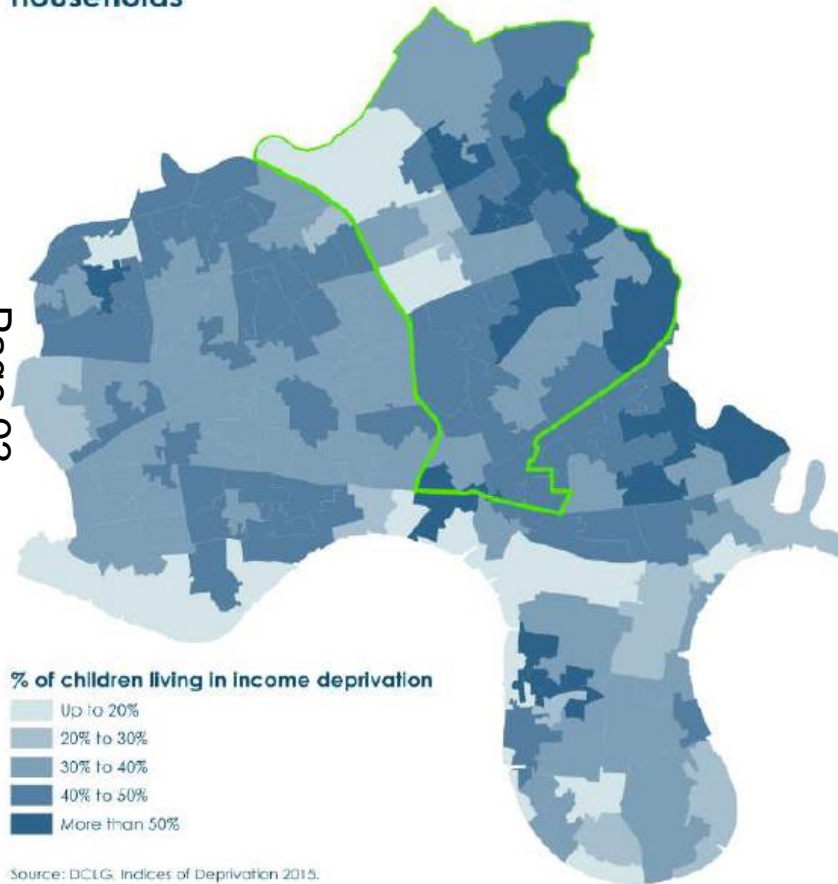
- The Borough is the 10th most deprived local authority in England, in terms of its average deprivation score.
- Tower Hamlets has the highest rate of pensioner poverty in England: 50% all residents aged 60 and over are living below the poverty line (16% in the country)
- 31% of children in Tower Hamlets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

And has the highest child poverty in England



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Percentage of children living in income deprived households



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- 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.



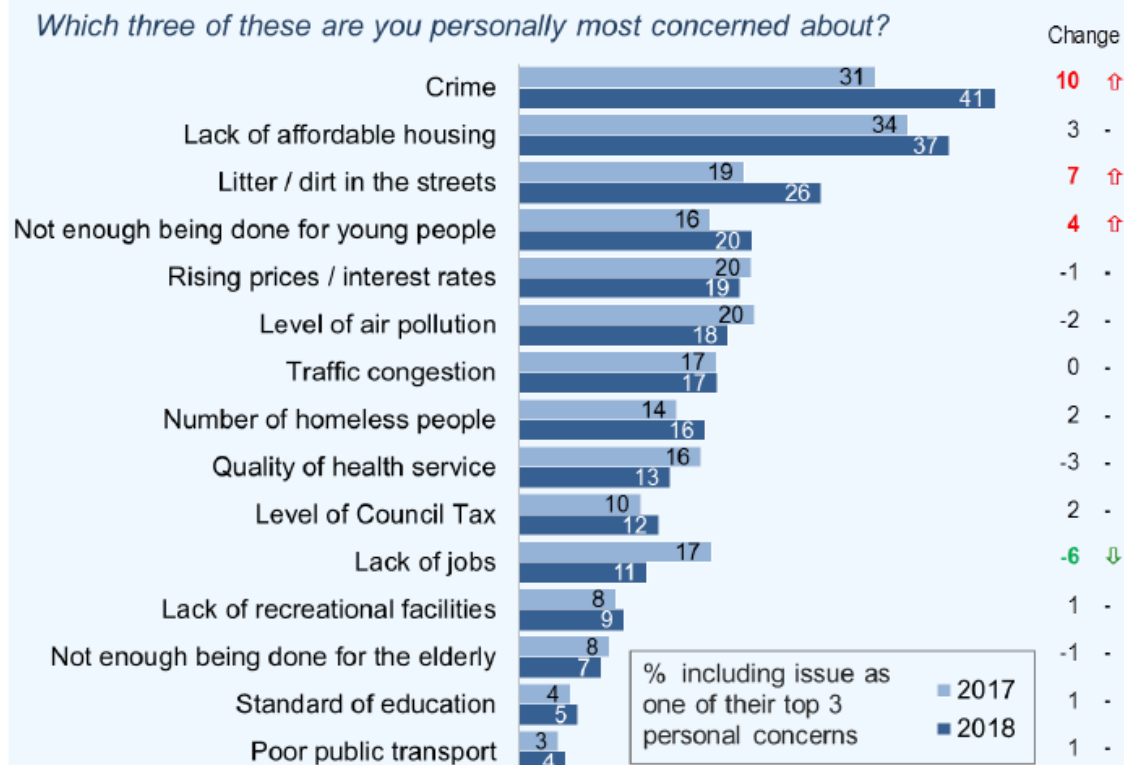
The best of London in one borough

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



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Figure 13: Top personal concerns, Tower Hamlets, 2018

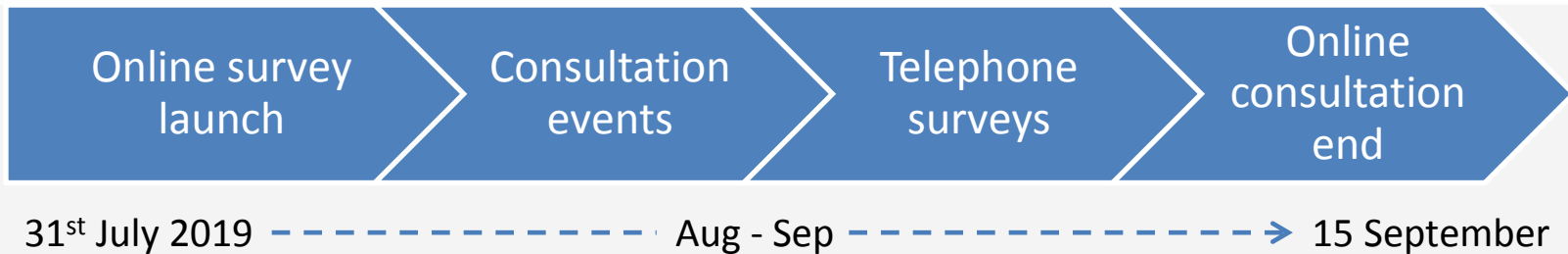


Source: Tower Hamlets Annual Residents' Survey, Westco Trading (2018 sample size = 1,100)
 ↑ ↓ Arrows denote changes over the year that are statistically significant.

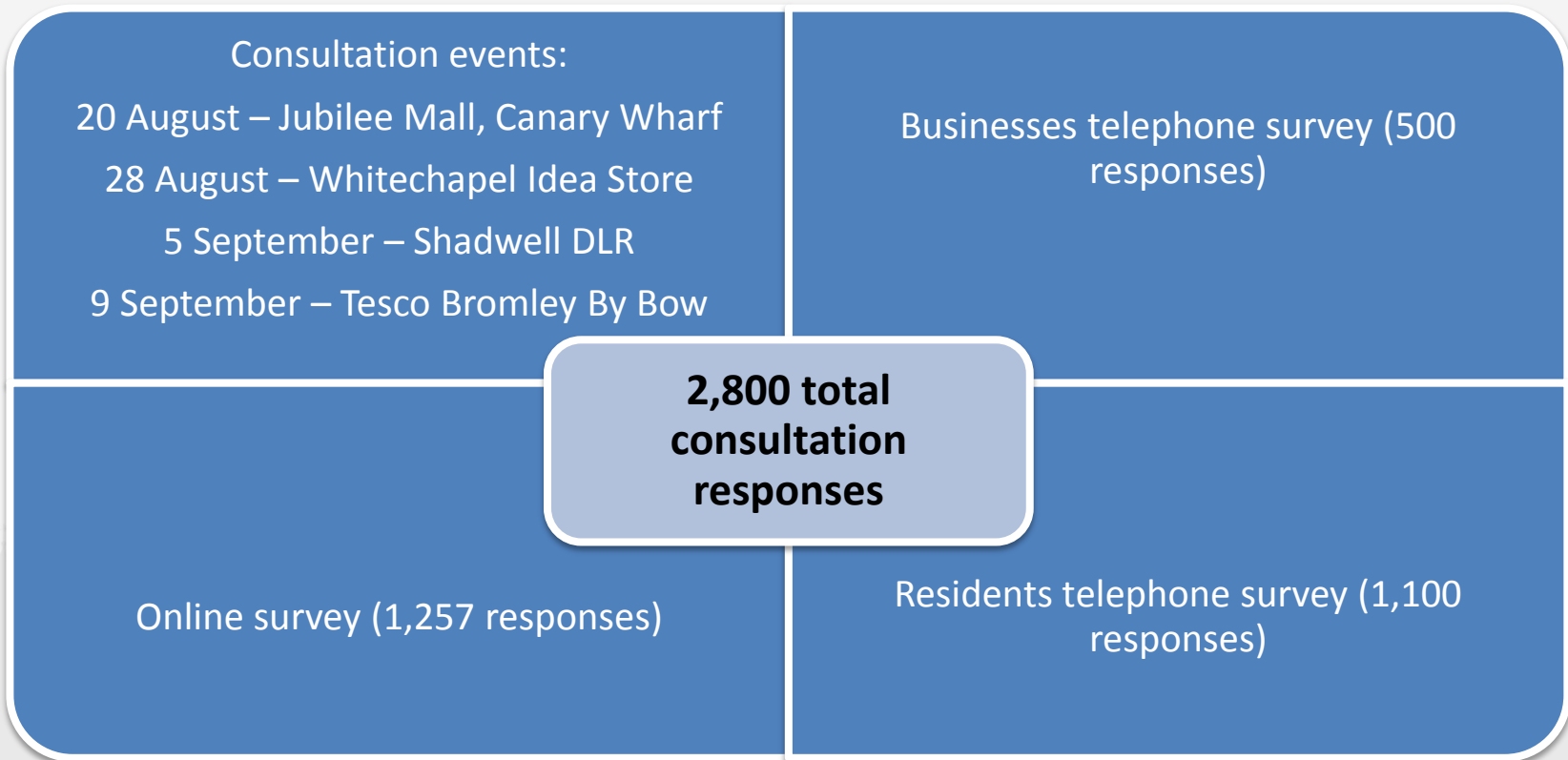
Consultation Feedback



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



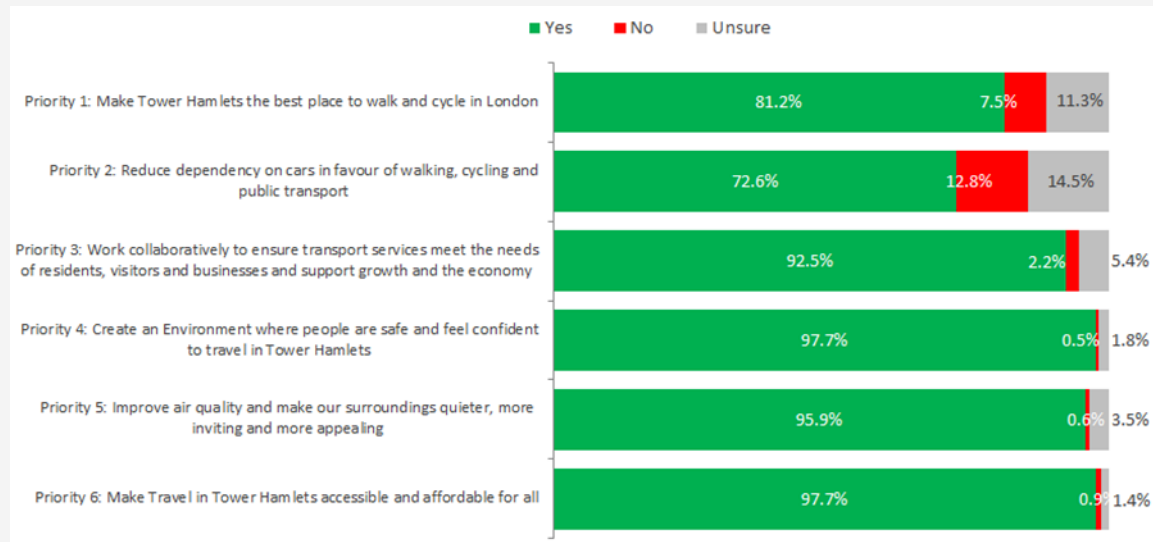
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Feedback from our consultation on the draft Transport Strategy were largely supportive of our plans

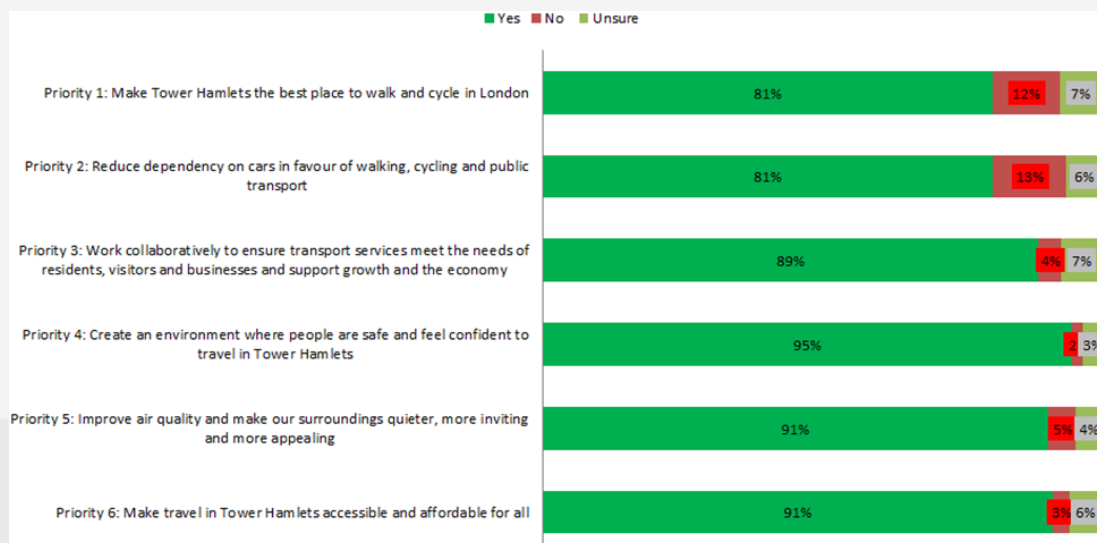


Respondents to the **residents telephone survey** were largely supportive of our proposed priorities



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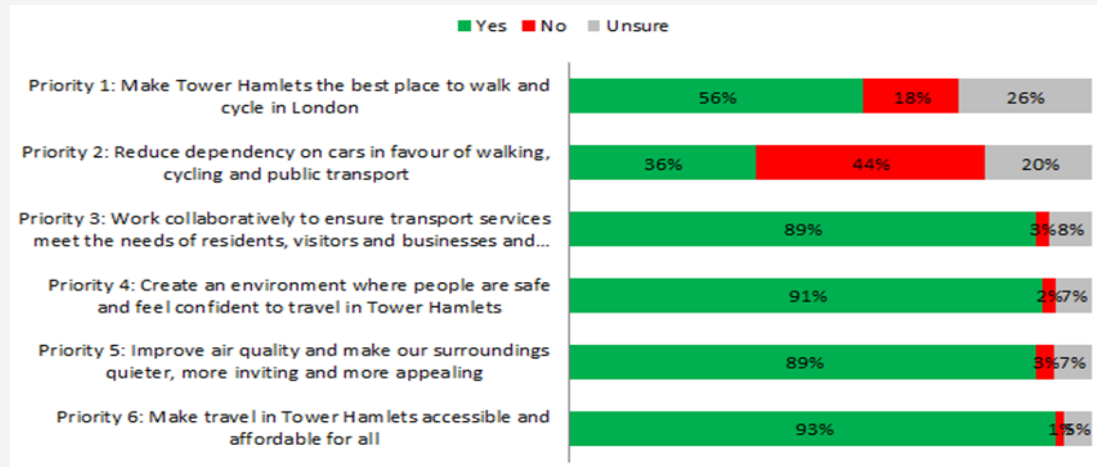
The vast majority of respondents to the **online survey** were supportive of all of our proposed priorities



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



Business telephone survey response



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- 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

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- 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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Appendix C: Transport Strategy consultation responses analysis

Summary of Council responses to the consultation feedback

Overall

Action Plan: An action plan of the strategy will be developed, agreed and monitored by the Public Realm Strategy Board chaired by the Mayor. A 'consultative group' made up of external partners and residents as a sounding board will also be explored as suggested by participants of the Transport Strategy Summit held in April 2019. The businesses and residents we engaged in the consultation process will be updated on the progress of the action plan and engaged to form a consultative group. .

Consultation and engagement: A consultative group made up of external partners and residents will be formed. The group will support the delivery of the strategy and an action plan.

KPIs: Appropriate KPIs will be developed when an action plan is developed to monitor the delivery of the strategy and action plan.

Carbon emissions: Emphasis on carbon emissions and transport is added to the final strategy.

Priority 1: Make Tower Hamlets one of the best places to walk and cycle

The majority of the respondents supported this priority. This priority remains unchanged.

- Tower Hamlets Wheelers made specific suggestions to strengthen the case for this priority. These suggestions are incorporated in the final strategy when they are supported by evidence
- Comments by the Friends of the Earth and at the events (see below) are mainly operational. They will be considered when an action plan or service plan is developed.

Priority 2: Reduce car use in favour of sustainable travel

Over 80% of the residents phone survey respondents supported this priority, although 44% of the business telephone survey respondents disagreed with it. This priority remains unchanged. We will further engage businesses to clarify their customers' transport needs and behaviour. This will be include in an action plan.

- 44% of the business survey respondents disagree with Priority 2. They tend to argue that this is because their customers, rather than themselves or deliveries, use cars.
- The extent of customers' car use is not substantiated. This may be their perception.
- More customers may change behaviours and walk and cycle more to go shopping.

- There is a correlation between their current travel behaviour and disagreement with this priority. An action to introduce low-emission transport options for businesses and changing customers' behaviour is being considered.

The Friends of the Earth advocate the reduction of all types of motorised transport (e.g. freight, refuse services, taxis and private hire vehicles).

- The council has already been consolidating journeys by council services' fleet.
- Through traffic is beyond the council control. Lobbying is included in "what we intend to do" in the strategy.

The Parking policies are being reviewed aligned with the strategy's vision.

Priority 3: Transport services meets the needs of users and supports growth

The majority of the respondents supported this priority. This priority remains unchanged. As commented at the Overview and Scrutiny Committee meeting on 28 October 2019, emphasis on ferry and river use, bridges, Crossrail and Canary Wharf is added to the final strategy.

- Lobbying and working with partners including TfL and rail operations remain in the strategy.
- Tower Hamlets Wheelers made specific suggestions to strengthen the case for this priority. These suggestions are incorporated in the final strategy and action plan when they are supported by evidence.
- The majority of comments provided at the consultation events were operational. They will be picked up by the action plan or service plan where appropriate.

Priority 4: People feel safe & confident travelling in the borough

The majority of the respondents supported this priority. This priority remains unchanged.

- Tower Hamlets Wheelers wrote the social safety aspect should be mentioned. This is included in the strategy.

Priority 5: improve air quality and make surroundings quieter, more inviting & appealing

The majority of the respondents supported this priority. This priority remains unchanged. The impact of parking policies on air quality and limitation of EVs are mentioned in the strategy.

- As Overview and Scrutiny recommended, the impact of parking policies in air quality is included in the strategy.

- TH Wheelers suggests that the strategy explicitly state that cycling and walking are by far the lowest-impact modes in terms of air quality and carbon dioxide emissions. This is included in the strategy.
- TH Wheelers suggests that the strategy explicitly recognise the limitations of EVs (electric vehicles) in relation to air quality, carbon dioxide emissions, and wider transport aims. This is included in the strategy.

Priority 6: Make travelling accessible & affordable

The majority of the respondents supported this priority. This priority remains unchanged.

- TH Wheelers states that the strategy explicitly make the point that walking and cycling are the cheapest modes. We add this point in the strategy.
- TH Wheelers suggests that both standard bicycles and adapted cycles can act as mobility aids to people with disabilities. We added this point.

Feedback analysis

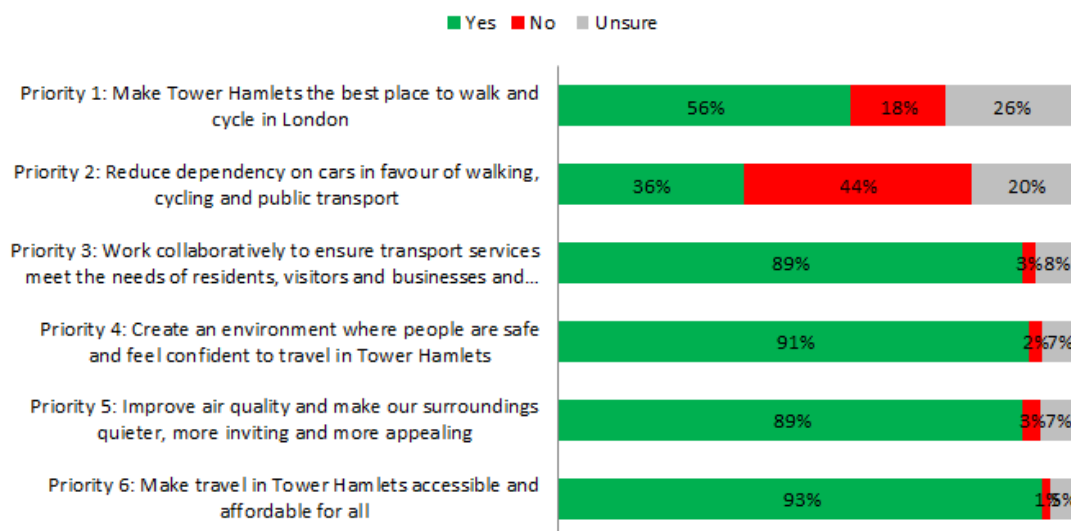
Respondents' views on the priorities of the draft strategy

Business and Residents phone survey samples were chosen to be reflective of those in the borough. Online survey's respondents are self-selected.

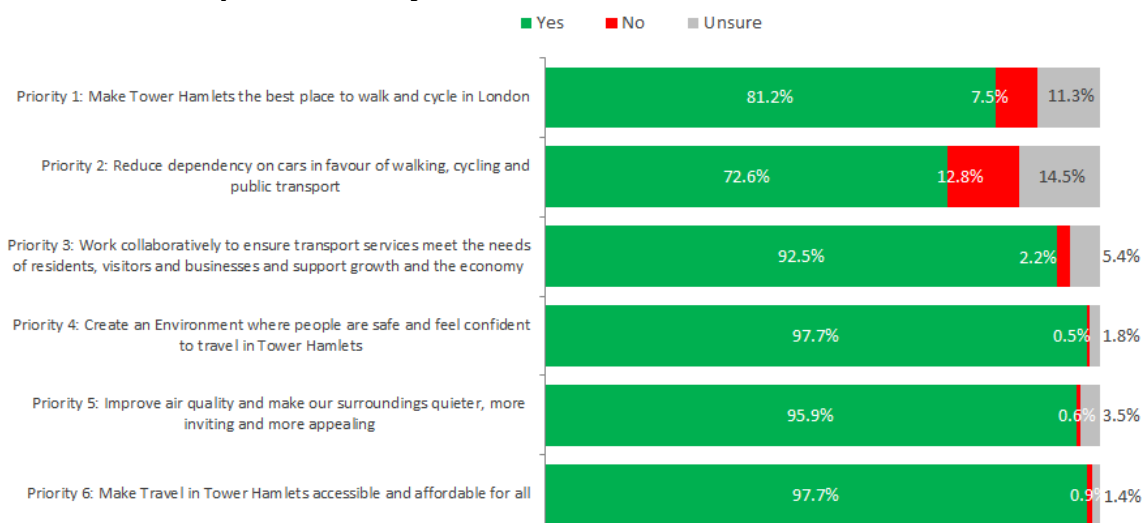
The responses to “Do you agree with the Tower Hamlets Transport Strategy vision and five priorities set out to achieve it?” in the business and residents phone surveys and online survey shows:

- It highlights residents' overall support for the priorities
- 44% of the respondents to the Business survey disagree with Priority 2: Reduce dependency on cars in favour of walking, cycling and public transport.
- Responses of the businesses that disagreed with Priority 2 are closely examined in the next section.

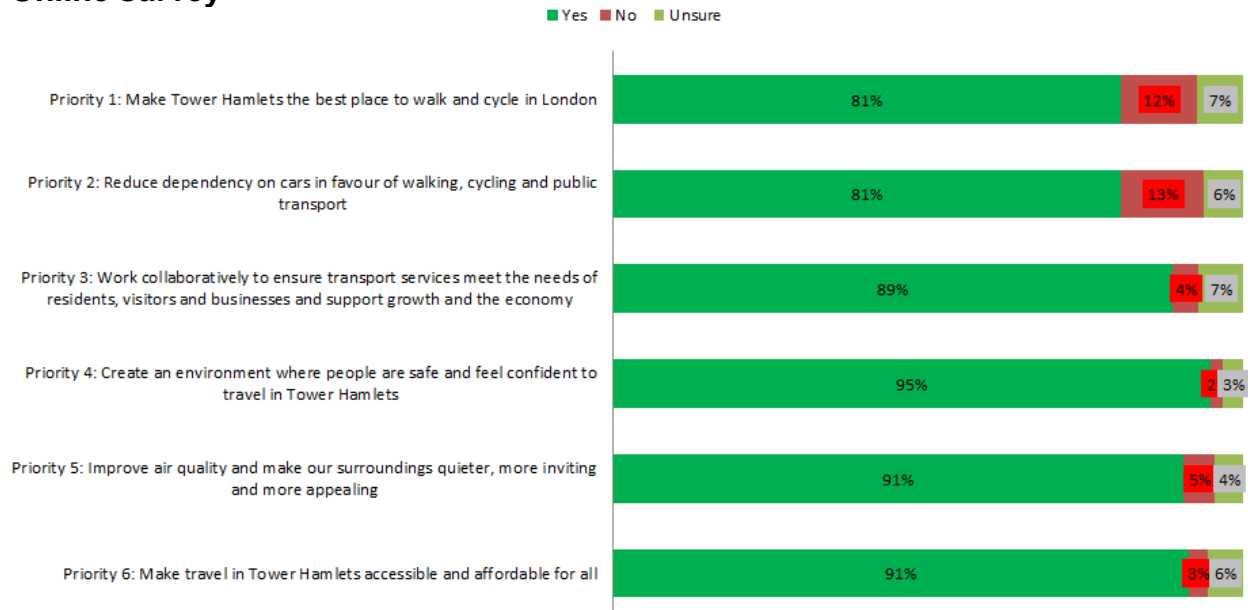
Business telephone survey



Residents telephone survey



Online survey



Comparison between the Residents telephone survey respondents and the online survey respondents:

- The online survey respondents are over-represented by sustainable transport mode user and active traveller.

Main mode of travel

	Residents phone survey respondents	Online survey respondents
On foot	47%	71%
Cycling	8%	39%
Drive a car	28%	23%

Frequency of travel

	Residents phone survey respondents	Online survey respondents
Daily or more often	62%	83%
Several times a week	29%	13%

Analysis focusing on each priority

The consultation feedback is categorised according to relevant priorities below. Feedback to the draft strategy was provided at:

- Overview and Scrutiny Committee meeting on 28 Oct 2019
- Telephone and online surveys, including written feedback from:
 - Hackney and Tower Hamlets Friends of the Earth
 - Tower Hamlets Wheelers
- Engagement events.

As a higher proportion (44%) of businesses survey respondents disagreed with Priority 2, compared with other priorities and the resident phone survey, the disaggregated data of business respondents who disagreed with Priority 2 are closely examined.

Priority 1: Make Tower Hamlets one of the best places to walk and cycle

Overview and Scrutiny Committee, 28 Oct 2019

- No specific comments on this priority.

Feedback from Hackney & Tower Hamlets Friends of the Earth (online survey)

- Strongly support this priority.
- Support the roll out of Liveable Streets
- The low traffic neighbourhoods created need to be larger. London Living Streets (<https://londonlivingstreets.com/low-traffic-liveable-neighbourhoods/>) suggest a neighbourhood size of 1 km²
- St Paul's Way should not be seen as a distributor road.

Feedback from Tower Hamlets Wheelers (online survey)

Suggestions for "Why this is important":

- Add that walking and cycling are by far the most socially inclusive modes, the cheapest, and everyone uses walking infrastructure.
- Inclusivity of cycling: add that both standard and adapted cycles can act as mobility aids to people with disabilities; cycle use is much more inclusive than car use in general, not just due to financial costs but also because only around half the population has a driving licence.

Suggestions for "What we intend to do":

- Liveable Streets: add a brief indication of what this might mean and the level of quality which should be attained: we would recommend adding "so only A-roads and some B-roads can be used as through routes" to the end of the sentence.
- Liveable Streets: anticipate that the target completion date should be well before 2041. Make this explicit in the strategy.

Suggestions for "How will we know if it's working?"

- Add the following as KPIs:
 - An ambitious target for the percentage of residents walking/cycling 20+ mins a day.

- A target of at least 95% of residents within 400m of a high quality cycle route.
- A rolling 20% minimum vacancy rate for both secure residents' parking and public bike stands at their peak usage to allow constant headroom for growth in bike ownership and use.
- Spare capacity on cycle ways to allow headroom for growth in their use (CS3 and arguably CS2 are both already at capacity at peak times).

Engagement events – ideas feedback left by the participants

Cycling and cycle lanes were highlighted as an important issue in the borough. There were calls for a rethink on some of the cycle lanes such as the CS3 near Shadwell due to it being unsafe for cyclists and other road users.

- Introduction of more hire points across the borough.
 - Rise of scooters in the city and implement evident restrictions and fines for those using them.
 - Focus on funding transport infrastructure on the outer regions of London to improve connectivity.
 - Better cycling education at schools. Perhaps by introducing cycle clubs at local schools.
 - More cycling information about routes (e.g. safer routes with less cars) available to people.
 - Better cycling storage and security across the borough. Safe cycle storage at every main transport hub in the borough.
 - Ensure cycle lanes are cleared, removing potential danger to cyclists.
 - Greater subsidies and provision of E-bikes across the borough.
 - Greater safety for cyclists and quicker response times to rectifying cycle lane issues; e.g. the flooding of Whitechapel Cycle Lane near Whitechapel Tube.
 - Greater accessibility to cycling such as; subsidies for purchasing bikes; making Santander bikes free for under-16s.
- Specific areas
- Lack of (good) storage facilities for bikes - at Shadwell station, Bromley-by-Bow and outside the Bow Tesco's.
 - The CS2 in Whitechapel is dangerous, particularly when trying to turn right. Greater safety measures are needed along this stretch of cycle lane provision.
 - The condition of Commercial Road and the implications this has for cyclists was also raised as a safety hazard which is worth investigating.
 - Greater accessibility at Wapping, Shadwell and Whitechapel stations for those with wheelchairs and prams.

Priority 2: Reduce car use in favour of sustainable travel

Residents Telephone Survey

Analysis of those said "No" to this priority (13%) compared with the total respondents:

- This group's main form of travel in the borough is more likely to be driving cars than sustainable transport modes.

	Respondents who said "No" to this priority	All respondents of the survey
Driving a car	72%	28%
On foot	26%	47%
Bus	28%	40%
DLR/Tube	40%	63%
Cycling	2%	8%

- This group are more likely to own a car.

	Respondents who said "No" to this priority	All respondents of the survey
Petrol car	58%	26%
Diesel car	16%	8%
Own no vehicle including bicycle	16%	49%

- Male respondents over represent the group

	Respondents who said "No" to this priority	All respondents of the survey
Male	62%	52%
Female	38%	46%

Business Telephone Survey

Analysis of those said "No" to this priority (44%) compared with the total respondents:

- **Employees of this group are less likely to commute by sustainable transport modes. Instead, they are more likely to commute by car.**

	Respondents who said "No" to this priority	All respondents of the survey
On foot	49%	80%
Train	1%	13%
Car	45%	37%

- **These businesses see their customers are more likely to visit them using a car or van, less likely to use public transport**

	Respondents who said "No" to this priority	All respondents of the survey
Car	90%	85%
Small van	28%	21%
Large van	14%	11%
Bus	35%	40%
DLR/Tube	35%	41%
Train	19%	23%

- It is less likely that goods are delivered to these businesses by motor vehicles.

	Respondents who said "No" to this priority	All respondents of the survey
Car	8%	14%
Small van	42%	57%
Large van	46%	50%

- They are slightly more likely to use petrol cars and large vans than the total respondents for their business operation

	Respondents who said "No" to this priority	All respondents of the survey
Car	20%	17%
Large van	14%	9%

- 54% of this group not use any type of vehicles (57% of the total respondents do not use any type of vehicles).
- This group is slightly overrepresented in "Accommodation and food services" and "Wholesale"

	Respondents who said "No" to this priority	All respondents of the survey
Accommodation and food	17%	14%
Wholesale	10%	7%

- None of these businesses that disagreed with Priority 2 use an electric car.

Comments from the respondents suggest their underlying concerns about the business success and prosperity. Below are key comments from those who disagreed with Priority 2:

- Parking (37):
 - More parking facilities (20);
 - (Free) parking spaces for customers (13) and additional pressures on already suffering small businesses (6);
 - Illegal parking (2);
 - Secured parking for deliveries.
- Deliveries: cakes cannot be picked up by a bike
- Costs of electric vehicles and financial pressure on small businesses (2)
- Wider roads needed for all vehicles
- Negative impact on businesses.

Comments by those who said "yes" to this priority:

- Parking:
 - more parking facilities (9);
 - remove parking bays (1);
 - business permit for set times (2);
 - 30min free parking

- Use THH car parking:
 - for permit holders and electric charging (1);
 - for not only tenants but the community (1)
- This priority will alienate customers (1)

Online Survey

Strongly support this priority. In particular:

- Strongly support the removal of free cross-zonal residents' parking.
- Support the borough's four CPZs to be made much smaller
- Ask for an overall car parking space reduction strategy to be included in this strategy. We would support the following interventions:
 - a workplace parking levy;
 - a requirement that all new developments (whether residential or commercial) are (or are very close to) parking-free;
 - planning policies which favour the redevelopment of car parking for other uses;
 - the gradual repurposing of publicly-owned kerbside spaces for other uses: bike hangars, pocket parks, bus lanes, bike lanes, wider pavements, and car-club bays.
- Support increasing car parking permit prices.

Overview and Scrutiny Committee, 28 Oct 2019

- Some follow-up work with businesses is required to understand their issues better so that we can take on board in the final plan.

Feedback from Hackney & Tower Hamlets Friends of the Earth (online survey)

- Support the general thrust of this priority
- However, it needs to be extended to all types of motorised transport: freight, refuse services, taxis and private hire vehicles. Car mileage is already falling but non-car vehicle mileage is increasing.
- The Transport Strategy should address these non-car vehicles i.e. home deliveries, building industries, office deliveries, business refuse collection.

Feedback from Tower Hamlets Wheelers (online survey)

Strongly support this priority. In particular:

- Strongly support the removal of free cross-zonal residents' parking.
- Support the borough's four CPZs to be made much smaller
- Ask for an overall car parking space reduction strategy to be included in this strategy. We would support the following interventions
 - a workplace parking levy;
 - a requirement that all new developments (whether residential or commercial) are (or are very close to) parking-free
 - planning policies which favour the redevelopment of car parking for other uses;
 - the gradual repurposing of publicly-owned kerbside spaces for other uses: bike hangars, pocket parks, bus lanes, bike lanes, wider pavements, and car-club bays.

- Support increasing car parking permit prices.

Engagement events – ideas feedback left by the participants

Issues around car use/parking in specific areas:

- Traffic on Commercial Road - greater control and regulation are needed. Issues of too many cars and the environmental repercussions due to idling vehicles.
- Traffic on St. Pauls Way - speed restrictions need to be put in place to improve safety for road users.
- A high number of people discussed the Blackwall Tunnel and how the traffic through it causes disruption in the surrounding areas.
- There were concerns about the level of pollution emitting from cars, particularly along the A102 road. Parking was identified as being problematic. There were calls for the revocation of parking permits which allow people to park anywhere; greater parking enforcement at the Aberfeldy Estate; more parking availability in Whitechapel; the removal of CPZs; and extending parking scratch cards to 24 hours.

Priority 3: Transport services meets the needs of users and supports growth

Overview and Scrutiny Committee, 28 Oct 2019

- Need to include something on ferry use, rivers, bridges, Crossrail and Canary Wharf
- How we should deal with issues outside of our direct control such as buses, trunk roads (TLRN), Freight, Tube and rail, Canary Wharf and others?

Feedback from Hackney & Tower Hamlets Friends of the Earth (online survey)

- Support this priority

Feedback from Tower Hamlets Wheelers (online survey)

- Strongly support the aims of this priority in relation to improvements for walking and cycling and increasing the availability and use of cargo bikes, bike share and others.
- However, the economic benefits of walking and cycling are not highlighted as much as they deserve. Suggest that the strategy commits to raising awareness of this amongst local businesses in order to achieve the broadest possible support for walking and cycling improvements.
- Mention the need for spare capacity in the cycling network (both CS3 and arguably CS2 are both already at capacity at peak times).

Engagement events – ideas feedback left by the participants

Issues of specific public transport provision/areas:

- Move the bus stop outside of Waitrose back to Canary Wharf.
- Improve the services and frequency on the D3 route.
- More frequent and better connected bus services between the Docklands and the rest of Tower Hamlets.

- Greater accessibility at Wapping and Shadwell station.
- A pedestrianised walkway between Shadwell DLR and Overground station.
- Concerns of ASB around Shadwell station and a greater police deterrent was necessary.
- More direct bus routes from areas such as Bethnal Green; people mentioning that they frequently have to get two buses to get places such as Roman Road.
- More regular bus services; e.g. the D8 and 488 need to be more frequent to help connect people to transport hubs within the borough.
- Better accessibility at tube and DLR stations. Bow Road and Mile End stations have no lifts.
- In Whitechapel, there were more points of discussion around public transport and, specifically, bus provision. It was noted that a greater number of bus stops closer together would be helpful for those with mobility issues.
- The 8 and 388 being closer to Bethnal Green Road to reduce walking times between the closest stop and the road itself.
- Reference to the new bus gate at Wapping and making it a bus only gate, and not allowing cyclists to use it.

Priority 4: People feel safe & confident travelling in the borough

Overview and Scrutiny Committee, 28 Oct 2019

- No specific comments on this priority.

Feedback from Hackney & Tower Hamlets Friends of the Earth (online survey)

- Support this priority.
- Particular regard should be given to reducing traffic on streets which are home to vulnerable groups such as schoolchildren or the elderly.

Feedback from Tower Hamlets Wheelers (online survey)

- Strongly agree with the observations made in relation to cycle safety.
- Agree with the observations made in relation to bicycle theft. Suggest that the direct impact of bike theft on cycling rates is highlighted more explicitly.
- Provide much more secure residents' cycle parking.
- Highlight the need for secure parking for non-standard cycles such as cargo bikes and disability-adapted cycles.
- The 'social safety' aspects of walking and cycling routes should be mentioned, in particular that after dark many people will feel unsafe using routes through parks, canal towpaths and quiet back streets. Some of these fears might be mitigated with better lighting (where appropriate), but parallel main roads also need to be made safe for cycling and walking.

Engagement events – ideas feedback left by the participants

- Better safety measures needed along Regents Canal such as lighting and CCTV. Growing complaints of crime on the canal and surrounding areas.
- Better traffic calming measures on Cleveland Way and Cephus Street. The speed bumps on the latter aren't fit for purpose and cars are still speeding over them.

- Improvement of crossing layout on Whitechapel Road to make it safer for pedestrians and road users.
- Incentives to businesses to offer Oyster cards to employees as part of a salary package.

•
Priority 5: improve air quality and make surroundings quieter, more inviting & appealing

Overview and Scrutiny Committee, 28 Oct 2019

- Impact of parking policies and air quality should be considered.

Feedback from Hackney & Tower Hamlets Friends of the Earth (online survey)

- Strongly support policies that improve air quality.
- Endorse the importance of reducing traffic noise. A recent study on the proposed Barcelona “superblock” strategy highlighted the health benefits from both of these factors.
- Policies to encourage low emission vehicles need to address all vehicles, not just cars. Indeed, non-car vehicles could be a more fertile area to achieve an early change to low emission vehicles.

Feedback from Tower Hamlets Wheelers (online survey)

- Explicitly state that cycling and walking are by far the lowest-impact modes in terms of air quality and carbon dioxide emissions. For that reason the other Priorities relating to increasing the walking and cycling modal share directly support Priority 5.
- The strategy should explicitly recognise the limitations of EVs (electric vehicles) in relation to air quality, carbon dioxide emissions, and wider transport aims. These include:
 - The lifetime carbon dioxide emissions from an EV are not hugely lower than those of a petrol-fuelled vehicle, due to higher embedded carbon in production and the fact that the UK’s electricity production is not fully decarbonised.
 - EVs will still cause a significant amount of local pollution: particulates released through tyre, brake, and clutch wear have been assessed as representing 23% of total road transport pollution in the UK, including a clear majority of PM10 particulate pollution.
 - An additional source of road transport pollution is the resuspension of road dust into the atmosphere. This type of pollution will not be reduced by the removal of tailpipe emissions.
 - It will be a very long time until EVs become ubiquitous in the UK: central Government has announced that the sale of new petrol and diesel cars and vans will stop by 2040, which means that there will still be a significant number of vehicles with tailpipe emissions into the 2050s.
 - Looking more broadly than air quality and carbon emissions, EVs will do nothing to combat physical inactivity, reduce congestion, reduce road traffic danger, ameliorate the community severance impacts of traffic, or release valuable public realm currently used for parking.
 - Note that EVs will require significant enabling infrastructure in the form of charging points, which will be expensive and require more space in

the public realm. Whilst we enthusiastically support such provision for vehicles where the only likely alternative form of transport would be a petrol- or diesel-fuelled vehicle, for the reasons delineated above we believe that spending money and provisioning road space to enable a significant modal shift to walking, cycling and public transport will often represent better value. We ask that this prioritisation and the reasons for it is made even clearer in the strategy.

- Note that existing charging points for electric vehicles have often taken pedestrian space. We ask that the strategy explicitly state that kerbside road space be used for charging points.

Engagement events – ideas feedback left by the participants

- Greater accessibility for those who have practical difficulties.
- More comprehensive step-free access across stations in the borough.
- More attention on helping those with invisible disabilities using public transport, getting assistance and information to help them feel less excluded and more able to travel on public transportation.

Priority 6: Make travelling accessible & affordable

Overview and Scrutiny Committee, 28 Oct 2019

- No specific comments on this priority.

Feedback from Hackney & Tower Hamlets Friends of the Earth (online survey)

- Support this priority

Feedback from Tower Hamlets Wheelers (online survey)

- More explicitly make the point that walking and cycling are the cheapest modes.
- More explicitly make the point that both standard bicycles and adapted cycles can act as mobility aids to people with disabilities, and that pedestrians and cyclists with mobility impairments are likely to disproportionately benefit from better walking and cycling infrastructure
- In “How will we know if it’s working” section, add “older people, children and people with disabilities are proportionately represented amongst those cycling in Tower Hamlets” as a KPI.

Engagement events – ideas feedback left by the participants

- Greater accessibility for those who have practical difficulties.
- More comprehensive step-free access across stations in the borough.
- More attention on helping those with invisible disabilities using public transport, getting assistance and information to help them feel less excluded and more able to travel on public transportation.

Additional comments

Suggested to be added to the strategy by TH Wheelers

- Include a focus on how it will be delivered. Frequently in the past in Tower Hamlets, strategies have been produced and schemes are planned and consulted upon, but delivery has been patchy and very slow.
- State how public consultation will be used in relation to the schemes which will implement the strategy. In particular, this strategy should set the tone for schemes coming forward, with consultations being used to garner local knowledge in order to improve them -- and not to decide if they happen or not.
- KPIs which are promised on the strategy's final page should include ambitious measurable targets, including plenty of interim milestones.
- Canary Wharf represents a major barrier to cycling and walking in Tower Hamlets: it's difficult to access by bike or on foot, and it cuts off the Isle of Dogs from the rest of the borough. The strategy should therefore explicitly commit to working with the Canary Wharf Estate to get them on board with improving the area for both cycling and walking.
- In March 2019, Tower Hamlets declared a climate emergency. In the light of this, Priority 5 should explicitly highlight that the management of its road space is one of the main ways in which the council can reduce the borough's carbon dioxide emissions. It should also recognise that given the climate emergency this decarbonisation of the borough's roads needs to be undertaken quickly, with serious targets for reductions in emissions being set for well before 2041.

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Appendix D: Equality Analysis

Financial Year
2019/20

Section 1 – General Information (Aims and Objectives)

Name of the proposal including aims, objectives and purpose

(Please note – for the purpose of this doc, 'proposal' refers to a policy, function, strategy or project)

Tower Hamlets Transport Strategy 2019-2041

Vision:

Tower Hamlets has a healthy, safe and environmentally friendly transport system that is accessible and affordable for all who live, work, study and do business in the borough.

We will create an environment in Tower Hamlets that enables more people to walk, cycle and take public transport. People in the borough will feel safe to travel and enjoy our streets and public spaces

See
Appendix A

Current decision
rating



Conclusion - To be completed at the end of the Equality Analysis process

(the exec summary will provide an update on the findings of the EA and what outcome there has been as a result. For example, based on the findings of the EA, the proposal was rejected as the impact on a particular group was unreasonable and did not give due regard. Or, based on the EA, the proposal was amended and alternative steps taken)

Name:

(signed off by)

Date signed off:

(approved)

Service area:

Public Realm, Place

Team name:

Highways and Traffic Management

Service manager:

Mehmet Mazhar, Business Manager, Highways and Traffic Management

Name and role of the officer completing the EA:

Keiko Okawa, Senior Strategy and Policy Manager, Strategy, Policy and Performance, Governance

Section 2 – Evidence (Consideration of Data and Information)

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

- All data and evidence to develop the draft Strategy are included in the attached evidence pack.
- To inform the development of the draft strategy for consultation, we have carried out extensive engagement with the community and stakeholders, including:
 - Internal stakeholder workshop (January 2019)
 - Focus group discussions with residents (March 2019),
 - School travel event (March 2019)
 - Health and Wellbeing Board and Growth and Economic Development Board (March 2019)
 - Transport Strategy Summit attended by external stakeholders, partners, councillors and residents (April 2019)
 - REAL Networking Event and a workshop (April and May 2019)
 - A workshop at Toynbee Hall (May 2019)
 - One-to-one meetings with business stakeholders (May 2019)
- We conducted public consultation of the draft Strategy from July till September 2019. Feedback collected through the following consultation activities:
 - Residents telephone survey (1,100 residents)
 - Businesses telephone survey (500 businesses: closed 22 September)
 - Online survey (1,257 responses)
 - Consultation events
 - 20 August – Jubilee Mall, Canary Wharf, 3-7pm
 - 28 August – outside Whitechapel Idea Store, 3-7pm
 - 5 September – Shadwell DLR, 3-7pm
 - 9 September – Tesco Bromley By Bow, 3-7pm
- The table below shows proportions of respondents who said “yes” to the six priorities of the strategy. The residents phone survey and online survey show strong support for them.

	Residents phone survey	Online survey	Business phone survey
Priority 1: Make Tower Hamlets the best place to walk and cycle in London	81%	81%	56%
Priority 2: Reduce dependency on cars in favour of walking, cycling and public transport	73%	81%	36%
Priority 3: Work collaboratively to ensure transport services meet the needs of residents, visitors and businesses and support growth of the economy	93%	89%	89%
Priority 4: Create an environment where people are safe and feel confident to travel in Tower Hamlets	98%	95%	91%
Priority 5: Improve air quality and make our surroundings quieter, more inviting and more appealing	96%	91%	89%
Priority 6: Make travel in Tower Hamlets accessible and affordable for all	98%	91%	93%

- Detailed analysis of the consultation feedback is in Appendix A.

Section 3 – Assessing the Impacts on the 9 Groups

Please refer to the guidance notes below and evidence how you're proposal impact upon the nine Protected Characteristics in the table on page 3?

For the nine protected characteristics detailed in the table below please consider:-

- **What is the equality profile of service users or beneficiaries that will or are likely to be affected?**

Use the Council's approved diversity monitoring categories and provide data by target group of users or beneficiaries to determine whether the service user profile reflects the local population or relevant target group or if there is over or under representation of these groups

- **What qualitative or quantitative data do we have?**

List all examples of quantitative and qualitative data available
(include information where appropriate from other directorates, Census 2001 etc)

- *Data trends – how does current practice ensure equality*

- **Equalities profile of staff?**

Indicate profile by target groups and assess relevance to policy aims and objectives e.g. Workforce to Reflect the Community. Identify staff responsible for delivering the service including where they are not directly employed by the council.

- **Barriers?**

What are the potential or known barriers to participation for the different equality target groups? Eg- communication, access, locality etc.

- **Recent consultation exercises carried out?**

Detail consultation with relevant interest groups, other public bodies, voluntary organisations, community groups, trade unions, focus groups and other groups, surveys and questionnaires undertaken etc. Focus in particular on the findings of views expressed by the equality target groups. Such consultation exercises should be appropriate and proportionate and may range from assembling focus groups to a one to one meeting.

- **Additional factors which may influence disproportionate or adverse impact?**

Management Arrangements - How is the Service managed, are there any management arrangements which may have a disproportionate impact on the equality target groups

- **The Process of Service Delivery?**

In particular look at the arrangements for the service being provided including opening times, custom and practice, awareness of the service to local people, communication

Please also consider how the proposal will impact upon the 3 One Tower Hamlets objectives:-

- Reduce inequalities
- Ensure strong community cohesion
- Strengthen community leadership.

Please Note -

Reports/stats/data can be added as Appendix

Target Groups	Impact – Positive or Adverse	Reason(s)
Race	Positive	<p>Please add a narrative to justify your claims around impacts and,</p> <ul style="list-style-type: none"> Please describe the analysis and interpretation of evidence to support your conclusion as this will inform decision making <p>Please also how the proposal will promote the three One Tower Hamlets objectives?</p> <ul style="list-style-type: none"> -Reducing inequalities -Ensuring strong community cohesion -Strengthening community leadership <p>As the vision of the strategy states, the strategy aims to create an environment in Tower Hamlets that enables more people to walk, cycle and take public transport and where people will feel safe and to travel and enjoy our streets and public spaces. Aligned with the London Mayor’s “Healthy Streets” approach, the strategy aims to relieve road congestion and overcrowding on public transport, improve air quality and increase physical activity by prioritising human health in the design of our streets so that streets are more people centric.</p> <p>The evidence pack for the strategy identifies:</p> <ul style="list-style-type: none"> White residents were more likely than Bangladeshi residents to cycle (26% vs 11%). 12.9% of the borough’s South Asian population who are over 70 years old have been diagnosed with Asthma, compared with 8.3% of White and 5.2% of the black population of the same age group. <p>Physical activity decreases risks of disease and ill health, including high blood pressure, type 2 diabetes, coronary heart disease, anxiety and depression. By promoting active travel modes (e.g. walking and cycling) as part of the strategy implementation, health and wellbeing of residents will be improved. As Bangladeshi residents’ take-up of cycling is disproportionately low, this group will be particularly benefited by this strategy.</p> <p>Research also shows that poor air quality can worsen asthma symptoms. Better air quality that this strategy aims for will prevent people who have asthma from having worsened symptoms. As disproportionately more South Asian population who are over 70 years old have been diagnosed with asthma, this group will especially be benefited from the strategy implementation.</p>

Disability	Positive	<p>The strategy includes Priority 6: Make travelling in Tower Hamlets more accessible and affordable for all. The development of this priority has been informed by a number of engagement sessions including the Summit, workshops with REAL and Toynbee Hall. As the draft strategy states, poor road quality and infrastructure were reported as issues for disabled residents and those with mobility issues. The evidence pack for the strategy identifies that disabled people are five times more likely to be injured on roads than non-disabled people.</p> <p>The draft strategy states that “Tower Hamlets is committed to seeing an accessible transport network delivered for all; to enable people from all walks of life to have the freedom to travel, reduce the isolation experienced by many older and disabled people and makes it easier for people to access employment and education opportunities” and “All road users, including essential services and vulnerable road users, will have sufficient access to our streets through the Blue Badge scheme, parking for carers and travel training for those with learning disabilities”. It also states that the council work with partners to develop schemes that increase access to mobility aids and increase availability and access to repair and maintenance services. Such schemes will improve accessibility of people with mobility issues.</p> <p>The residents phone survey and online survey respondents are represented by this group. 13% (138 out of 1100) of the residents phone survey and 11% (134) of the online survey respondents claimed they had disabilities.</p>
Gender	Positive	<p>The strategy promotes sustainable transport modes i.e. walking, cycling and use of public transport. The evidence pack identifies that female residents are much less likely to cycle than male (14% vs 26%) and female cyclists are more prone to sexual harassment and have concerns about appearance related issues when cycling.</p> <p>Safety is identified as key to promote sustainable transport modes in the Strategy. Creating a safer environment for walking, cycling and public transport use is considered under “Priority 1: Make Tower Hamlets one of the best places to walk and cycle in London”; road safety, cycle safety and tackling crime and ASB under “Priority 4: Create and an environment where people feel safe and confident when travelling in the borough”. The Strategy aims to deliver a safe road environment for all and advocates community safety initiatives by the council and partners. A safe road environment and improved community safety will benefit all including this group.</p> <p>In England, evidence shows that 25% of women and 20% of men are physically inactive. Increased take-up of sustainable transport modes will help reduce physical inactivity.</p>

Gender Reassignment	Positive	<p>As the vision of the Strategy states, the strategy aims to create an environment in Tower Hamlets that enables more people to walk, cycle and take public transport and where people will feel safe and to travel and enjoy our streets and public spaces. The Strategy aims to deliver a safe road environment for all and advocates community safety initiatives by the council and partners.</p> <p>We have not identified any data in the context of this strategy that show people who have had gender reassignment are disproportionately represented. A safe road environment and improved community safety that the Strategy aims to achieve will benefit all including this group.</p>
Sexual Orientation	Positive	<p>As the vision of the Strategy states, the strategy aims to create an environment in Tower Hamlets that enables more people to walk, cycle and take public transport and where people will feel safe and to travel and enjoy our streets and public spaces. The Strategy aims to deliver a safe road environment for all and advocates community safety initiatives by the council and partners.</p> <p>We have not identified any data in the context of this strategy that show people who have different sexual orientation are disproportionately represented. A safe road environment and improved community safety that the Strategy aims to achieve will benefit all including this group.</p>
Religion or Belief	Positive	<p>As the vision of the Strategy states, the strategy aims to create an environment in Tower Hamlets that enables more people to walk, cycle and take public transport and where people will feel safe and to travel and enjoy our streets and public spaces. The Strategy aims to deliver a safe road environment for all and advocates community safety initiatives by the council and partners.</p> <p>We have not identified any data in the context of this strategy that show people who have different religion or belief are disproportionately represented. A safe road environment and improved community safety that the Strategy aims to achieve will benefit all including this group.</p>
Age	Positive	<p>The evidence pack shows that air pollution affects people throughout their lifetime from pregnancy to elderly age. Better air quality that we are going to achieve through this strategy will give positive impact on all age groups, in particular South Asian population over 70 years old. Higher proportion of South Asian population who are over 70 years old (13%) have been diagnosed with asthma, compared with White (8%) and black population (5%) of the same age group.</p> <p>The strategy supports investing in infrastructure to support walking and cycling. There is evidence to show that such investment can increase physical activity levels and improve mobility among children,</p>

		adults and older adults. 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). The strategy will help increase physical activity levels of children, adults and older adults, which will be beneficial for their health and wellbeing.
Marriage and Civil Partnerships.	Positive	<p>As the vision of the Strategy states, the strategy aims to create an environment in Tower Hamlets that enables more people to walk, cycle and take public transport and where people will feel safe and to travel and enjoy our streets and public spaces. The Strategy aims to deliver a safe road environment for all and advocates community safety initiatives by the council and partners.</p> <p>We have not identified any data in the context of this strategy that show people who are married or have had civil partnership are disproportionately represented. A safe road environment and improved community safety that the Strategy aims to achieve will benefit all including this group.</p>
Pregnancy and Maternity	Positive	Research shows that air pollution causes 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. Better air quality that the strategy aims to achieve will help reduce incidents of low birth weight.
Other Socio-economic Carers		

Section 4 – Mitigating Impacts and Alternative Options

From the analysis and interpretation of evidence in section 2 and 3 - Is there any evidence or view that suggests that different equality or other protected groups (inc' staff) could be adversely and/or disproportionately impacted by the proposal?

No

If yes, please detail below how evidence influenced and formed the proposal? For example, why parts of the proposal were added / removed?

(Please note – a key part of the EA process is to show that we have made reasonable and informed attempts to mitigate any negative impacts. An EA is a service improvement tool and as such you may wish to consider a number of alternative options or mitigation in terms of the proposal.)

Where you believe the proposal discriminates but not unlawfully, you must set out below your objective justification for continuing with the proposal, without mitigating action.

Section 5 – Quality Assurance and Monitoring

Have monitoring systems been put in place to check the implementation of the proposal and recommendations?

Yes

How will the monitoring systems further assess the impact on the equality target groups?

The delivery of an action plan, which will be developed following the adoption of the strategy, will be regularly monitored by an appropriate group.

Does the policy/function comply with equalities legislation?

(Please consider the [OTH objectives](#) and [Public Sector Equality Duty](#) criteria)

Yes

If there are gaps in information or areas for further improvement, please list them below:

How will the results of this Equality Analysis feed into the performance planning process?

The delivery of an action plan, which will be developed following the adoption of the strategy, will be regularly monitored by an appropriate group.


Section 6 - Action Plan

As a result of these conclusions and recommendations what actions (if any) **will** be included in your business planning and wider review processes (team plan)? Please consider any gaps or areas needing further attention in the table below the example.

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Progress
Example				
1. Better collection of feedback, consultation and data sources	1. Create and use feedback forms. Consult other providers and experts	1. Forms ready for January 2010 Start consultations Jan 2010	1.NR & PB	
2. Non-discriminatory behaviour	2. Regular awareness at staff meetings. Train staff in specialist courses	2. Raise awareness at one staff meeting a month. At least 2 specialist courses to be run per year for staff.	2. NR	

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Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Progress
n/a				

Cabinet 18 December 2019	 TOWER HAMLETS
Report of: Will Tuckley, Chief Executive	Classification: Unrestricted
Tower Hamlets Council Equality Policy + Tower Hamlets Council Annual Equality Report 2018-19	

Lead Member	Councillor Asma Begum, Deputy Mayor and Cabinet Member for Community Safety and Equalities
Originating Officer(s)	Katy McGinity, Strategy & Policy Officer
Wards affected	All Wards
Key Decision?	No
Forward Plan Notice Published	29 October 2019
Reason for Key Decision	N/A
Strategic Plan Priority / Outcome	All themes

Executive Summary

This report includes a refreshed Tower Hamlets Equality Policy and the Tower Hamlets Annual Equality Report 2018-19. Both documents demonstrate the council's commitment to the Public Sector Equality Duty (PSED) as set out within the Equality Act 2010.

The equality policy sets out a clear commitment to ensure equality is at the heart of everything the council does, from the money we spend, the people we employ to the services we provide and applies to all functions of the council. The annual equality report provides a high level summary of the councils work in 2018-19 to address the inequalities in Tower Hamlets.

Recommendations:

The Mayor in Cabinet is recommended to:

1. Agree the Tower Hamlets Council Equality Policy at Appendix 1;
2. Note the Tower Hamlets Council Annual Equality Report 2018-19 at Appendix 2;
3. Note the Equalities Implications set out at paragraph 4.

1 REASONS FOR THE DECISIONS

- 1.1 The Tower Hamlets Equality Policy sets out a clear commitment to ensure equality is at the heart of everything the council does, from the money we spend, the people we employ to the services we provide. This is reflective of the broader equality objective set out in the Tower Hamlets Plan 2018-23 and rolling three year strategic plan. It demonstrates the council's commitment to the Public Sector Equality Duty (PSED) under the Equality Act 2010 and the obligations the council has under this including the collection of equality data and the annual publication of information.
- 1.2 The Tower Hamlets Equality Report 2018-19 provides the opportunity to highlight key pieces of work that have been undertaken to achieve the council's broader equality objective and reduce the inequalities that were identified through the Borough Equality Assessment 2017-18 (BEA). The BEA is the council's key tool in identifying inequality in the Tower Hamlets and is incorporated into service planning throughout the council which will feed into strategic plan monitoring and equip services with data to inform further decision making and ensure services are targeting residents who need it most.

2 ALTERNATIVE OPTIONS

- 2.1 The council could choose not to publish an equality policy and not to review progress against the equality issues identified in the BEA. Equality is already embedded throughout the council's plans, strategies and activities; however, it is considered that having all relevant information relating to equality set out in the equality policy and reporting on known equalities helps demonstrate the council's commitment to the public sector equality duty pursuant to the Equality Act 2010.

3 DETAILS OF THE REPORT

Tower Hamlets Equality Policy

- 3.1 The council's commitment to equality was previously set out in the Tower Hamlets Single Equality Framework and is now embedded throughout the Tower Hamlets Plan and rolling three year Strategic Plan which sets out the council's broad vision of tackling inequality by building a strong, inclusive and fair borough.
- 3.2 This policy has been developed through engagement with the Corporate Equality Board, Staff Networks, Trade Union Forum and Directorate Leadership Teams. It reflects the council's broader vision of equality and was developed through desktop research, review of best practice examples and is reflective of all current practice.

- 3.3 The council's equality policy applies to all functions including but not limited to the development of policy and strategy, the commissioning and purchasing of goods and services to consultation with local people.
- 3.4 It sets out the council's high level commitment to equality and the reasons why this is important. It recognises the need for the council to work with partners to advance equality, promote good community relations and tackle discrimination in order to provide accessible and responsible services that enable all residents to take part in the social, cultural and economic wealth of the borough.
- 3.5 The equality policy sets out how the council puts the policy into practice and outlines what the council does as a community leader, service provider and employer in order to embed equality throughout the council's plans, services and activities. It highlights some of the activities undertaken in each of these roles and ultimately illustrates that equality is a key driver for everything the council does.
- 3.6 The policy supports the council in meeting its public sector equality duty under the Equality Act 2010 which also requires the council to publish equality information about its employees and residents who share a protected characteristic. The policy acknowledges this commitment and sets out what the council does with this information to support and inform evidence based decision making that helps shape interventions to meet the needs of our service users.
- 3.7 All council officers have some degree of responsibility for ensuring that equality is considered in all decision making and the policy provides an outline of these roles and responsibilities.

Tower Hamlets Annual Equality Report 2018-19

- 3.8 The Annual Equality Report provides a summary with examples of best practice on the work that the council has undertaken to address inequality in the borough. The report has been developed in conjunction with council departments and involves both output and outcome data.

Priority 1 Outcome 1

People access a range of education training and employment opportunities

- 3.9 The BEA identified seven equality issues under this priority with the key concern being employment levels amongst different groups who share a protected characteristic alongside child and pensioner poverty. The report highlights the WorkPath Programme and Tackling Poverty Fund as examples of work undertaken to address these equality areas and includes key data that demonstrates success in these areas.
- 3.10 The WorkPath programme data showcases the success of the service in placing residents into sustainable jobs over the 2018/19 period. 519 BAME residents, 98 residents with disabilities and 81 residents aged 50+ were

placed into sustainable jobs over this period. Young WorkPath is also highlighted with it now working across 26 schools and 2 colleges in the borough.

- 3.11 The Tackling Poverty Fund was established to address the high level of poverty in the borough and data in the report demonstrates the direct impact the fund has had on residents including the provision of 8,500 meals through the holiday hunger programme and identification of 800 pensioners who were contacted and encouraged to apply for a benefit they were entitled to but not currently claiming.

Priority 1 Outcome 2

Children and young people are protected so they get the best start in life and can realise their potential

- 3.12 The BEA identified seven equality issues under this priority relating to attainment levels and the promotion of understanding of LGBTQ issues amongst five groups who share a protected characteristic. The report references Family Group Conferences and the Learning & Achievement Strategy for 14 – 15 year olds 2019-24 as examples of work undertaken to address these equality issues as well as highlighting key data that demonstrates success in the area.
- 3.13 The Family Group Conference case study provides an example of an initiative undertaken to address any potential equality issues relating to children in the early stages and highlights that this service is increasing in popularity with 436 referrals made in 2017-18, the highest referral rate in London.
- 3.14 The Learning & Achievement Strategy for 14 – 25 years olds 2019-24 demonstrates the council's commitment to addressing attainment inequalities amongst our young people, notably referencing White British and Black Caribbean pupils. The strategy includes actions to improve the councils understanding of equality issues and new approaches to addressing these.

Priority 1 Outcome 3

People access joined-up services when they need them and feel healthier and more independent

- 3.15 The BEA identified fourteen equality issues under this priority across eight of the nine protected characteristics. The report references the Adult Learning Disability Strategy 2017-20 and Adult Social Care and Public Health Initiatives as examples of work undertaken to address these equality issues as well as highlighting key data that demonstrates success in the area.
- 3.16 The Adult Learning Disability Strategy 2017-20 highlights the councils work alongside the NHS to address inequality faced by adults with a learning disability including life expectancy which is significantly lower than the general population at 59 years for men and 56 years for women. To help address this, adults with a learning disability are encouraged to see their GP once a year

with the proportion of people doing this rising from 74% in 2017-18 to 82% in 2018-19.

- 3.17 Adult social care and public health initiatives aim to reduce health inequalities and improve the health of the population. Initiatives include the promotion of good sexual health, support services for people who smoke and tackling loneliness and isolation. Highlighted in the report is the assistive technology initiative which has enabled residents to stay safe and active in their own home supporting approximately 2,802 residents each month through the use of this technology.

Priority 2 Outcome 6

People live in good quality affordable homes and well-designed neighbourhoods

- 3.18 The BEA identified seven equality issues under this priority relating to homelessness, overcrowding and accessibility across seven protected characteristics. The report references the Homelessness and Rough Sleeping Strategy 2018-23 and Project 120 as examples of work undertaken to address these inequalities and also highlights key data that demonstrates success in the area.
- 3.19 The Homelessness and Rough Sleeping Strategy 2018-23 sets out how the council plans to prevent homelessness, a key inequality in the borough as well as help vulnerable residents at risk of becoming homeless. Project 120 works to address the specific needs of families with a wheelchair user in their household. This successful initiative has resulted in 146 wheelchair accessible units being delivered in 2017/18 representing 16% of total affordable housing reducing the likelihood of these service users being in inadequate housing or on a waiting list.

Priority 2 Outcome 7

People feel safe in their neighbourhoods and anti-social behaviour is tackled

- 3.20 The BEA identified five equality issues under this priority relating to violence against women and girls and hate crime across three protected characteristics. The report references the Tower Hamlets Violence Against Women and Girls (VAWG) Strategy 2019-24 as an example of work undertaken to address inequalities faced by the residents who share this protected characteristic and also highlights key data that demonstrates success in the area.
- 3.21 The VAWG strategy sets out the council's priorities for tackling all forms of gendered violence and the inequalities that derive from this. Initiatives to support this include the Domestic Violence One Stop Shop located at the Idea Store, Whitechapel which was accessed by 242 residents in 2018 as well as the Sanctuary Project which provided safety and security to 47 residents in 2018/19.

Priority 2 Outcome 8

People feel they are part of a cohesive and vibrant community

- 3.22 The BEA identified five equality issues under this priority relating to isolation and loneliness, hate crime and advocacy across three protected characteristics. The No Place for Hate Forum, ESOL classes and Community Cohesion Pilot Programme are referenced as examples of work undertaken to address these inequalities and also highlights key data that demonstrates success in the area.
- 3.23 The No Place for Hate Forum has undertaken a campaign to raise awareness of the challenges created by hate crime in the community and reflective of its success is the volume of organisations and individuals signing up to the no place for hate pledge which to date include 142 organisations and 2,864 individuals.
- 3.24 Both ESOL classes and the community cohesion pilot programme address a number of inequalities faced by residents including isolation and vulnerability faced by new residents and migrants. Key achievements include ESOL classes being offered in the borough 7 days a week, 11,480 residents of Chinese and Vietnamese descent aged 50+ taking part in lunch clubs and 190 book break secession being help to prevent loneliness and isolation.
- 3.25 The report also includes data on the need to give disabled residents a voice in decision making with the council commissioning the Local Voices Steering Group to provide this function with 8 meetings being held in 2018-19.

Priority 3 Outcome 11

People say we continuously seek innovation and strive for excellence to embed a culture of sustainable improvement

- 3.26 The BEA identified five equality issues under this priority relating to representation, diversity and inclusion across five protected characteristics.
- 3.27 The report references the Tower Hamlets Annual Equalities Monitoring report and gender pay gap reporting as an example of work undertaken by the council to address these inequalities with these informing an action plan to address these. A gender pay gap still exists in the council and in 2017-18 women earned £1.69 per hour less than men (mean) and £1.30 per hour less (median). The report also highlights the councils work to ensure representation of different groups with the staff forums being revived in 2019.

4 EQUALITIES IMPLICATIONS

- 4.1 The council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct under the Act;

- Advance equality of opportunity between people who share those protected characteristics and people who do not; and
- Foster good relations between people who share those characteristics and people who do not.

4.2 This Tower Hamlets Equality Policy and Tower Hamlets Annual Equality Report 2018-19 demonstrates the council's commitment to the public sector equality duty by setting out its commitment to equality and providing examples of how it ensures that equality is at the heart of everything the council does from the money it spends, the people it employs to the services it provides. It does not suggest any changes to current practice or derogate from any statutory duties and has been developed through engagement with a number of internal stakeholders.

4.3 It also supports the councils broader equality objective as set out in the Tower Hamlets Plan 2018-23 and rolling three year Strategic Plan of tackling inequality by building a strong, inclusive and fair borough.

5 OTHER STATUTORY IMPLICATIONS

5.1 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.
- Data Protection / Privacy Impact Assessment.

5.2 There are no other statutory implications.

6 COMMENTS OF THE CHIEF FINANCE OFFICER

6.1 The Mayor in Cabinet is requested to agree the contents of the Tower Hamlets Council Equality Policy (Appendix 1), note the Tower Hamlets Council Annual Equality Report 2018-19 (Appendix 2) and note the Equalities Implications set out at paragraph 4. There are no direct financial implications arising from this report.

7 COMMENTS OF LEGAL SERVICES

7.1 The council's legal requirements in respect of the Public Sector Equality Duty are embedded in the body of the report.

- 7.2 An equality policy highlights the council's commitment to promoting equality and diversity for both service users and staff.
-

Linked Reports, Appendices and Background Documents

Linked Report

- None

Appendices

- Appendix 1 - Tower Hamlets Council Equality Policy
- Appendix 2 – Tower Hamlets Council Annual Equality Report 2018-19

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

- None.

Officer contact details for documents:

katy.mcginity@towerhamlets.gov.uk

Appendix 1

Tower Hamlets Council Equality Policy

December 2019



Review date 2022

What is this document?

The equality policy sets out a clear commitment to ensure equality is at the heart of everything we do from the money we spend, the people we employ, to the services we provide.

The policy applies to all aspects of the council's functions including:

- Development of policy and strategy
- Provision of services
- Commissioning and purchasing of goods and services
- Recruitment, employment, training and development of staff
- Grants to voluntary and community organisations
- Landlord functions in respect of housing and other property
- Exercise of statutory powers and responsibilities
- Partnerships with other organisations
- Community involvement
- Consultation with local people
- Communication and publicity

Why is this important?

The council has a legal duty under the Equality Act 2010 to eliminate unlawful discrimination, advance equality of opportunity and foster good relations. Tower Hamlets is a dynamic place where a thriving economy co-exists with high levels of poverty. Through this policy we are working to make our borough a safer, cleaner and fairer place to live and improve outcomes for local people, reduce dependency on public services and enable people to live more independent and fulfilled lives.

Understanding our community and meeting its needs

Tower Hamlets is a borough of contrasts. As with any inner city area, we face issues including crime, pollution with a transient and changing community. The borough is the second most densely populated local authority in the country. Almost 19,000 people are on our housing waiting list – the second highest in London – and 35,110 additional homes are needed over the next decade. It is a place of contrasts and contradictions where a thriving economy co-exists with high levels of poverty. There are great disparities of wealth with one in four residents living below the poverty line. The average household income of our most wealthy ward is more than double that of our poorest.

Our borough has significant health problems and has the lowest life expectancy rates in London (disability-free) and 43 per cent of Year 6 children are overweight or obese. Tower Hamlets experiences the third highest emissions of air pollution which contribute to the average lung capacity of our children being 10 per cent smaller than other parts of the UK.

Tower Hamlets is diverse which is one of its greatest strengths. The borough's position in the heart of London makes it a desirable place to live and work contributing to its unique make up as outlined below:

- The 16th most ethnically diverse local authority in England.
- One of the fastest growing populations in England: expected to reach 365,200 by 2027.
- The 3rd highest economic output in the UK.
- The 50th most deprived local authority in England.
- The largest Bangladeshi population in the country who comprise 1 in 3 residents.
- The 4th youngest population in the country.
- Half of all residents aged 60+ live below the poverty line (three times the national rate).
- Highest rates of child poverty in England at 32.5%.

Our commitment to equality

The council is committed to creating cohesive communities that are strong, fair and inclusive. We want Tower Hamlets to be a place where people have equal access to opportunities and where inequality is actively tackled. We recognise that we can only do this by working with our partners to advance equality, promote good community relations and tackle discrimination.

We know the diversity of our community is one of our greatest strengths and assets. We value the strength that comes with difference and the positive contribution that diversity brings to our community. The council will build upon this by working with our partners to provide accessible and responsive services that enable everyone to take part in the social, cultural and economic wealth of the borough. We are committed to using our leadership role to understand and meet the needs our community.

We recognise and accept that discrimination means some people may have not had equal access to services or employment or fair chances in life. Therefore we support the view that it may be necessary to develop or create some services or opportunities to specifically meet different needs. We know that discrimination can be institutionalised and are committed to combating any unintended institutional discrimination by developing an anti-discriminatory organisational culture, placing equality at the centre of everything we do.

Putting the Policy into practice

Equality is embedded throughout the council's plans, services and activities and is a key driver for everything we do. Outlined below are the ways in which we will achieve this.

As a Community Leader we will:

- Advance equality of opportunity by undertaking equality analysis to assess the impact of our decisions on our community.
- Foster good relations between local people through commissioning and organising events and celebrations to promote community cohesion.
- Work with partners to address borough priorities including equality issues to tackle prejudice and discrimination.

- Actively engage with the local community through communication and consultation to ensure that our services meet local needs and are fully accessible.
- Regularly review our population and its needs using information from analysis, consultation and surveys.
- Monitor and identify any issues in the access and take-up of council services through equality monitoring.
- Promote the community and voluntary sector and work with groups, individuals and organisations to provide culturally specific services, with equalities firmly embedded in those relationships and projects.
- Expect suppliers and contractors to fully comply with our equality policy statement and ensure it is embedded in our commissioning and procurement function.
- Encourage participation in local democracy and representation on various bodies and in our processes, from people who may normally feel free excluded from, or underrepresented in, our decision-making.
- Ensure we learn from best practice.

As a service provider we want:

- Service users to receive fair, sensitive and equal treatment when accessing services, and are treated with dignity and respect.
- Services to be relevant and responsive to the changing and diverse needs of our local population, and are delivered without discrimination, prejudice or bias.
- Our services, buildings and information to be fully accessible, particularly to those groups or individuals who face disadvantage or discrimination.
- Our services, buildings and information to promote social integration and cohesion.
- Information about our services and policies to be accessible.
- External contractors comply with our equality policy.
- Empower service users to be aware of their rights and entitlements when receiving services.

As an Employer

The council aims to provide a safe and accessible working environment for existing and potential employees, one that is free from harassment and discrimination, where individuals' values, beliefs, identities and cultures are respected. All council employees are responsible for complying with this policy and must follow it as part of their conditions of service.

Council staff must not discriminate against anyone, persuade another employee to discriminate, tolerate or condone discriminatory practices, harass or abuse other employees or members of the public - for any reason. In return we expect our staff to be treated with respect and we will not tolerate discriminatory or abusive behaviour towards our staff.

We will

- Be an employer where local people chose to work and make good careers. We want to have a workforce that best serves our community.
- Promote our code of conduct and values to ensure we act professionally and treat everyone with dignity and respect.

- Provide equality and diversity training for staff including as part of our induction training for all new starters.
- Ensure staff can access confidential reporting systems available for those who may face bullying, harassment, prejudice and/or discrimination.
- Undertake regular staff surveys to help identify equality and diversity trends or issues that may need addressing.
- Ensure that we consider individuals' needs and make reasonable adjustments where appropriate in order to remove barriers for disabled people and resolve issues relating to disability.
- Implement and review our policies to support the health and well-being of our staff and promote well-being at work.
- Take action to protect employees who are at risk of violence while carrying out their duties.
- Ensure staff can safeguard and promote the welfare of children, young people and adults. Safeguarding is everyone's responsibility.
- Facilitate and support staff networks, where there is demand for them.
- Publish workforce information including the differences in pay between men and women (the gender pay gap) and use it to develop initiatives and inventions to address equality issues including gender pay gap.
- Develop, review and promote policies and practices that ensure equality of opportunity and eliminate discrimination in the workforce throughout all areas of employment (including recruitment, retention, learning and development, promotion, grievance, disciplinary and retirement).

The Public Sector Equality Duty (PSED)

The council is committed to the public sector equality duty under the Equality Act 2010 ('the Act') and in the exercise of its functions we will have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not; and
- Foster good relations between people who share a protected characteristic and those who do not.

The protected characteristics set out in the Act are listed below:

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

Annual publication of information

As part of the public sector equality duty the council has a specific duty to publish equality information about its employees and residents who share a protected characteristic. We are required to prepare and publish equality objectives and equality analysis that supports our decisions. The council is committed to publishing information that is accessible and helps us to shape interventions and meet the needs of our service users and community.

We will gather and publish information about the community and our workforce and use it to support evidence based decision-making as well as regularly review and update our objectives. We will regularly publish our performance on delivering our equality objectives and the good work undertaken by the council and its partners.

Equality Monitoring

As part of the council's legal duty to comply with the Equality Act 2010 the council collects equality data about its residents and employees.

We are committed to collecting equality data that provides the council with intelligence about its employees and residents so that we can better understand needs of those who use our services, the people we employ and the money we spend.

Making it happen

Council priorities

The council's equality objectives are embedded in our key strategic priorities which provide a framework for everything we do. We have worked with our partners to develop our borough-wide Tower Hamlets Plan and the council's Strategic Plan each document has a set of priorities that ensure equality is embedded in everything we do as a council and with partners.

Our council priorities drive our performance management and accountability framework which is designed to demonstrate our progress. The council adopted an approach that focusses on improving outcomes for local people. Our key priorities are:

- Priority 1: People are aspirational, independent and have equal access to opportunities.
- Priority 2: A borough that our residents are proud of and love to live in.
- Priority 3: A dynamic, outcomes-based council using digital innovation and partnership working to respond to the changing needs of our borough.

An annual equality report will set out our progress against our equality objective and will be presented to Overview and Scrutiny Committee and Cabinet as part of Strategic Plan reporting and published on our website.

Roles and responsibilities

Individuals and groups have specific roles in meeting our equality and diversity responsibilities. There is a clear infrastructure to help deliver equality in the council.

The Mayor & Cabinet: Set the priorities for the council which focuses on tackling inequality, protecting vulnerable residents and ensuring Tower Hamlets is a great place to live work study and visit. The Mayor and Cabinet are also responsible for equality considerations in their decision making.

Councillors: Represent the views of their communities and bring their views into the Councils decision, making process in their role as community leaders.

Corporate Leadership Team: Provide visible leadership on equality ensuring it is embedded into policy, strategy and delivery as well as ensuring that the council is meeting its duty under the Act.

Corporate Equality Board: Chaired by the Chief Executive to progress the council's equalities work and meeting of its duties under the Act, members include directors and representatives of each of our staff networks. The Board aims to strengthen equality practice across the organisation and support activities and initiatives that help address inequality in the borough.

Directorate Leadership Teams: Directorate leadership teams will maintain an overview for the directorate and ensure effective development, implementation and monitoring of service equality objectives and related actions; as part of business and service plans.

Officers of the council: Staff are expected to have an understanding of equality and embed relevant policy and practice into service delivery. Our corporate values are an integral part of this ensuring we work Together, are Open, Willing, Empower and Respect everyone (TOWER). Our values underpin everything that the council does including our work with partners to improve the quality of life for everyone who studies, works and lives in Tower Hamlets.

The Strategy, Policy and Performance service is responsible for ensuring this policy is embedded across the organisation, reviewed and updated.

Benchmarking

The council benchmarks itself against a number of external resources. As an employer the Stonewall Workplace Equality Index is used to measure progress on Lesbian, Gay, Bi and Trans inclusion. The council is a disability confident employer and accredited by the Mayor of London as a Healthy Workplace . We also use our staff equality monitoring data to benchmark ourselves against other London Boroughs.

As a service provider we compare ourselves against other Local Authorities and use the Equality Framework for Local Government (EFLG) to review and improve performance across key performance areas which include knowing your communities; leadership, partnership and organisational commitment; involving your communities; responsive services and customer care; as well as a skilled and committed workforce.

What happens when things go wrong?

The council recognises that sometimes things go wrong or not how we had planned. When this happens it will seek to ensure it can put it right.

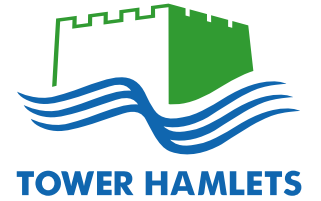
Complaints

We expect everyone who works for and with the council to demonstrate our commitment to equality. The council's aim is to make sure our customers, whether they are residents, visitors, or local businesses, have a positive experience. All customers have the right to access information and have the ability to contact the council to give feedback on an experience with the council or if they believe they are being discriminated against.

All complaints will be reviewed and responded to within 20 working days. If the response received is not satisfactory a final review can be requested and the previous decision will be reviewed to decide if it was fair and reasonable.

The council does not tolerate discrimination, harassment or victimisation and will take appropriate action.

Tower Hamlets Annual Equality Report 2018-19

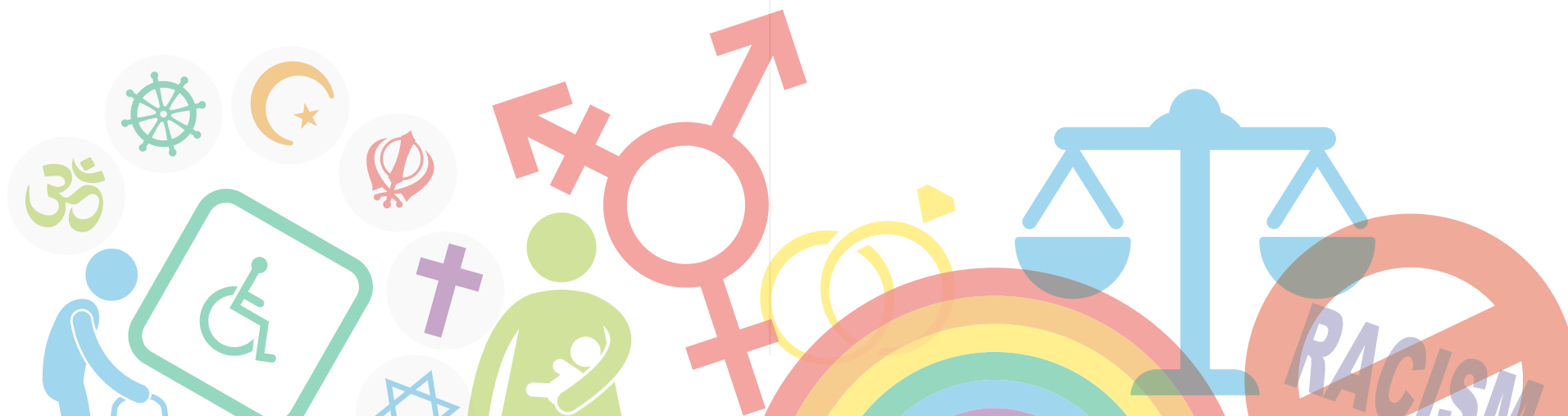


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Foreword

We are proud to introduce the Tower Hamlets Annual Equality Report which outlines key activities the council has undertaken to address inequality in the borough. This report is informed by the Borough Equality Assessment (BEA) 2017-18, which assesses inequality in Tower Hamlets and will be updated in 2019.

This report builds on our commitments made in our manifesto in 2018 which have been embedded into the council's strategic plan and business planning process and over the next few years will bring forth key strategies and activities that will help address inequality in Tower Hamlets.

The council, as a community leader and place shaper has both a moral and legal obligation to its residents to address inequality. We do this through the services we provide, the money we spend, the people we employ and working effectively with our partners to ensure better outcomes for those living, working and studying here. This enables us to guarantee better value for money spent on services, empower our communities to be inclusive and to improve our performance for our residents.

Our borough's diversity is one of its greatest strengths and promoting this along with equality is at the forefront of everything the council and our partners do to improve the quality of life for everyone in the borough. Our vision for equality is to have equal opportunities by building a strong, inclusive and fair borough. Our partnership Tower Hamlets Plan and strategic plan both have these values embedded in them.

At the time of writing this report, Tower Hamlets is the 10th most deprived local authority in England with child and pensioner poverty levels the highest in England. This isn't good enough and protecting our young people and older residents remains one of our top priorities. Further investment will be made to ensure our young people have the best start in life in addition to the £10m already invested in children's social care over the past two years. Adult social care will also be prioritised with a further £10m invested between now and 2022. We continue to address poverty through the £6.6 million Tackling Poverty Fund dedicated to supporting those most in need in the borough.

We also need to acknowledge and celebrate our diversity with programmes for International Women's week, Black History Month and LGBT History Month including a diverse range of events. The community equality forums we commission aim to give a voice to our borough's most vulnerable.

In 2018-19 we have supported over 250 women into sustainable employment, delivered over 300 new council homes and continue to work alongside our health partners to improve outcomes for our residents.

Community cohesion in our diverse borough continues to be a challenge. Brexit has had a country-wide impact with people nationally reporting feeling less safe and less welcome in the climate of hate not only directed against migrants but also other racial and religious minorities. This has been the experience of some of our community members and as a result the council launched a Brexit Commission and corresponding 'this is your home too' campaign. These have both worked to tackle issues of inequality felt by residents in the borough and reassure our 53,000 EU residents.

Our No Place for Hate message continues to be strengthened with more people signing our No Place for Hate Pledge this year than ever before and the council's violence against women and girls (VAWG), domestic abuse and hate crime team being awarded the prestigious national Team of the Year award at the Local Government Chronicle Awards for all of their work in this area.

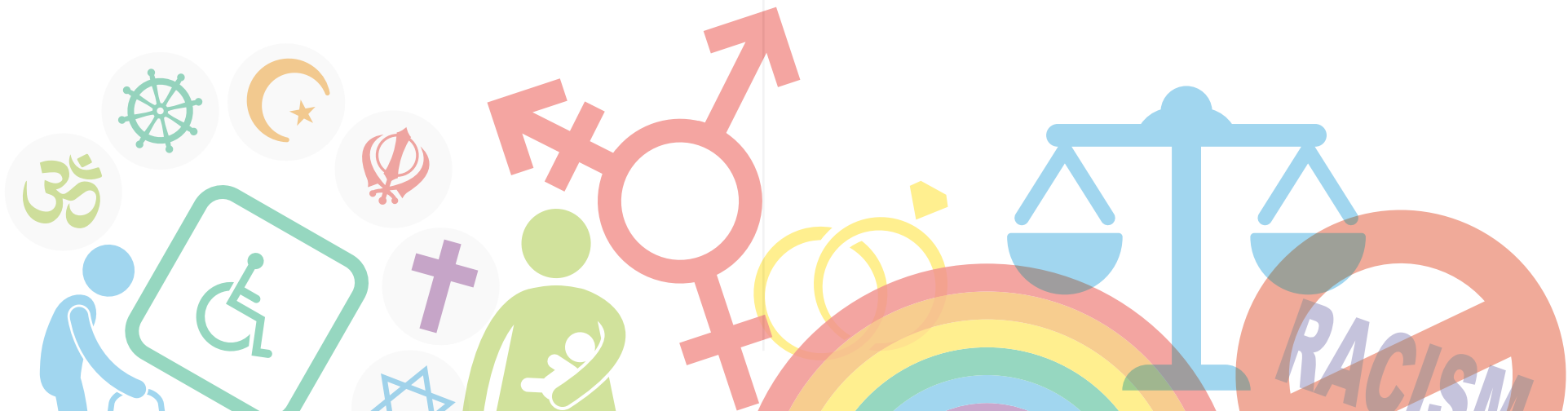
There is so much we can do for our residents and as community leaders will work alongside our partners and community organisations to ensure that our residents feel safe in their borough, can make the most of the opportunities available and reduce inequality to improve the lives of everyone in Tower Hamlets.



John Biggs
Mayor of Tower Hamlets



Councillor Asma Begum,
Deputy Mayor and Cabinet Member for Community Safety and Equalities



Our commitment to equality in Tower Hamlets

Equality in Tower Hamlets is first and foremost addressed through the Tower Hamlets Plan and Strategic Plan which set the strategic direction for the council and its partners. Equality is embedded throughout these plans and is a key driver for everything we do.

Tower Hamlets Plan 2018 -2023

The Tower Hamlets Plan 2018-23 sets out the Tower Hamlets Partnership's five year vision for the borough, articulating local aspirations, needs and priorities. It informs all strategies and delivery plans including the council's strategic plan. The key objective of the plan is **tackling inequality by building a strong, inclusive and fair borough** while focusing on the following four themes:

- A better deal for children and young people: aspiration, education and skills;
- Good jobs and employment;
- Strong, resilient and safe communities; and
- Better health and wellbeing.

Tower Hamlets Strategic Plan 2019-2022

The strategic plan is a central part of the council's performance management and accountability framework and is the main strategic business planning document. It sets out the corporate priorities and outcomes, the high level activities that will be undertaken to deliver outcomes, as well as the measure that will help us determine whether we are achieving the outcomes.

Priority 1: People are aspirational, independent and have equal access to opportunities

Priority 2: A borough that our residents are proud of and love to live in

Priority 3: A dynamic, outcomes based council using digital innovation and partnership working to respond to the changing needs of our borough

While equality is embedded throughout the strategic plan, **Priority 1 Outcome 4 - Inequality is reduced and people feel that they fairly share the benefits from growth** specifically works to address our most prominent inequalities related to housing, health and employment.



About this report

Tower Hamlets Council is committed to diversity and equality in everything we do, whether it is through the services we provide, the money we spend and the people we employ. Our diversity is one of our greatest strengths and we work with our partners to provide accessible and responsive services that enable us to improve outcomes for local people. By ensuring we meet local needs it helps us deliver value for money, improve customer services and our reputation, and enables us to empower local people to lead fulfilling lives.








This report provides some examples of our work over the last year to eliminate discrimination, harassment and victimisation, advance equality of opportunity between people who share protected characteristics and people who do not as well as foster good relations between people who share those characteristics and people who do not. The focus of our case studies has been drawn from our Borough Equality Assessment (BEA) which was undertaken in 2017-18. The BEA used intelligence from national, regional and local data, engagement with local people through our equality forums and engagement with council and partner services to identify equality issues and performance challenges. The BEA is supplemented by our bi-annual Borough Profile which provides data to enable us to understand our progress and areas of continuous challenges. The Borough Profile and BEA are due to be updated at the end of 2019 which will enable us to incorporate this into our Strategic Plan for 2020-21 and our business planning.

Page 7 of this report provides a summary of our borough and some of the key equality challenges we face and at pages 8-9 we set out the 51 equality issues we identified in the 2017-18 BEA according to protected characteristics themed by Strategic Plan outcome areas.

From 2018-19 our work to address the equality issues has been through our Strategic Plan and business planning framework ensuring addressing inequalities is a core part of our service delivery. Many of the equality issues faced by those with protected characteristics are compounded by the multiple issues faced by some residents and our focus remains supporting our most vulnerable residents. Finally, pages 10-23 provide some examples of work we have undertaken to address the equality issues identified. This is not exhaustive list and we will continue to work with local people and partners to address inequality challenges facing our borough and residents.



Our borough and key equality challenges

POPULATION		EMPLOYMENT	HOUSING	HEALTH
<p>308,000 residents in Tower Hamlets projected to reach 365,200 by 2027 and 400,000 by 2041</p>	<p>More than 4 in 10 residents (43%) were born outside the UK</p>	<p>7.7% of the working age people in Tower Hamlets are unemployed</p> 	<p>Highest rate of social care among older resident in England: 12,235 users per 100,000 population</p>	<p>Lower life expectancy for men and women compared to London and England averages</p>
<p>Half of all residents aged 60+ live below the poverty line (three times the national rate)</p>	<p>Highest rate of child poverty in England at 32.5%</p>	<p>21% of households have no adult in employment</p> 	<p>35,110 additional homes needed by 2029</p> 	<p>42% of 10-11 year olds are overweight or obese</p> 
<p>16th most ethnically diverse borough in England with 38% of residents identifying as Muslim</p> 	<p>4th youngest population in the UK with almost half of residents being aged between 20 – 39 years</p> 	<p>58% of borough residents aged 50-64 in work compared with 69% across London</p>	<p>18,808 on housing waiting list (3rd highest in London)</p>	
<p>10th most deprived local authority in England</p>			<p>Average house price in Tower Hamlets is double the national average (£421,131 vs £244,597)</p>	
<p>3,252 children in need</p> 	<p>Second most densely populated local authority in the UK after Islington</p>		<p>28,500 households rely on housing benefit to pay their rent</p>	

STRATEGIC PLAN PRIORITY	PROTECTED CHARACTERISTIC	EQUALITY ISSUES
Priority 1		
Outcome 1 People access a range of education, training and employment opportunities	AGE	High levels of pensioner poverty Employment rates for people aged 50+ High levels of child poverty
	DISABILITY	Employment levels for people aged 50+
	SEX	Employment levels amongst working age women
	RACE	Employment levels amongst BAME (Black, Asian, Minority Ethnic) (particularly Somali & Bangladeshi) residents
	RELIGION/BELIEF	Employment levels amongst Muslim residents
Outcome 2 Children and young people are protected so they get the best start in life and can realise their potential	AGE	Number of NEET (Not in education, employment or training) compared to London/England) The number of Looked After Children who are NEET
	SEX	Attainment for boys at GCSE (Attainment gap between girls and boys)
	RACE	Number of White British NEET (Compared to London / England) White British attainment at GCSE
	GENDER RE-ASSIGNMENT	Transphobia in schools and the promotion of understanding
	SEXUAL ORIENTATION	Homophobia in schools and the promotion of understanding
Outcome 3 People access joined-up services when they need them and feel healthier and more	AGE	Childhood obesity
	DISABILITY	Access to health services for people with a learning disability
	SEX	Healthy life expectancy amongst men Healthy life expectancy amongst women
	RACE	Childhood obesity amongst BAME children BAME health outcomes BAME smokers to quit smoking BAME service user satisfaction with Social Care services
	RELIGION/BELIEF	Health outcomes of Muslim residents
	GENDER RE-ASSIGNMENT	Access to primary health care services for the transgender community Access to mental health services for the transgender community
	SEXUAL ORIENTATION	Access to domestic violence services for same sex victims The growth in 'chemsex' amongst the LGBTQ community Access to mental health services for the LGBTQ community
	PREGNANCY/MATERNITY	Pregnant women and new mothers to quit smoking

STRATEGIC PLAN PRIORITY	PROTECTED CHARACTERISTIC	EQUALITY ISSUES
Priority 2		
Outcome 6 People live in good quality affordable homes and well-designed neighbourhoods	AGE	Homelessness amongst younger age groups
	DISABILITY	Access to housing for disabled residents
	SEX	High levels of lone parent women in temporary accommodation
	RACE	BAME families living in overcrowded housing
	RELIGION/BELIEF	Muslim families living in overcrowded housing
	GENDER RE-ASSIGNMENT	Homelessness amongst transgender young people
	SEXUAL ORIENTATION	Homelessness amongst LGBTQ young people
Outcome 7 People feel safer in their neighbourhoods and anti-social behaviour is tackled	SEX	Violence against women and girls
	GENDER RE-ASSIGNMENT	Hate crime reporting amongst transgender community Transgender hate crime
	SEXUAL ORIENTATION	Hate crime reporting amongst LGBTQ community Homophobic abuse and ensure the LGBTQ community feel safe
Outcome 8 People feel they are part of a cohesive and vibrant community	AGE	Isolation and loneliness amongst people aged 65+
	DISABILITY	Give disabled people a voice in decision making Hate crime and negative stereotyping of disabled people Isolation as a result of the built environment
	RACE	Vulnerability and increases in intolerance and abuse faced by new residents and migrants
Priority 3		
Outcome 11 People say we continuously seek innovation and strive for excellence to embed a culture of sustainable improvement	DISABILITY	Representation of disabled staff at the senior manager level
	SEX	Representation of women at the senior manager level
	RACE	Representation of BAME staff at the senior manager level
	GENDER RE-ASSIGNMENT	Staff who are transitioning in the workplace
	SEXUAL ORIENTATION	The council is an inclusive environment for LGBTQ staff

Strategic Plan Priority 1

Outcome 1: People access a range of education, training and employment opportunities

What we know

Four in 10 households in Tower Hamlets live below the poverty line and the borough has the highest rates of child and pensioner poverty in England. Half of all residents aged 60+ live below the poverty line which is more than three times the rate nationally (16 per cent). 31 per cent of children live in families who are considered to be below the poverty line which is almost double national rate of 17 per cent. While levels of deprivation have been reducing the borough remains England's 10th most deprived. In contrast, Tower Hamlets is home to Canary Wharf, the country's financial hub where household incomes are nearly three times the average found in neighbouring areas (£61,038 vs £23,034).

Levels of worklessness have fallen in recent years however trends in welfare support show a rise in in-work claimants, meaning that the level of in-work poverty is increasing in the borough driven among other things by the rising cost of living. The finance industry based in Canary Wharf contributes to 44 per cent of jobs in the borough making the sector the boroughs largest employment sector.

519 BAME residents placed into sustainable jobs in 2018/19

98 residents with disabilities placed into sustainable jobs in 2018/19



What we're doing

WorkPath Programme






While employment levels have risen in recent years, worklessness is still an area of inequality that exists in Tower Hamlets, with certain groups continuing to face higher risks than others. These groups include residents from Black, Asian and minority ethnic communities, disabled residents and people aged 50+.

In order to address these equality issues, in April 2017 WorkPath was launched to provide a bespoke job brokerage and training service for residents looking to get into work either for the first time or after a period of unemployment. Since its inception, 5,000 Tower Hamlets residents have been supported into work or training thanks to the WorkPath programme. Men and women of all ages across the borough have engaged with WorkPath and have been assessed to establish what support they need.

Building on the success of WorkPath, Young WorkPath was launched in 2018 to deliver a full range of information; advice and guidance to young people aged 16 – 24. The basic key skills builder (BKSB) programme was integrated into WorkPath in November 2018. The BKSB is an initial diagnostic assessments for literacy, numeracy and IT programmes which helps to enhance the training and support package offered to clients.

Tackling Poverty Fund

In order to address the high levels of poverty in Tower Hamlets the Mayor's Tackling Poverty Fund was established in April 2017. The £6.6 million programme is dedicated to supporting those most in need. To date, several programmes have been launched to tackle poverty including a £200,000 fund to support 17 local organisations (including voluntary community sector organisations and schools) tackling poverty in innovative ways. In addition, other funds have been created to address specific issues such as poverty proofing the school day, digital inclusion, council tax arrears support and in work poverty. The council has a tackling poverty outreach team of four people located throughout the borough who offer practical support to residents moving onto universal credit. In addition, the council has invested in a new 'tackling poverty dashboard' which helps council teams map the needs and circumstances of individuals and plan the most effective delivery of services for them.

<p>194 WorkPath clients have completed the basic key skills builder (BKSB) programme since November 2018</p>	<p>263 female residents placed into sustainable jobs in 2018/19</p> 	<p>81 residents aged 50+ placed into sustainable jobs in 2018/19</p> 	<p>Young WorkPath works across 26 schools and 2 colleges in the borough</p>
<p>£197,120.00 awarded for school clothing grants in 2018 with Tackling Poverty Dashboard identifying 2,046 eligible households in 2019 who were sent letters encouraging them to apply for grant.</p> 	<p>8,500 meals provided through the holiday hunger programme aimed at children who qualify for free school meals during term time. 11,900 meals provided to children over 2018 summer in programme run alongside schools in the borough</p> 	<p>£500,000 worth of grants administered through the Resident Support Scheme in 2018/19 paying for items ranging from clothing and petrol to bedding and white ware</p>	
<p>21,571 clients assisted throughout the borough in 2018/19 with social welfare advice services through the MSG Fund</p> 	<p>Since October 2019 over 500 residents have been assisted with making a universal credit claim by the Tackling Poverty Outreach Team which has resulted in residents receiving an additional £250,000 worth of income</p>	<p>800 residents were identified as eligible for pension credit through the Tackling Poverty Dashboard in 2019 with letters sent to encourage them to claim this benefit</p>	

Outcome 2: Children and young people are protected so they get the best start in life and can realise their potential

What we know

It is estimated that 75,455 children and young people aged 0 – 19 years live in Tower Hamlets. Ensuring that these children and young people are afforded the opportunity to live in a safe environment with access to a good education is integral to their success later in life. There are 137 languages spoken in schools in Tower Hamlets with the top three being Bengali, English and Somali. This in itself speaks for the diverse nature of the school communities.

Attainment in the borough is good, with average attainment 8 scores at Key stage 4 constantly above the national averages for the past four academic years. However, the attainment of White British boys on free school meals and Black Caribbean boys lag behind all other groups at GCSE. The average attainment 8 score for all pupils in Tower Hamlets is 47 (45 nationally), while it is 28 for White British boys on Free School Meals and 36 for Black Caribbean boys.

93.2% of young people in Tower Hamlets aged between 16-19 years are in employment, education and training

18.6% of looked after young people were not in education, employment or training (NEET) in 2018/19 – no change since last year

What we're doing

Family Group Conference

Those facing multiple inequalities are also some of our most vulnerable families and in 1999 we established the Family Group Conference (FGC). The FGC service was established to deliver family-led planning meetings with independent FGC coordinators, who are often matched to families by ethnicity and/or linguistic background. Parents, children/young people, and their wider family and friend networks come together at the FGC to make a coordinated plan for ensuring the child is safe and well cared for. This 'family plan' enables the family to find their own unique and culturally sensitive solutions to address any concerns that have been identified, usually by professionals who know the child or sometimes by the family themselves. The family are then supported by a social worker to put the plan into action, and the family plan has a central role in keeping the child safe. All children aged 0-18 who are known to social care and early help services can be referred for FGC with the child's interests being the paramount concern. Originating in New Zealand, FGC is used in over 20 countries worldwide and is now used throughout the UK in a number of areas including safeguarding work, looked after children and planning leaving care as well as education (truancy and exclusions) and anti-social behaviour and youth justice.

In 2017/18 there were 436 FGC referrals made in Tower Hamlets- the highest FGC referral rate in London. Key results of FGC include children and their family networks being empowered to find their own solutions for the children's care and ensuring that they remain in the care of the parent/carer or in a kinship placement, avoiding the need for public care. Additionally, the FGC process enables family and the professional network to forge respectful and practical partnerships where the families role is respected and honoured, resulting in improved relationships and outcomes for both children and their families.

Learning & Achievement Strategy for 14 - 25 year olds 2019-24

The Learning & Achievement Strategy for 14 to 25 year olds sets out how we can support young people to achieve their best educational and employment outcomes. It outlines our vision for the future and sets out priorities, what we will do in the first 12 months and the outcomes we want to achieve over the strategy's five year lifecycle. An evidence base was developed to inform the strategy and includes data and insight about the protected characteristic groups wherever possible. Where gaps have been identified this has informed outcomes and actions within the strategy. For example, the strategy references the issue of under achievement for White British and Black Caribbean pupils (most notably boys), especially when looking at results for Key Stage 4. The Strategy includes actions to improve our understanding of equality issues and to develop new approaches to addressing them, as well as measures which include using data broken down by pupil characteristics to monitor progress.

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44.8% of pupils in Tower Hamlets scored Grade 5 or above in English and Maths GCSEs in 2018. This is higher than the England average of **40.2%**

In 2018/19 **2.6%** of young people were not in employment, education and training which is lower compared to 2016 when it was **3.1%**

In 2018, **82%** of Tower Hamlets students achieved grades 9-4 in English and **70%** of students achieved grades 9-4 in maths

The number of White British pupils in Year 12 and 13 who were NEET increased from **27.8%** in February 2018 to **34.1%** in February 2019

100% of Secondary Schools in the borough are signed up to deliver the Healthy Schools Programme which includes the delivery of a comprehensive relationship and sex education programme

In 2017/18, Tower Hamlets pupils achieved above average **Progress 8 scores** compared to pupils across England. This score shows how much progress pupils have made between the end of key stage 2 and the end of key stage 4



Outcome 3: People access joined-up services when they need them and feel healthier and more independent

What we know

There are significant health inequalities that exist in Tower Hamlets with 15 of the inequalities identified in the BEA relating to health. Life expectancy for both male and female residents is lower in Tower Hamlets compared to the England average. This area and the factors contributing to life expectancy in Tower Hamlets are explored in the 2018 Annual Public Health Report.

Child obesity remains the highest in the UK with 21% of our 4-5 year olds and 42% of our 10-11 year olds being overweight or obese. However positive steps are being taken to address this including 12 schools in the borough signing up to the Sugar Smart pledge and more schools in the borough taking part in the daily mile initiative than any other London borough.

Disability inequality is a key priority for the council. The Adult Learning Disability Strategy set out below is just one of the initiatives aiming to reduce this. The health outcomes and the wellbeing of social care users remain a priority for the council and its partners with some of the programmes working to address the inequalities experienced by vulnerable residents set out in the case study below.

The life expectancy of people with a learning disability is significantly lower than the general population at **59** years for men and **56** years for women

Health action plans completed for people with a learning disability rose from **64%** in 2017/18 to **96%** in 2018/19

What we're doing

The Adult Learning Disability Strategy 2017-20

Developed alongside the NHS the Tower Hamlets Adult Learning Disability Strategy 2017/20 aims to address the inequality faced by adults with a learning disability. The strategy builds on the Health and Wellbeing Strategy priorities and has an overall goal (vision) that adults with learning disability in Tower Hamlets live well. In order to achieve this goal the strategy is underpinned by the following six outcomes and objectives.

1. Be happy and healthy – reduce health inequality and the length of stay in hospital
2. Live locally – increase the number living locally
3. Be part of the community and involved in local activities – increase the number involved in the community and local activities
4. Work or volunteer – increase the number who work or volunteer
5. Have choice and the right support – increase the number reporting they have choice and the right support
6. Be respected and safe – increase the number reporting they feel respected and safe

Adults with a learning disability are encouraged to see their GP once a year to have a check-up. The proportion of people doing this rose from **74%** in 2017/18 to **82%** in 2018/19

Adult Social Care and Public Health Initiatives

The role of public health is to support the local authority to put health and wellbeing at the heart of everything it does. It aims to reduce health inequalities and improve the health of the population through services such as promoting good sexual health or offering support for smokers trying to quit. The core role of the public health team is to work across the council and with partners to deliver improved health and wellbeing in the borough. There are six key public health functions which include public health intelligence and insight, strategy, partnership and engagement, commissioning and delivery, evaluation and lastly, research and innovation.

Alongside public health are adult social care services which help and support people who are disabled, ill, elderly or vulnerable for another reason. Support services empower these groups and try to tackle inequality. A great deal has been achieved over the last year with multiple programmes of work underway to improve the health outcomes of these residents. One initiative has been the distribution of assistive technology such as personal alarms and sensors which have enabled residents to stay safe and active in their own home. We continue to encourage people to exercise more choice and control over the support by receiving a direct payment from social care. Programmes of work supporting mental health recovery and tackling isolation of social care users have also resulted in positive outcomes and remain areas of focus for the future. Tackling adult abuse and neglect is a key priority for adult social care going forward. More information on this area is set out in the Safeguarding Adults Board Annual Report. Partnership work alongside the NHS will remain an essential component to the success of adult social care in Tower Hamlets.

26 pregnant women in Tower Hamlets were supported to quit smoking in quarters 1 – 3 2018/19



88.45% of BAME respondents to the 2018/19 Social Care survey were satisfied with social care services in Tower Hamlets



525 people received a direct payment from the council to purchase support for themselves in 2018/19

An average of **2,802** residents were supported each month through the use of assistive technology in 2018/19



Female life expectancy in Tower Hamlets has increased from **55.2** years in 2009/11 to **57.2** years in 2015/17



Male life expectancy in Tower Hamlets has increased from **55.5** years in 2009/11 to **61.9** years in 2015/17



Strategic Plan Priority 2

Outcome 6: People live in good quality affordable homes and well-designed neighbourhoods

What we know

Our location at the edge of London City with landmarks including the Tower of London, Brick Lane and Victoria Park make Tower Hamlets a desirable place to live. This however has led to issues in the borough around the lack of affordable housing caused by a fast growing private rented sector with high rents and house prices.

Overcrowded housing is identified as an area of inequality in the BVA along with increased levels of homelessness driven by high housing costs and low incomes. This is being addressed through the Homelessness and Rough Sleeping Strategy as set out below and includes a specific priority for young people in the borough who are at increasing risk of becoming homeless. We are also focused on ensuring our disabled residents have access to housing and the continuation of Project 120 which began in 2012 illustrates this commitment.

What we're doing

Homelessness and Rough Sleeping Strategy 2018-23

The council has produced a Homelessness and Rough Sleeping Strategy for 2018 – 2023. The strategy sets out how we will over the coming five years prevent homelessness, support those who face homelessness, and those who are at risk of becoming homeless. The two key themes are the prevention of homelessness which will focus on tackling the causes of homelessness and implement the Homeless Reduction Act and preventing homelessness by access to affordable and sustainable housing options. Theme 2 is the response of services to homeless households and vulnerable people and will focus on preventing rough sleeping as well as supporting children, families and young people and vulnerable adults.

The percentage of lets to overcrowded households increased from **53%** to **55.5%** at the end of Quarter 3 2018/2019 compared to the same time in 2017/18

Of all market homes delivered **20%** will be family housing (3+ bedrooms), of all affordable homes delivered, **45%** will be family housing and all homes are to be designed to have separate kitchen and living rooms

The average length of stay in hostels dropped from **32** months in 2016-2017 to **26** months in 2017-2018



26

Project 120: Meeting the needs of residents who use wheelchairs

Project 120 (P120) was established in 2012 to address the specific housing needs of families with a wheelchair user and complex medical needs who were on the council's housing waiting list. Although demand continues to outstrip supply, the wheelchair units delivered so far have allowed the borough to rehouse a number of families who have a wheelchair user as part of the household, in good quality wheelchair accessible homes that were previously inadequately housed in overcrowded and/or unsuitably designed accommodation. Without P120 many of these families would have remained on the rehousing list indefinitely due to the complex needs of their family members.

In 2017/18 there were **106** homeless service applications made in Tower Hamlets



Of all market homes delivered **20%** will be family housing (3+ bedrooms), of all affordable homes delivered, **45%** will be family housing and all homes are to be designed to have separate kitchen and living rooms

25 young people aged 16 – 24 years accessed the 'Crash pad facility' in 2018/19 compared to 2017/18 when 18 young people accessed the service

The council's policy is to ensure at least **10%** of affordable homes delivered are wheelchair accessible



In the 2017/18 financial year, **146** wheelchair accessible units were delivered representing 16% of total affordable housing and data received to date for 2018/19 reports that 11.2% of all affordable housing completions were wheelchair accessible

Outcome 7: People feel safer in their neighbourhoods and anti-social behaviour is tackled

What we know

Reducing crime in Tower Hamlets was our resident's top priority according to the 2018 Annual Residents survey. Anti-social behaviour and substance misuse remain a critical issue and are being targeted through a detailed programme of work. Violence against women and girls (VAWG) is also a key priority for the council and was identified as an area of inequality in the BEA. VAWG is a significant problem in Tower Hamlets, and 97 per cent of victims of domestic violence are women. Making Tower Hamlets safer for women and girls is a key focus for the council and the Mayor who has committed to this in his manifesto.

What we're doing

Tower Hamlets Violence against Women and Girls (VAWG) Strategy 2019-24

Tower Hamlets have had a VAWG action plan in place since January 2013 and most recently agreed the Tower Hamlets VAWG Strategy 2019-24 which sets out the council's priorities for tackling all forms of gendered violence over the next five years. The strategy builds on existing commitments and set three priority areas for action which cover support for victims, holding perpetrators accountable, engaging the community and challenging misogyny. In addition to the VAWG strategy, a VAWG Charter was launched in November 2018 and sets out the response that the victims of gender based violence in the borough can expect from the local authority and its partners.

214 people have signed up to become VAWG professional champions since 2014

242 residents accessed the Domestic Violence One Stop Shop – Located at the Idea Store, Whitechapel in 2018



47 residents were provided with safety and security through The Sanctuary Project in 2018/19. This scheme provides victims of domestic violence tailored home security and safety planning support so they can remain in their home and exclude the offender

The council's violence against women and girls (VAWG), domestic abuse and hate crime team were awarded the prestigious national **Team of the Year award** at the 2019 Local Government Chronicle Awards for all of their work in this area

34 refuge spaces are provided at any one time in Tower Hamlets including 19 spaces for those from Black, Asian and minority backgrounds

The Single Women's Project offers **9** bed spaces for single women with complex needs, including one bed space for a woman with no recourse to public funds

Outcome 8: People feel they are part of a cohesive and vibrant community

What we know

Community cohesion in a diverse borough like Tower Hamlets is essential. Increasing engagement and interaction between people from different backgrounds and cultures is a key priority for the council.

We have specifically funded community cohesion programmes for a number of years with project that include Local Voices Project which works to influence local issues that affect disabled residents and ESOL classes for new migrants. Unfortunately instances of hate crime still occur in the borough and between 2015 - 2018 there were 2572 hate offences and 2317 hate incidents reported in Tower Hamlets. 71% of these reports related to race hate and 12% to faith hate.

Recommendations from the councils Brexit Commission undertaken in 2018-19 have aimed to address the vulnerability and increases in intolerance and abuse faced by new residents and migrants here in the borough and the councils 'this is your home too' campaign has been well received by the community.

What we're doing

No Place for Hate Forum

To address hate crime the No Place for Hate campaign was developed in December 2010. This campaign aims to send a clear and consistent message that hate will not be tolerated in Tower Hamlets. The council works alongside partners to prevent all forms of hate crime and take action against offenders and support and protect victims.

Organisations and individuals can sign the pledge against hate to signal their support of the campaign and as part of the No Place for Hate campaign extensive training and outreach has taken place alongside specialist LGBTQ providers targeting LGBTQ hate crime. While instances of LGBTQ hate crime have reduced since the previous financial year, these offences remain chronically under reported so there is still a long way to go.

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To date **142** organisations and **2,864** individuals have taken the no place for hate pledge

24 No Place for Hate training and outreach activities/events have taken place to date including 3 sessions especially for LGBTQ History month

The number of disability hate crime offences reported has reduced from **27** in 2016-17 to **21** in 2017-18

The number of LGBTQ hate crime incidents reported reduced from **118** in 2016/17 to **110** in 2017/18



12 community forum meetings have been held where LGBTQ issues are discussed and forum members can have input into strategies/policy developments to target these

92% of residents surveyed in the Annual Residents survey agreed that people of different background get on well together in Tower Hamlets

ESOL Classes

To support community cohesion in the borough the council commissions several organisations to provide ESOL (English for speakers of other languages) classes to residents from all backgrounds and ages including new migrants. ESOL classes are mainly aimed at those who have come to the UK to settle and live permanently and for whom English is not their first language. ESOL courses aim to improve the ability of residents to speak, listen, read and write in English in order for them to be employable, participate in the community, communicate with doctors/teachers and undertake homework with their children. To build on what is learnt in ESOL classes, organisations in the borough also offer less formal conversation clubs to improve the confidence of participants. Participants have reported making new social connections with people from different communities and cultures as well as feeling a greater understanding of other cultures and backgrounds and feeling more confident in their community.

The Somali Task Force

The Somali Task Force was set up in 2017 to help address some of the challenges facing residents of Somali origin in the borough, following data which revealed they were less likely to engage with services and more likely to have poorer outcomes than other groups across the key areas of health and wellbeing, housing and employment. The Task Force, made twenty-three recommendations with a focus on improving access to services including through a 'service hub' approach, skills development and jobs support and capacity-building and empowerment. Progress to date includes the development of a Somali Graduate Scheme providing employment support to 43 graduates, Somali Parents Network meetings providing support to over 120 parents, an increase in measles, mumps and rubella vaccination rates and the election of two Young Deputy Mayors of Somali heritage. The community has been especially pleased with the council's Strengthening Families, Strengthening Communities initiative which has supported more than 20 families through two thirteen week programmes delivered between April – July 2018 and January – March 2019.

ESOL classes are offered **7 days a week** in Tower Hamlets



20 parents of **Somali heritage** have completed the Strengthening Families Strengthening Communities Programme

8 Local Voices Steering Group meetings held in 2018/19 giving disabled residents a voice in decision making

190 Book Break Sessions held since April 2018 across the Borough to prevent loneliness and isolation and improve mental well-being amongst residents aged 50+

The number of school incidents relating to homophobia decreased in 2018 to **11** compared to 2017 when **27** incidents were reported

340 private and **70** group citizenships ceremonies conducted in 2017/18 with 35% of new citizens born in EU countries and 20% born in Bangladesh

The **Tower Hamlets Parents Centre ICT Embedded Women's ESOL Project** is a three year initiative that will offer ICT embedded ESOL Classes to 90 unemployed women from Tower Hamlets

Since March 2019 **239 residents** have made a booking to utilise the ID verification service provided by the council to help with those applying under the EU Settlement Scheme following the recommendation made in the Brexit Commission report

Strategic Plan Priority 3

Outcome 11: People say we continuously seek innovation and strive for excellence to embed a culture of sustainable improvement

What we know

It is important that as an organisation we are representative of the people we seek to serve. We are proud of the diverse workforce we have at Tower Hamlets Council and the fact that it is reflective of the population of the borough. 40% of our workforce identify as white and 25% as of Bangladeshi descent. This is reflective of our community where 35% of residents identify as white and 32% as Bangladeshi.

The key themes identified in relation to our workforce and equality are representation and inclusion. Increasing representation of disabled staff, women and BAME staff at senior manager level was identified as an area of focus. We have undertaken pay gap reporting of these protected characteristics which has enabled the council to further identify the size of this inequality and draft an action plan to address it.

What we're doing

Annual Equality Monitoring Report and Gender Pay Gap Reporting

Tower Hamlets is proud to be reporting on items beyond what is legally required and sees it as an important measure to address inequality in the workplace.

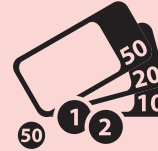
Gender pay gap regulations now require the council to publish information on its gender pay gap. While there is no statutory requirement to provide information in relation to the pay gaps for other protected characteristics in 2018 the council took an unprecedented step to publish where possible information on pay gaps across the protected characteristics – of race (BAME staff), staff with disabilities and LGBTQ Staff. Limited information was reported in respect of age of staff and religion of staff.

This work illustrated the council's commitment to equality as set out in the strategic plan and its measure to deliver a programme of targeted work of recruitment, retention and staff development to remain in the top quartile of London Boroughs with the highest percentile of top earners who are female, BAME or disabled. In addition to the commitment in the strategic plan, the council also monitors performance against LGBTQ staff in terms of workforce as a whole and in the top 5% and 2% of employees by earnings.

The outsourcing and retaining of particular council services contributes to some inequalities and despite best efforts, many jobs still attract applicants of a particular gender which to a degree impact the results of the annual equalities monitoring. In April 2020 waste collection, recycling and street cleansing services will be bought back in-house to the council which will further contribute to some gender inequalities in reporting going forward.

In 2018 Tower Hamlets remained in the **upper quartile** of London Boroughs with the highest percentile of top earners who are female, BAME or disabled

In 2017/18 women earned **£1.69** per hour less than men (mean) and **£1.30** per hour less (median)



51.55% of staff at Senior Manager Level (LP07+) are female



31.32% of Senior Staff (LP07+) at the council are BAME with 57.94% of all employees across the organisation being BAME

6.63% of Senior Staff (LP07+) at the council have a declared disability with **6.39%** of all employees declaring a disability

The **Corporate Equality Board** was established in 2018 to lead the embedding of equality practices throughout the council

The council have **4 staff forums** including Tower Pride, n-Able Disabled Employee Network, BAME Empowerment Network and The Women's Network. It also has 2 self-organised groups which include a Christian prayer group and Muslim staff forum

6.6% of employees in the top quartile of earnings for the council identify as LGBTQ with LGBTQ employees representing **4%** of the workforce

Our next steps

This report and the work detailed throughout, illustrates our commitment to tackling inequality in Tower Hamlets. It is at the heart of everything we do however it is clear there is still work to be done.

The Borough Equality Assessment has set out where inequalities exist in the borough and we are proud of the work the council and its partners have undertaken to address these to date. However, we know this needs to be updated to reflect the current climate and equality landscape. This will be done by the end of 2019.

We also know that further alignment between the BEA and the strategic plan needs to occur. We have already addressed this by incorporating the BEA into service planning throughout the council. This will feed into our strategic plan monitoring and will equip us with data to inform our decision making and ensure services are targeting residents who need it the most.

We expect that we will be able to provide even more detailed data and information on our achievements in the next equality report and will continue to work alongside our partners and the community to tackle inequality by building a strong, inclusive and fair borough.

Sign up to the council's e-newsletter to find out what's on in Tower Hamlets, take part in competitions and receive the latest news and local offers: www.towerhamlets.gov.uk/signup



How to get involved

Our Community Engagement Strategy sets out our vision for transparency and openness by encouraging active participation of our residents to influence and shape the borough in which they live and work. We want communities to lead the way in making Tower Hamlets a great place to live and we want communities to have the power to influence issues that affect them the most.

Find out about the latest council news and events by visiting our website: www.towerhamlets.gov.uk

Check out our calendar of meetings to find out about upcoming council and committee meetings: www.towerhamlets.gov.uk/meetings

We regularly consult our residents and local businesses about proposals that are likely to impact them: www.towerhamlets.gov.uk/consultation

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<p>Cabinet</p> <p>18 December 2019</p>	 <p>TOWER HAMLETS</p>
<p>Report of: Debbie Jones, Corporate Director, Children and Culture</p>	<p>Classification: Unrestricted</p>
<p>Physical Activity and Sport Strategy 2019-2024</p>	

Lead Member	Councillor Sabina Akhtar, Cabinet Member for Culture, Arts and Brexit
Originating Officer(s)	Lisa Pottinger, Head of Sport and Physical Activity and Tracy Stanley, Strategy & Policy Officer, Children and Culture
Wards affected	All wards
Key Decision?	No
Forward Plan Notice Published	1 October 2019
Reason for Key Decision	N/A
Strategic Plan Priority / Outcome	1. People are aspirational, independent and have equal access to opportunities

Executive Summary

The Physical Activity and Sport Strategy aims to provide the strategic direction for the delivery of sport and physical activity in Tower Hamlets, in alignment with directorate, council and partner priorities. The strategy sets out how we can increase levels of physical activity and sport in the borough, make the most of the local environment, harness the community engagement opportunities and ensure children and young people develop a positive relationship with being active.

Recommendations:

The Mayor in Cabinet is asked to:

1. Consider the contents of the strategy and provide any feedback on the proposed priorities, outcomes and actions.

1 REASONS FOR THE DECISIONS

- 1.1 This is a report for consultation.

2 ALTERNATIVE OPTIONS

- 2.1 The Council could choose not to have a Physical Activity and Sport Strategy (PASS) that provides a framework for delivering on priorities for improving health through increased levels of physical activity and sport in the borough. Without a strategy stakeholders would not have an agreed vision and outcomes with which to steer their work in partnership over the next five years which may put progress at risk.

3 DETAILS OF THE REPORT

- 3.1 The PASS has been developed to provide a strategic response to local challenges in relation to sport and physical activity, with a view to improving health outcomes for children and adults across Tower Hamlets. The strategy has been developed in alignment with a number of local strategies (as highlighted below):

- Child Obesity Plan (currently under development)
- Mental Health Strategy (currently under development)
- Transport Strategy 2019 - 2041
- Children and Families Strategy 2019 – 2024
- Draft Local Plan 2031
- Health and Wellbeing Strategy 2017-2020
- Indoor Sports Facilities Strategy 2017-2027
- Open Space Strategy 2017-2027
- Ageing Well Strategy 2017-2020

- 3.2 Some of the key issues in relation to the development of the strategy are highlighted below:

- 22.3% of the population classified as inactive – London average 23.7%
- Female residents (27.7%) are more likely to be inactive than Male residents (17.3%) (Active Lives Survey, Sport England Nov 2017/18)
- Levels of inactivity are highest in the east of the borough (Active Lives Survey London Sport GIS data 2019)
- There are more than 200 parks and open spaces in the borough, however they will come under increasing pressure in the future (Tower Hamlets Open Space Strategy 2017-2027)
- There are some parts of the borough currently without a sports hall or swimming pool within a 15 minute walk (Indoor Sports Facilities Strategy 2017 -2027)
- CO2 emissions are the 3rd highest in London

- 3.3 The PASS seeks to provide a strategic direction by bringing together local drivers in health and wellbeing to look at how we can use assets in the borough to enable residents to better access and engage in physical activity and sport.

- 3.4 A broad spectrum of discussion and engagement has taken place to build a strong foundation of knowledge and understanding around the key issues for sport and physical activity in Tower Hamlets.
- 3.5 The development of the strategy during 2019 has been guided by input from partnership boards and council management teams, as set out below. The final strategy is scheduled to go back to the Health and Wellbeing Board in January 2019.
- Tower Hamlets Health and Wellbeing Board – 16.07.19
 - Children’s Services Directorate Leadership Team - 07.10.19
 - Governance Senior Management Team – 16.10.19
 - Place Directorate Leadership Team - distribution for feedback on 17.10.19
 - Health, Adults and Communities Directorate Leadership Team - distribution for feedback on 17.10.19
 - Corporate Leadership Team – 22.10.19
 - Mayor’s Advisory Board – 27.11.19
- 3.4 A wide range of consultation activities have been undertaken for the development of the strategy, including:
- A series of themed workshops (Health & Wellbeing and Sports Focused) with the voluntary and community sector - Oct 2017
 - Workshop with council officers – Oct 2017
 - Focus groups with REAL Disability Forum, Create Day Centre, Carers Forum, Inter Faith Forum, LGBT Community Forum and Caxton Hall Older People’s Health & Wellbeing Day - Sep & Oct 2017
 - Online survey for stakeholders from all sectors – Oct 2017
 - Initial interviews with key stakeholders – during Mar & Apr 2019
 - Workshop with Members – 10th Jul 2019
 - Inter-active online consultation with stakeholders from a wide range of sectors – 14th to 23rd May 2019
 - Further consultation activities are planned to seek feedback on the final draft strategy. – taking place in Nov/Dec 2019.

4 EQUALITIES IMPLICATIONS

- 4.1 An evidence base was developed to inform the development of the strategy and includes data and insight about the protected characteristic groups wherever possible. Where gaps are recognised, work has been identified to address them. For example, results from Sport England Active Lives Survey cannot be accessed for certain sub groups as the sample size is not big enough. We will address this by using data from our leisure management contractor with local population statistics. The Strategy includes actions to address inequalities such as ensuring that ‘getting the most inactive people active to improve their health’ is a core component of the new Leisure

Management Contract. An Equality Assurance Checklist has also been completed and found that no further action was required at this stage.

5 OTHER STATUTORY IMPLICATIONS

5.1 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.
- Data Protection / Privacy Impact Assessment.

5.2 There are no further specific statutory implications.

6 COMMENTS OF THE CHIEF FINANCE OFFICER

6.1 There are no financial implications identified at this stage. This strategy will support the delivery of work to improve health outcomes for children and adults in the borough.

7 COMMENTS OF LEGAL SERVICES

7.1. Section 11 of the Children Act 2004 which places duties on a range of organisations, including local authorities and health to ensure their functions, are discharged having regard to the need to promote the welfare of children, including preventing impairment of children's health or development

7.2. Section 2B of the National Health Service Act 2006 places a duty on the council to take steps for improving the health of the people in its area and the related regulations include duties in respect of the weighing and measuring of children and health visiting functions.

7.3. In carrying out its functions, the council must comply with the public sector equality duty set out in section 149 Equality Act 2010, namely it must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and to foster good relations between persons who share a protected characteristic and those who do not.

Linked Reports, Appendices and Background Documents

Linked Report

- NONE.

Appendices

- Appendix 1 - Draft Physical Activity and Sport Strategy 2019 - 2023

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

- NONE.

Officer contact details for documents:

Lisa Pottinger, Head of Sport and Physical Activity and Tracy Stanley, Strategy & Policy Officer, Children and Culture

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Tower Hamlets

Physical Activity and Sport Strategy

2019 - 2024



Draft



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DRAFT

Foreword

It gives us great pleasure to introduce the new Physical Activity and Sport Strategy.

Our vision is that: local people live healthier, happier lives by being more active and engaging with sport in the borough.

We want every person in Tower Hamlets to feel that there are sport and physical activity opportunities available locally that work for them and that they are supported to get involved. Whether participating or spectating we want the many benefits of sport and physical activity to reach the whole local population.

The connections between being more active and health and wellbeing are clear and it is vital that we reduce inactivity in order to address health concerns in the borough, such as higher incidence of some health problems and levels of childhood obesity.

We also know that bringing people together and making connections are a natural part of being active and this can help address issues such as social isolation, provide positive engagement opportunities for young people, and support greater community integration.

This strategy is driven by a set of priorities and outcomes which define what we want to achieve. This means that we are focusing on the impact we want to have on people's lives and what we want the future to look like rather than just the specific actions we will take.

Although the potential to make a positive difference in a broad range of ways through sport and physical activity is recognised by many, this strategy provides a framework for understanding these connections better and taking the necessary steps to make things happen.

This will enable the council and partners to work together across all sectors, reaching more people and maximising the impact of everything that we do.

These are ambitious goals but together we can achieve them and offer everyone the chance to live active lives which support their health and wellbeing.

Cllr Sabina Aktar – Cabinet Member for Culture, Arts and Brexit

Cllr Amina Ali – Chair of the Health and Wellbeing Board

Introduction

This strategy sets out how we can increase levels of participation in physical activity and sport in the borough, make the most of the local environment, harness community engagement opportunities and ensure that children and young people develop a positive relationship with being active.

We know that physical activity and sport can offer countless ways to change and improve people's lives. This could be through: playing a sport for personal challenge or just the enjoyment of taking part; volunteering to support a club, team or activity; travelling more actively in the borough by walking or cycling; or participating in any number of other activities such as dancing, yoga and chair based exercise.

The reasons that this is so important are clear. As Public Health England has highlighted we are not active enough¹. It is vital for our physical and mental health and wellbeing and can help prevent a number of diseases. This is an issue that affects people at every stage of their life. Inactivity can put additional pressure on services such as health and social care and result in negative impacts on the lives of individuals and communities.

At the centre of our approach is a focus on groups who are more likely to be inactive or under represented such as women, people from ethnic minority groups, people with disabilities and older age groups. We want everyone to feel they can be more active and for all members of our communities to feel supported in getting involved.

What has also become more widely recognised is the potential for physical activity and sport to add value and benefits to many policy areas including health, education, community cohesion and community safety. We will make sure we identify the best ways to capture and make the most of these complimentary themes.

There are so many opportunities for local people to take part in sport and physical activity in Tower Hamlets. The seven leisure centres provide a wide range of facilities and activities and a multitude of sports clubs and voluntary sector and community groups give people the chance to get active and involved.

Within the borough's parks and open spaces people can access exercise classes, playing pitches, outdoor gyms, the Urban Adventure Base for young people and places to cycle or take a walk in a natural environment. Programmes are run to promote and develop sport and physical activity and to provide opportunities for groups we know are more likely to be inactive or under represented. The network of individuals, groups and organisations involved in delivering these opportunities is extensive and spans all sectors. How these assets and resources are used in the most effective and efficient ways forms a significant part of our future plans.

¹ Public Health England, Everybody Active, Everyday Oct 2014

The strategic direction we are outlining here was developed using the knowledge, understanding and experiences shared with us by local people, professionals, groups and organisations involved in physical activity and sport in the borough. It provides a set of priorities which map the outcomes we want to achieve, what our focus of attention will be and what we will do to deliver on these.

We look forward to working with all our partners to ensure that Tower Hamlets is a place where greater engagement in sport and physical activity improves the health and wellbeing of local people in every community.

Leisure Management Contract

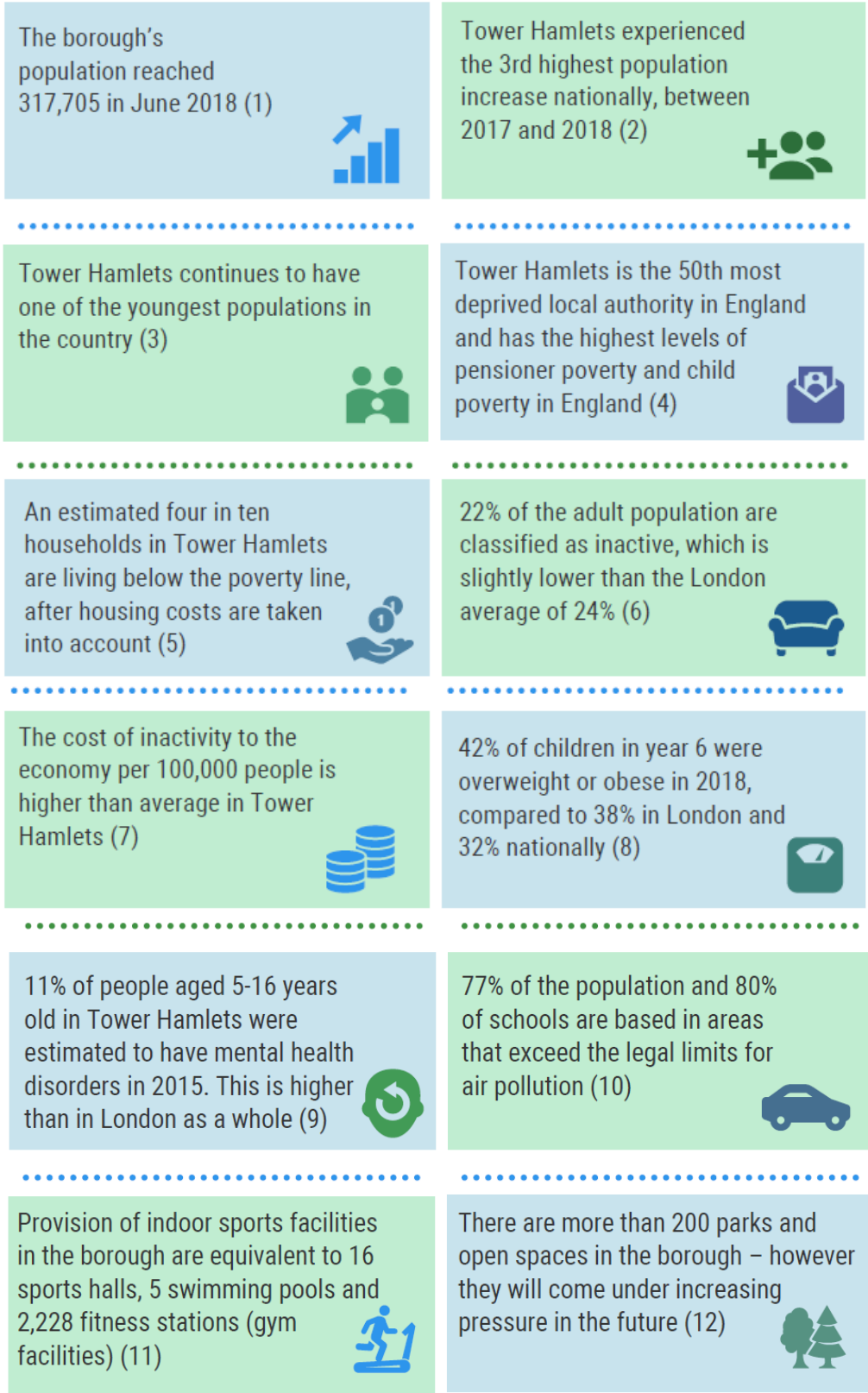
As the current leisure management contract comes to an end in April 2022 we have started preparations for the tendering of a new contract. This contract provides a significant opportunity for the borough to take a fresh approach and drive delivery of the outcomes we want to achieve through physical activity and sport, including:

- Tackling inactivity, especially amongst those most likely to be inactive
- Aligning with wider health and wellbeing opportunities
- Enabling sport and physical activity as a community engagement tool
- Supporting sector employment opportunities through apprenticeships and internships

There are a number of challenges. Investment is needed across all centres, customer satisfaction has declined in recent years and it's a competitive market with a small number of key providers. However, we shouldn't underestimate the scale and range of the benefits that are possible. Through simple technology like the use of a 'Leisure Card', we want to explore new possibilities to collect and manage insight so we can better target our interventions and deliver a more impactful service.

In advance of this process we are also undertaking work to review our use of council owned property assets across sports, leisure and culture services. This includes all assets related to sport, physical activity and parks and open spaces. The focus of this work is to identify ways to maximise outcomes achieved through our assets and the findings could impact on the new leisure management contract.

Our borough: demographics and need



(1, 2 & 3) ONS Mid-2018 Population Estimate (4) Tower Hamlets Plan 2018-23 (5) Tower Hamlets Plan 2018-23 (6) Active Lives Survey, Sport England Nov 2017/18 (7) UK Active, Turning the Tide 2014 (8) National Child Measurement Programme (NCMP) 2017/18 (9) Public Health England PHE Fingertips Tool 2019 (10) Tower Hamlets Transport Strategy 2019-2024 (11) Indoor Sports Facilities Strategy 2017-2027 (12) Tower Hamlets Open Space Strategy 2017-2027)

What do local people think?

We have been able to draw on a wide range of insight about what matters most to people when thinking about physical activity and sport and interlinked issues such as health and wellbeing.

Views about better health and wellbeing, including the local environment, exercise and access to opportunities formed a key part of the Community Insight Research carried out in 2018 using the themes in the Tower Hamlets Strategic Framework.

There are two regular surveys of local students and parents and an annual survey with residents which include questions about physical activity, leisure and health related matters:

- Annual Residents Survey – the survey is based on face to face interviews with 1,104 residents took part in face to face interviews
- Pupil Attitude Survey - 1,824 pupils took part in the 2017, with 1,433 primary pupil responses and 391 secondary pupil responses
- Parent Carer Survey - 209 parents and carers responded in 2018

Alongside these sources we have held a number of focus groups, workshops and online consultation activities which focused on physical activity and sport and sought to strengthen our knowledge and understanding of the experiences of local people.



(1) Active People Survey 2017 (2 & 3) Annual Residents Survey 2019 (4, 5, 7, 9 & 10) Focus Group Feedback Oct 2017 (8 & 11) Parent & Carer Survey 2018 (6) Pupil Attitude Survey 2017 (12) Online Consultation 2019

Our physical activity and sports priorities

The strategy has four priorities, setting out the key areas we will concentrate our efforts on to achieve maximum impact and the best possible outcomes for local people.



Priority 1: Developing young interest

What outcome do we want to achieve through this priority?

Children and young people develop a positive, sustained relationship with physical activity and sport

Why is this priority important?

Developing a positive relationship with being physically active whilst young can lead to life-long participation with all of the rewards that offers. The benefits of physical activity and sport for children and young people include better physical and mental health, increased confidence, opportunities to be social, development of skills such as team working and leadership and improved academic performance.

This underlines the importance of children and young people being able to access activities that encourage them to get involved and then stay engaged. Girls, children with disabilities, those from minority ethnic groups and less affluent families, all tend to have lower levels of physical activity than other children and young people. In Tower Hamlets, which has the highest levels of child poverty in England, engaging with activity young means activities need to be affordable for everyone.

Play is vital to the development of a wide range of skills and abilities and it benefits children, young people and families in a multitude of ways. It is inter-linked with good physical and mental health, provides opportunities for family bonding, being social and wider community cohesion. It is important that we support access to a wide variety of play opportunities, including the delivery of inclusive play equipment designed to enable children of all abilities to play together.

The challenges and opportunities for physical activity also vary depending on the stage of a young person's life. Physical activity guidelines² outline that early years physical activity (birth to 5 years) should be for at least 180 minutes per day, and children and young people (5 to 18 years old) should aim for an average of at least 60 minutes per day across the week. We also recognise that the transitions young people experience, such as between phases of education, moving into teenage years and leaving school, can have an impact on levels of activity.

The time that children and young people spend in schools and colleges represents a significant opportunity in supporting them to develop regular, sustained physical activity behaviours. The role that education providers play is being increasingly recognised at a national level including within the new Ofsted framework and the government commitment to 60 minutes of physical activity every day. We know that education providers face many challenges and competing priorities but it is essential that we find ways to build on the foundation of successes such as the Daily Mile programme and realise the full potential of what is possible.

Sport can provide a focal point which allows young people to explore what they are capable of and inspire them to build a positive future. Although participation is one element of this there are a wide variety of potential workforce related opportunities for young people as well, such as volunteering, work experience, qualifications and employment opportunities.

² UK Chief Medical Officers' physical activity guidelines

What will our focus be?

As the evidence shows us, the greatest benefits come from regular physical activity continuing throughout a lifetime. This makes it clear how important it is that we support children and young people to find ways to be active that they enjoy, that promote improved wellbeing and that want to find time for.

In order to deliver the best possible outcomes we will focus on the most effective evidence based interventions according to each stage of a young person's life. We will look for ways to join up initiatives to maximise their impact and concentrate our attention on the working together through partnerships. The work we do with education providers will be central to achieving success. We will seek to develop new and innovative approaches to increasing participation in physical activity and sport through the time that children and young people spend in school and the connections with parents and carers.

What actions will we take?

- The new Leisure Management Contract will deliver outcomes which support schools in getting pupils to be more active and support delivery of sport and physical activity related education, employment and training opportunities for young people.
- We will work with education providers and other partners to develop a sustainable model for the delivery of Physical Education (PE) and sport in schools and colleges
- We will work with education partners to develop a physical literacy campaign for schools.
- We will explore the potential for schools to pool their sports premium funding to improve outcomes
- We will identify further engagement opportunities through the development of the new vision for the Tower Hamlets Youth Service
- We will develop a Play Charter which encourages individuals and organisations to advocate for quality play space, physical activity and play in the borough
- We will continue to deliver a substantial annual Summer Programme which offers free activities including park based events, sport focused initiatives and try new things
- We will provide physical activity and healthy eating sessions for families, linked to National Childhood Measurements Programme results

What other work is contributing to our priority?

The Children and Families Strategy 2019-24, owned by the Children and Families Partnership, includes outcomes focused on children, young people and families demonstrating healthy behaviours and accessing a wide range of play options.

The council Healthy Lives Team works in schools supporting pupils, parents and staff across a range of mental and physical health related issues including levels of physical activity. This includes the 'Daily Mile' which encourages pupils to run, walk or skip for about 15 minutes with Tower Hamlets achieving the highest number of engaged schools in London

The approach of the Childhood Obesity Plan is focused on healthy eating and physical activity interventions which look at what needs to happen across many elements including the environment, local facilities and services and within families and communities.

What outcomes will be achieved by 2024?

- Children and young people are more physically active
- Children and young people feel the benefits of increased physical activity and sport
- Children and young people remain engaged with sport and physical activity as they get older

How will we know if this is working?

- More children and young people are physically active
- More opportunities delivered through our leisure centres which are targeted at children and young people
- Reduced inequalities in levels of physical activity for children and young people
- More children and young people think the parks and play areas are good
- More schools have signed up to the 'Daily Mile'

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Priority 2: Driving health change

What outcome do we want to achieve through this priority?

People who are inactive become more physically active

Why is this priority important?

In Tower Hamlets 22.3% of adults are inactive, which is just below the average for the London Region (23.7%)³. Being physically active has wide ranging positive impacts for people's health and wellbeing and can reduce a number of chronic diseases including obesity, type 2 diabetes, cardiovascular disease, some cancers, and mental ill health⁴. The costs of inactivity to the economy, including those from treating health outcomes, is higher than average in the borough⁵.

The evidence shows us that some groups are more likely to be inactive than others and this is reflected locally. These groups include women, people from ethnic minority groups, people with disabilities and older age groups.

There are many benefits that can be realised by addressing the barriers that some people experience to being physical active and engaged with sport. For example, physical activity can help older people to stay well and retain their independence for longer and there is the potential for positive impact on broader issues such as loneliness. The benefits to mental health can include reduced stress, increased self-esteem and the prevention (or improved management) of depression and anxiety. For children and young people there are known positive impacts on self-esteem, emotional wellbeing and resilience.

The high rate of childhood excess weight is a key health challenge in the borough. There has been some improvement in the rates at reception stage but 42.1% of children are overweight or obese by year 6, which is significantly higher than London. It is a complex issue with inequalities linked to ethnicity, gender and deprivation.

Alongside what we know about some specific health issues in the borough it is clear that there are links between levels of physical activity, health and areas of higher deprivation. Our local data shows us that people are more likely to be inactive in the East of the borough, often in our most deprived areas and places where healthy life expectancy is lower.

Some of the enduring challenges are linked to how we can encourage behaviour change around being active and how we can make information about what is available easy to find. We know that marketing and communications are an important part of how we can do this but initiatives must be based on a good understanding of what works and local knowledge.

What will our focus be?

We want every person in the borough to know about how they can be more active, where they can go, who can support them and how they can make sustainable changes for a healthier life. We will take an evidence based approach to reducing levels of inactivity in the borough by focusing on what the data and insight tells will achieve the maximum impact, in the areas where it is most needed.

³ Active Lives Survey, Sport England Nov 2017/18

⁴ Annual Report of the Chief Medical Officer 2018

⁵ UK Active, Turning the tide of inactivity Jan 2014

By concentrating our efforts on those we know are most likely to be inactive including, women, over 65's, people from Asian, Black and other ethnic minority groups and people with disabilities, we can achieve the greatest health and wellbeing benefits. Working in partnership across a wide range of settings will be essential in order to achieve large scale results. As set out in the Health and Wellbeing Strategy priority 'Developing an Integrated System' we can make the best use of resources, and improve access, by developing joined up services.

What actions will we take?

- 'Getting the most inactive people active to improve their health' will be part of the key outcomes for the new Leisure Management Contract.
- We will use emerging insight to refine our understanding of the groups who are most likely to be inactive so we can remain responsive to local health and population changes.
- We will gain a detailed understanding of local issues around inactivity so that we can identify the most effective interventions to reach people and change behaviour.
- We will develop and link up with evidence based marketing and communication initiatives to maximise our reach and impact.
- We will make the best use of facilities across the borough to engage and promote healthy opportunities to be more active.
- We will work collaboratively with GPs and other settings to publicise the benefits of health change through increased levels of physical activity.
- We will work with health and social care partners to encourage physical activity and to tackle issues such as social isolation through social prescribing (which can connect people to sources of support within the community)
- We will work with health and social care providers to enable personal and health budgets to be used to increase levels of physical activity.

What other work is contributing to our priority?

There is huge amount of work taking place across the borough which contributes to improving the health and wellbeing of local people. The Health and Wellbeing Board is currently developing a new strategy. It will draw from Tower Hamlets Together (THT), which is the partnership of health and care organisations that are responsible for the planning and delivery of prevention and health and care services across all ages and stages of life. THT is focused on a more coordinated approach to providing services and reducing duplication. The THT 'Shared Outcomes Framework', developed with service users, carers and residents will explore the degree to which residents are confident in saying:

- I am supported to make healthy choices
- I understand the ways to live a healthy life
- I have a good level of happiness and wellbeing

As this framework is embedded across the system, we will develop a greater understanding of the impact of local health and social care integration on physical activity for local residents.

The Childhood Obesity Plan is being developed in broadly the same timescales as this strategy therefore outcomes and actions will be formulated through a joined up approach across both pieces of work.

What outcomes will be achieved by 2024?

- People use physical activity and sport to improve their health and wellbeing
- People understand the ways in which physical activity can improve their health and wellbeing

How will we know if this is working?

- More people will be physically active
- Reduced inequalities in levels of physical activity
- Less children are overweight or obese
- Less adults are overweight or obese

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Priority 3: Shaping places and communities

What outcome do we want to achieve through this priority?

People engage with their local environment to improve their levels of physical activity

Why is this priority important?

We know that one of the most effective ways to increase levels of physical activity is to make it a part of daily life. Public Health England describes the need for 'active environments' which create the right spaces to be more physically active. Most people experience some challenges to being more active, such as time pressures or lifestyles which increasingly reduce opportunities to move around. In order for spaces to encourage people to be more active they need to be well designed, attractive and safe.

There are some particular barriers to increased use of our streets, parks and other public spaces for being active. Concerns about crime and anti-social behaviour can discourage people from walking or using parks and car dependency creates noise and air pollution.

The journeys people take every day can be a great opportunity to be active. This might be travelling to work, school, going shopping or simply moving around the borough. Improving the design and facilities of the built environment can help to support and encourage these choices. Resting places, such as benches can make taking part in an active life more accessible for those who are older or have disabilities, whilst conveniently located bike racks help to increase the take up of cycling.

The Tower Hamlets Indoor Sports Facilities Strategy highlights that population growth means facilities will become more intensely used and may ultimately be unable to meet the needs of the borough. The strategy also forecast that more pools and sports halls would be needed in the future. Although most residents have access to either a sports hall or swimming pool within a 15 minute walk there are gaps in provision in some areas, primarily in the north-east of the borough.

We know that we need high quality indoor sports facilities in the borough, potentially through upgrading or making changes to maximise the benefits of existing provision or redevelopment, however outreach work is also essential. For example, there are opportunities to bring physical activity and sport to the places people live through events and initiatives by and with housing providers. Such work has included a multi-sport festival at Poplar Baths and Leisure Centre, which was held by a wide range of organisations, including several housing associations.

As an inner city London borough, Tower Hamlets has a limited number of parks and open spaces yet they have a critical role to play, even as they will continue to come under pressure from development and population increases. As well as being places to enjoy a walk they also provide space for community events and activities such as bowling, kayaking and outdoor gyms. The playgrounds in the borough include adventure playgrounds, skate parks and children's play areas. Our canals, riversides and open water are significant assets for activity both alongside and on the water, but there is more we could do to increase their use. Open spaces managed by social housing providers also provide places which can support increased levels of activity. Work is being carried out to maximise the contribution they make.

With so many competing demands we must prioritise how we use these spaces so that the maximum number of people can use them to increase levels of physical activity and improve their

health. The Mayor's London Plan highlights that good planning can help to create and protect opportunities for people to be active. With this in mind, we need to work with developers and landowners to ensure that physical activity and sport continue to be given due consideration in development across the borough. Equally, we need to work with partners to unlock sports assets for as many in our community as possible.

What will our focus be?

We will focus on the creation of a built environment, facilities and public spaces which encourage and support being active and engaging with sport. A broad range of partners play a part in this and we will ensure that we work with them to build a collective vision of how the features of our environment can work better to make the choice to be active easier.

A fundamental part of how we achieve these aims are the policies within the Local Plan and planning processes, which shape the built environment to encourage physical activity. We must also look at what more we can do to bring together health and wellbeing priorities with planning, housing and transport infrastructure including through alignment of policies and joined up working between professionals such as architects, planners, public health consultants and sport and leisure specialists.

Whilst ensuring that the built environment supports active travel and physical activity, the way in which we use our assets, such as leisure facilities, parks and pitches is also crucial. We will identify the best ways to improve and maximise the benefits of assets across the council's sport, leisure and culture services and this will also help to shape the direction of new leisure management contract.

What actions will we take?

- 'Ensuring access to high quality facilities across the borough' will be part of the key outcomes for the new Leisure Management Contract.
- We will maximise use of funding to support the provision of public open space improvements so that facilities in the borough are of the highest quality.
- We will review how we use all council sports, leisure and culture assets to identify the most effective approach for the future.
- We will work with housing providers to maximise physical activity and sport opportunities and safeguard and quality assure playground signage and provision.
- We will work in partnership with planning and regeneration to integrate health, wellbeing and physical activity priorities into local policy and strategy.
- We will support and enable the delivery of the Transport Strategy actions and associated initiatives, including 'Liveable Streets' and Healthy Streets'.
- We will investigate the potential for opening up physical activity and sports facilities in schools for use by the community.
- We will support the delivery of actions within the Transport Strategy.

What other work is contributing to our priority?

There are a collection of strategies, plans and policies which set out the Tower Hamlets approach to shaping the built environment within our borough. The Tower Hamlets Local Plan 2031 is at an advanced stage of development. This sets out a policy framework by which all development is shaped and determined against. Supporting documents also set out what infrastructure is required to under-pin development. Key principles include sustainable growth, which encompasses contributing to creating healthy environments which encourage physical activity and supporting community facilities (such as leisure and sport facilities) including delivering new facilities and improving existing facilities through the use of developer contributions. There is also a requirement for certain developments to complete a health impact assessment and policies focused on protecting open space, including playing fields and outdoor sports facilities and delivery of an improved accessible, well connected network.

A number of other strategies also contribute to this priority, such as the Open Space Strategy 2017 – 2027, which provides an assessment of the quality and quantity of open space in the borough, the Air Quality Action Plan for 2017 – 2022, setting out what is being done to improve air quality locally and the Local Biodiversity Action Plan 2019 – 2024 continuing work around conserving the environment.

The developing Tower Hamlets Transport Strategy includes a range of actions which seek to increase opportunities for active travel to and from school, including through the Healthy School Streets and School Travel Plan programmes, places to play and delivering 'Play Streets' initiatives in the borough. It commits to making the borough 'one of best in London to walk or cycle in' by describing how the Council intends to transform the way people travel in the borough over the next 20 years.

What outcomes will be achieved by 2024?

- Physical activity is an integral part of daily life for all people
- People make healthy and active travel choices
- People feel empowered to participate in physical activity and sport in their local area

How will we know if this is working?

- More people are satisfied with the leisure and sports facilities in the borough
- More children, young people and adults are choosing to cycle to get around in the borough
- Less people are concerned about a lack of recreational activities in the borough
- More people are walking in the borough

Priority 4: Physical activity and sport as a community engagement tool

What outcome do we want to achieve through this priority?

People feel part of a cohesive, vibrant community through taking part in physical activity

Why is this priority important?

Involvement in physical activity and sport has the potential to act as a powerful tool to bring people together, connect communities and promote social cohesion. This could be through engagement with both competitive sport and those played for fun or it could be any way in which people meet up to be active, such as walking groups, dancing or yoga classes. What matters is the chance to create bonds and develop understanding amongst individuals and communities.

We know from our annual resident's survey that 86% of residents feel that people from a different background get on well together, however the survey also reflects concerns about crime and ASB and we know this can act as a barrier to some types of physical activity, such as active travel, and playing outside.

As the Mayor of London's Impact Partnership Fund highlights there is a role for sport and physical activity in supporting young people at risk of being involved in violence and crime. Tower Hamlets faces challenges which are experienced across the capital around how to keep young people safe and sport interventions offer a valuable tool in addressing these.

The community sports workforce and community organisations are of course integral to realising all of these benefits. We also recognise that volunteering to help others become active or develop further sporting skills contributes to social cohesion and we know that local people would like more opportunities to do this.

Unique volunteering opportunities can also come from major sporting occasions. Such events can inspire people to get involved and demonstrate that physical activity and sport should be for everyone. We want to harness and use the inspiration which drives people at major events that take place locally and in neighbouring boroughs.

As this strategy highlights, there are significant challenges which impact on the sports infrastructure in Tower Hamlets. Financial resources have reduced and will continue to diminish, we have a growing population in an already densely populated borough and there will be ongoing pressure on our indoor sports facilities and the limited supply of open spaces including playing pitches.

There are many sports being played in Tower Hamlets and the facilities where they are played are finite. Whilst we want sport to flourish in the borough this means it is not possible to provide what every sport would ideally want to see in terms of access to existing provision or additional facilities and playing pitches. What is available must be shared and must also serve the needs of local people who want to use them for other types of leisure activities.

This priority is about the issues highlighted above around community cohesion and the benefits of getting people involved but it is more than this. It is also about how all groups and agencies involved

in sports in the borough can take a broader view, reaching out beyond their core aims to consider how they can contribute to improving life for everyone in our communities.

For this to work there are certain principles which must underpin the physical activity and sports offer in Tower Hamlets. We want to see more high quality, accredited sports provision, a commitment to meeting the needs of under-represented groups, support for wider strategic objectives and community engagement and social value objectives as part of what all providers deliver. In order that facilities, clubs and all activities are welcoming and open to everyone integration and community cohesion must be central to how they operate.

What will our focus be?

Our focus will be on working with those who are committed to the principles set out here so that we deliver physical activity and sports opportunities which help to build stronger communities. Provision in the borough must look at what best meets the needs of all residents and supports the delivery of priorities for the borough, as set out in the Tower Hamlets Plan 2018 – 2023. This will guide decision making for the council around the best use of resources.

In a changing landscape with reduced resources our focus will also be on developing ways to maximise the benefits that physical activity and sport offer. We will bring local people and physical activity and sport provision together, through volunteering and workforce development initiatives that support integration and an enhanced focus in sport of the issues which present key challenges such as inactivity and its impact on health and wellbeing.

We will also look for better ways to harness the potential of events, both sporting and wider, for getting people to be more active and more involved within communities. Every time a person goes to an event in the borough, such as the 'All Points East' music festival, a Black History Month exhibition or takes part in the Summer Reading challenge there is an opportunity to engage and promote physical activity and sports opportunities.

What actions will we take?

- The new Leisure Management Contract will support the boroughs approach to strengthening community engagement and involvement and enhancing community cohesion in sport and physical activity.
- We will develop guidance notes that provide clear information on the council's policies regarding the use of facilities and spaces in the borough, as well development opportunities for the provision of sport.
- We will engage with external sports organisations who use sport as the mechanism to deliver initiatives to tackle issues such as hate crime
- We will work with the voluntary and community sector to bring resources together to support physical activity.
- We will work with the voluntary and community sector to get more people to take part in physical activity through volunteering and workforce development opportunities.
- We will co-produce 'inclusivity' messages promoting physical activity and sport to everyone.
- We will work with Public Health on 'Healthy Places' and 'Communities Driving Change' initiatives to integrate physical activity messages and opportunities wherever possible.

What other work is contributing to our priority?

The Tower Hamlets Partnership are committed to 'building a stronger, more inclusive and fairer borough' through the delivery of the Tower Hamlets Plan 2018-23. One of the priorities of the plan is to deliver 'strong, resilient and safe communities' and as part of this work a Social Isolation and Partnership Taskforce has been set up.

The Tower Hamlets Community Safety Partnership leads a wider range of work which contributes to keeping Tower Hamlets a safe place, including the 'No Place for Hate Champions' initiative which helps to increase awareness and reporting of Hate Crime. The developing Transport Strategy highlights the impact of crime and ASB concerns on active travel and seeks to address these.

The Community Engagement Strategy 2018-2021 sets out four outcomes which are aimed at supporting strong, active and inclusive communities. The strategy promotes co-production principles and increased opportunities for people to be involved and active in community life. A Tower Hamlets Community Cohesion Plan is under development. The plan will set out our approach to cohesion including tackling poverty and inequality, integrating new residents, dealing with the impact of Brexit and leading cohesion projects.

What outcomes will be achieved by 2024?

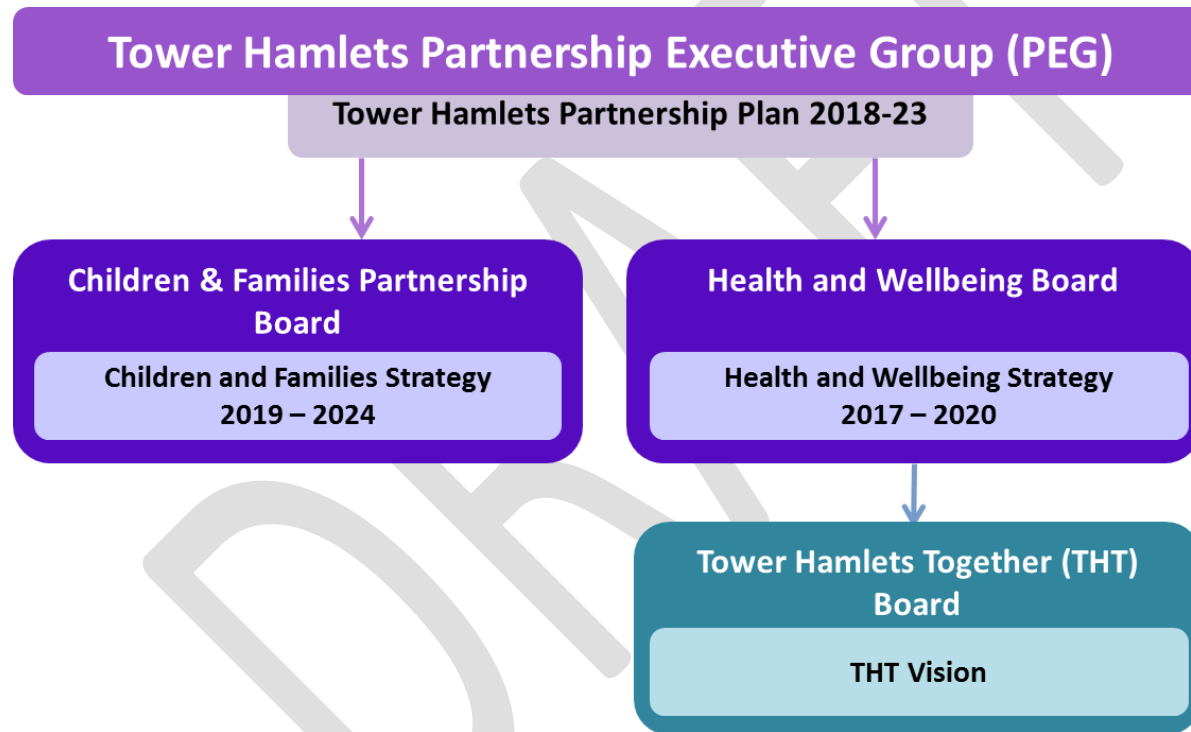
- People appreciate that participation in physical activity and sport is open to all communities
- People feel the benefits from major sporting events held in and around the borough
- People feel part of a vibrant, inclusive community

How will we know if this is working?


- Less people are concerned about crime and anti-social behaviour in the borough
- More adults, children and young people think that people from different backgrounds get on well together
- More children and young people feel safe in the area they live in
- More people are volunteering in their local communities

Making it happen

The priorities within the Physical Activity and Sports Strategy will be taken forward through the Health and Wellbeing Board and we will work closely with wider health and social care partners through the three THT work streams – Born Well and Growing Well, Living Well and Promoting Independence.



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<p>Cabinet</p> <p>18 December 2019</p>	
<p>Report of: Ann Sutcliffe, Corporate Director, Place</p>	<p>Classification: Unrestricted</p>
<p>Tower Hamlets Cemetery Park (Excluding the Soanes Centre), Southern Grove E3; Grant of Long Lease</p>	

Lead Member	Mayor John Biggs, Lead Member for Asset Management
Originating Officer(s)	Alan McCarthy, Interim Head of Asset Management Ralph Million, Senior Strategic Asset Manager Patrick Azikie, Strategic Asset Manager
Wards affected	Mile End
Key Decision?	Key
Forward Plan Notice Published	02 October 2019
Reason for Key Decision	Significant financial implications from the grant of a long lease at a peppercorn rent. The decision is outside the scope of delegated authority.
Strategic Plan Priority / Outcome	<ol style="list-style-type: none"> 1. People are aspirational, independent and have equal access to opportunities; 2. A Borough that our residents are proud of and love to live in; 3. A dynamic outcomes-based Council using digital innovation and partnership working to respond to the changing needs of our Borough.

Executive Summary

The report proposes that a new 30 year lease of Tower Hamlets Cemetery Park (excluding the Soanes Centre) is granted to the Friends of Tower Hamlets Cemetery Park, hereinafter referred to as the Friends. The Friends will undertake a project to improve the Lodge then use and let out space within the Lodge on short term hire agreements.

Recommendations:

The Mayor in Cabinet is recommended to;

1. Agree that the Council will grant a new lease to the Friends for a term of 30 years at a peppercorn rent, covering the Cemetery Park, but excluding the Soanes Centre and on the main terms set out in paragraph 3.8.
2. Agree to delegate authority to the Corporate Director of Place to agree the remaining terms of the lease and minor variations to the terms set out in this report.
3. Note the equalities considerations as set out in section 4.

1. REASONS FOR THE DECISIONS

- 1.1 The report proposes that a new lease, for a term of 30 years, is granted to the Friends. In April 2018 the Friends, via their appointed architects, made a planning application for the change of use of the Lodge from caretaker's premises to mini cinema, workshop/exhibition space including some alterations and extensions. Spaces within the lodge building can be let out to other organisations on short term hire agreements. Planning permission was granted on the 21st June 2018.
- 1.2 The decisions will secure the long term future of the site and the position of the operator. A Cabinet decision is required because the grant of the lease represents a disposal of Council land and at less than the best consideration reasonably obtainable, which is outside the scope of officer delegated decision making.

2. ALTERNATIVE OPTIONS

- 2.1 There are three main options;
 - Do nothing. This would result in the Friends facing difficulties with fund raising for the project to improve the Lodge and long term planning.
 - Grant a shorter lease. This is unlikely to be acceptable to the Friends as it would not enable the benefits of a long term lease to be realised.
 - Agree the proposals in this report. This would enable a series of benefits to be realised, in particular enabling the Friends to raise funding and develop long term plans for the site along with having the ability to raise income via short term hire agreements for space within the Lodge.

3. DETAILS OF THE REPORT

- 3.1 Tower Hamlets Council took over the ownership of the park in 1986. It was declared a Local Nature Reserve in May 2000, along with adjacent open land on Cantrell Road and Ackroyd Drive. It is designated a Site of Metropolitan Importance for Nature Conservation and a Conservation Area. The high brick walls which surround it are on the national register of listed buildings, as are seven individual memorials (all Grade II). Covering an area of about 27 acres (10.93 hectares), it was one of seven large private cemeteries to be established in the 19th century to alleviate overcrowding in existing parish burial grounds. Regarded as the seven great cemeteries of the time, the cemeteries are often referred to as “The Magnificent Seven”, a term coined by the architectural historian Hugh Meller in 1981. A plan showing the extent of the land to be covered by the lease is at Appendix 1. The key terms of the proposed lease are set out at Appendix 2 and summarised in paragraph 3.8.
- 3.2 The Soanes Centre to the west of the park is the base of Setpoint London East, an organisation that provides workshops, promoting science and technology, for primary and secondary students. The building is located immediately to the right of the entrance on Southern Grove, opposite the grave of the Soanes family. It is also the temporary home of the Friends but will be excluded from the site demised to them. Setpoint is a completely separate organisation and currently does not have a formal agreement for their occupation but will do in due course. As such, their building will be excluded from the site to be demised to the Friends.
- 3.3 The Friends is a group of local people who came together in 1990 due to their concern over the perception of neglect by successive public sector owners. Their main objectives are to encourage greater use of this inner urban green space as a sanctuary for people and a place of biodiversity.
- 3.4 The Friends have been managing and maintaining the Cemetery Park under a Service Level Agreement (SLA) with the Council since 2004. Under the agreement, the Friends carry out works to the satisfaction of the Council (through the Head of Arts, Parks and Events). The works are set out in the management plan and associated work plan with clearly defined outputs, which is reviewed annually. The management plan, work plan and any subsequent revisions form part of the SLA. The performance and completion of the works are subject to a joint monitoring procedure between the Council and the Friends. A copy of the current SLA is attached to this report as Appendix 3
- 3.5 Payment of £31,900 per annum, as provided for in SLA, are made to the Friends on a quarterly basis in arrears and only on submission of a quarterly invoice. Payment is subject to the continued and satisfactory provision of the services covered by the SLA.
- 3.6 For a number of years, the Friends have expressed a wish for the run down former caretaker lodge within the park to be refurbished and leased to them

as a more permanent and long term base to run their activities and services from. The misalignment between the scope of the current SLA covering the wider park and a proposed lease of just the Lodge meant officers proposed granting the Friends a long term lease of the entire park instead, with the exception of the Soanes Centre. The Friends have engaged constructively with the Council to take this forward. The reasons for this approach include;

- Some current and potential future funding is contingent on having long term security of tenure. The Council recognises that short term leases/arrangements present issues in terms of raising further and more significant capital funding, and the proposal in this report will provide the certainty that the Friends have requested. Many capital funding providers require a minimum lease terms of 25 years as a condition of funding. Supporting the Friends in successful fundraising will generate improved services to Borough residents at no cost to the Council.
- Long term planning. The Friends employ three full time staff and are supported by over 2,600 volunteers. They run a broad range of over 150 fun and educational events each year. As a mature and substantial organisation, it would like appropriate security of tenure to be able to plan for the long term.
- Track record as custodian of the site. The Friends have managed and maintained the Cemetery Park for many years and have grown and improved its activities over this period in partnership with the Council. It has demonstrated good governance and a sound financial track record with a sustainable business model during this period.
- The Friends and Council are both committed to any long lease which will enable the Friends to raise funding to continue to manage and maintain the Cemetery Park at little cost to the Council

3.7 Following lengthy discussions with the Friends, proposals for the terms of a new lease has been provisionally agreed, subject to approval from the Mayor in Cabinet. The terms of the new lease to the Friends are intended to give them the security they need to implement their vision for the future, whilst ensuring that the Council has enough influence to control future change, where it is appropriate to do so.

3.8 The heads of terms are included at Appendix 2. These include the following key provisions;

- A term of 30 years at a peppercorn rent.
- No assignment or sub-letting, except for short-term lets and hire agreements.
- The Friends to be responsible for the internal repair and maintenance of the lodge building, and in accordance with the SLA, the maintenance of the park grounds.
- The Friends to maintain appropriate insurances such as public liability insurance.
- There is a SLA between the Council and Friends, which provides payment to Friends in return for certain management and maintenance services performed by Friends.

- The lease will contain a break option enabling the Council to terminate the lease in the event that the Council ceases or reduces the funding for the Friends to carry out the maintenance of the park, the Council terminates the SLA or, there is a breach by the Friends of the SLA,
- In the event that the Council terminates the lease, the Council may serve an option notice on the Friends, offering to grant them a new lease of the lodge building only, at a market rent.
- The Council's approval is required to significant alterations.

3.9 The grant of the proposed lease to the Friends constitutes a disposal of land at less than the best consideration reasonably obtainable. The Council has a power to do so, provided that the grant of the lease is considered by the Council to "help it to secure the promotion or improvement of the economic, social or environmental well-being of its area." The amount of the undervalue must be less than £2m. Valuation advice was commissioned from a consultancy, Avison Young in 2018 and Council officers can confirm that the undervalue in this case is less than £2m. The grant of the lease will help to achieve these well-being objectives.

3.10 The work of the Friends covers a wide range of activities. Its core activity is;

- Managing a woodland, Cemetery and nature reserve. In a Borough of increasing population and dense urban development, all open space is to be valued. The Cemetery Park offers both open space and access to historic grave stones which make it a particularly valuable asset which the Council wishes to sustain in the long term. The Friends state that "This woodland cemetery is a unique place of transformation: a people's cemetery, a place for remembrance, a sanctuary for humans as well as nature, a place for festivals, field studies and forest schools. Always changing with the seasons it is rooted in the history of the East End, a place of rich heritage that is full of possibilities and freedom for all". In addition, it has been designated a Site of Metropolitan Importance for Nature Conservation. It is regarded as one of the seven great cemeteries of the time (now known as the "Magnificent Seven" as coined by architectural historian, Hugh Meller, in 1981).

3.11 The Friends offer significant, consistent, indispensable community benefit to the Borough for an annual payment from the Council of £31,900 which has remained the same since 2006 and does not cover the cost of one staff member. This is via the SLA for managing and maintaining the 31 acre nature reserve and heritage site that is the Cemetery Park. The amount only represents a small part of the costs needed to protect and care for the Cemetery Park and is substantially less than the likely costs to be incurred by the Council in managing the space directly.

The Friends also run the following community programs:

- 'Grounded Ecotherapy', a horticulture wellbeing group based in Bethnal Green. Every Friday, it provides outdoor practical nature conservation

activities for those that have experienced addiction, homelessness and mental distress.

- A community cohesion programme based in Shandy Park and Swedenborg Gardens. It aims to bring neighbours together to meet and talk using nature as the driving engagement theme. It currently reaches over 2505 people across 150 partners.
- Supports nature based science workshops to over 7000 schoolchildren annually, 90% of which are Tower Hamlets schools.
- Fundraise to generate over £150,000 per year of in-kind contributions to THCP.
- The Friends continue to ensure that their work meets those most in need. They are about to launch new activities in the Cemetery Park that target two particularly vulnerable groups which are the elderly and young families.

Three members of their staff (and supporting board of Trustees, who are volunteers) currently deliver a significant number of community activities outside of the responsibilities of the SLA, many of which focus on those more in need and vulnerable. These include:

- Delivering 150 public events per year, 100 of which are offered free of charge for over 1500 participants.
- Welcoming and working with 2600 volunteers every year to manage the Cemetery Park for wildlife, people and education.
- Partnering with over 40 organisations in Tower Hamlets and the surrounding boroughs.

- 3.12 The land to be demised under the lease to the Friends includes open space. As such, the 1972 Local Government Act requires the Council to publicise its intention to make the disposal, through the grant of a lease, and to consider any objections received.
- 3.13 The notice was published in editions of the Docklands and East London Advertiser for four consecutive weeks commencing on 05 September 2019. No objections were received by the closing date of 26 September 2019.
- 3.14 As stated in paragraph 3.4, there is an SLA in place between the Council and the Friends relating to the Cemetery Park. Under this SLA, the Council contributes £31,900 pa towards the Friend's management and maintenance of the site to defined standards, and to ensure public access. The Council retains responsibility for tree maintenance. The SLA arrangement will continue following the grant of the new lease and will be reviewed in accordance with its terms and the Council's normal procedures. As noted in paragraph 3.8, if there ceases to be, whether through an SLA or other agreement, payments to the Friends for those services, then they can surrender the lease of the Park aspect of the demise.
- 3.15 In Planning terms, the Cemetery Park is a Local Nature Reserve and a Site of Metropolitan Importance for Nature Conservation. Since 2005 there have

been four planning applications, as recorded on the public register, the most recent being for the change of use of the former caretaker's lodge in April 2018. The other three relate to minor works undertaken on the Soanes Centre.

4. EQUALITIES IMPLICATIONS

- 4.1 The Cemetery Park provides a valuable resource, a place for remembrance, sanctuary for humans as well as nature, a place for festivals, field studies and forest schools. These aspects are of particular importance to those without access to private open space or to more distant, rural facilities.
- 4.2 In accordance with the provisions of the Service Level Agreement, equalities monitoring will be undertaken by the council's Parks department as part of a quarterly monitoring plan.
- 4.3 The Friends will aim to ensure that no volunteer or employee, either current or potential, is discriminated against either directly or indirectly on the grounds of age, gender, sexual orientation, ethnicity, race, colour, nationality, cultural origin, religion, disability, experience of mental distress, HIV status, caring responsibility, class, education, employment status, political belief or unrelated criminal conviction (this is not an exhaustive list).
- 4.4 The trustees will be responsible for implementing the equal opportunities policy. This may be delegated to a sub group (HR and personnel sub-committee). The co-ordinator will report to the group or committee. The equality and diversity policy will need to be reviewed annually. All aspects of the policy are monitored as an ongoing practice. An annual review will be carried out by the management committee.
- 4.5 The Friend's charitable objectives include the following with equalities implications;
- to preserve, protect and maintain the landscape of the Tower Hamlets Cemetery Park and Ackroyd Drive Greenlink Local Nature Reserve (the Cemetery Park) including its monuments and biodiversity as a place historic importance and nature reserve for the benefit of the public;
 - to advance the education of the public in particular people living, working or studying in Tower Hamlets through projects and activities provided by the Charity, and by partnering organisations whose aims are complimentary to the objectives of the Charity.

5. OTHER STATUTORY IMPLICATIONS

- 5.1 These have been covered in the main body of the report. Paragraphs 3.9 and 3.12 refer. There are no other statutory implications.

6. COMMENTS OF THE CHIEF FINANCE OFFICER

- 6.1 It is proposed to lease Tower Hamlets Cemetery Park to the Friends, including the Lodge for a thirty year period, charging a peppercorn rental.
- 6.2 This lease does not represent the best financial consideration for this land, with a professional independent market valuation indicating an annual rental of £17,754 being achievable. Over the life of the lease period this would result in a loss of income totalling £532,620 should there be a lessee in situ for the full life of the lease period.
- 6.3 Financial consideration is not the only factor in determining this decision and Council legislation allows for a reduced consideration as long as there is an improvement in well-being of the area and the financial loss is not greater than £2m. Based on the independent valuation, this lease is compliant with LBTH policy

7. COMMENTS OF LEGAL SERVICES

- 7.1 The proposed structure of the letting is the best mechanism for the Council to achieve its objectives;
- 7.2 The Local Government Act 1972 General Disposal Consent (England) 2003 permits disposals at less than best consideration where, the disposal secures the promotion or improvement of the economic, social or environmental wellbeing of its area. This applies provided the undervalue does not exceed £2m. Paragraph 3.9 of this report confirms that the proposed undervalue is less than £2m.
- 7.3 As the disposal is of open space, a requirement to publish a notice of the intended disposal in a local newspaper circulating in the area in which the land is located (for two consecutive weeks), is required under Section S123 (2A) Local Government Act 1972. Paragraphs 3.11 and 3.12 of this report confirm that this requirement has been satisfied.

8. COMMENTS OF THE CORPORATE DIRECTOR, CHILDREN AND CULTURE

- 8.1 The Council's Arts Parks and Events service are fully supportive of the proposal to lease to Friends of Cemetery Park. We have a long established working relationship with this group who have provided an excellent service of maintaining the park and engaging the public in activities there.

Linked Reports, Appendices and Background Documents

Linked Report

- None

Appendices

- Appendix 1 – Site Plan
- Appendix 2 – Heads of Terms
- Appendix 3 – Service Level Agreement(SLA), 2018

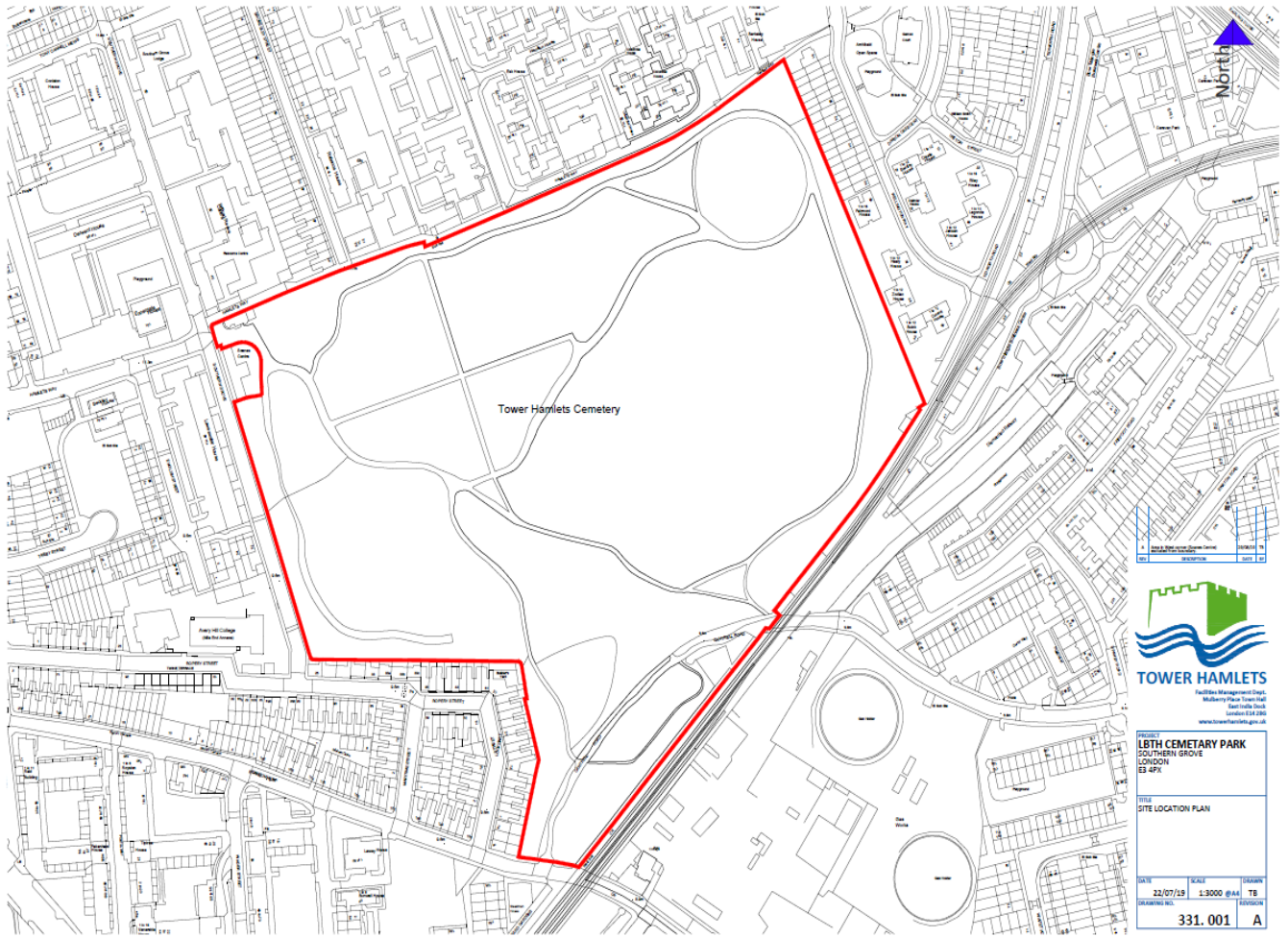
Background Documents – Local Authorities (Executive Arrangements)(Access to Information)(England) Regulations 2012

- None

Officer contact details for documents:

Patrick Azikie, Strategic Asset Manager, 020 7364 2546

Appendix 1; Site plan



Appendix 2; New Lease to FoTHCP – Heads of Terms

Tower Hamlets Cemetery Park, Southern Grove, London E3 4PX

LANDLORD:	London Borough of Tower Hamlets “The Council”.
TENANT:	Friends of Tower Hamlets Cemetery Park and Trustees
DEMISE:	The premises known as Tower Hamlets Cemetery Park, (excluding Soanes Centre) Southern Grove, London E3 4PX
TERM:	30 Years
BREAK CLAUSE:	See conditions
RENT:	Peppercorn. Exclusive of outgoings
REPAIR:	<p>To manage and maintain the Cemetery Park in accordance with the obligations set out in the current SLA and subsequent ones as the Landlord will reissue on a 3 yearly basis.</p> <p>The Council will be responsible for the external fabric and structure of the lodge such as the roof and walls. The Friends will be responsible for the internal repair and maintenance of the lodge.</p>
FIXTURES AND FITTINGS:	The Friends to put and keep the lodge fixtures and fittings in good and substantial repair and condition and shall replace the landlord’s fixtures and fittings as and when necessary with new ones which are of a similar description of no lesser quality.
INSURANCE:	<p>The Friend to maintain appropriate insurances, including a minimum of £5million in public and employer’s liability for the services provided, and to indemnify the Council against any claim or litigation arising as a consequence of the actions or negligence of the Friends in relation to their undertakings within the Local Nature Reserve (LNR)</p> <p>The Council will maintain a minimum of £5million public liability insurance for the site.</p> <p>The Council will insure the lodge building (excluding tenant’s fixtures & fittings) to their full reinstatement value</p>

(to include five years' loss of rent and service charge). The Council's costs of insuring will be recovered from the Friends.

COMPLIANCE:

The Friends to comply with all laws relating to the Cemetery Park and lodge and its occupation and use with particular reference to health & safety, fire, gas, water and electrical safety laws.

PERMITTED HOURS:

Subject to the park's opening hours

OUTGOINGS:

The Friends will be responsible for insurance of fixtures & fittings and all other outgoings arising directly as a result of the occupation of the lodge.

ALIENATION:

No assignment or subletting of the whole permitted.

Short term third party use of individual spaces within the Lodge may be permitted using licence and hire agreement templates which will be appended to the lease, subject to Council approval.

Subject to obtaining all relevant consents and subject to no landlord and tenant relationship being created, occupation of the lodge can be shared between FoTHCP and its associated companies and charities linked to the activities within the demise. Licence agreements will be issued for a set term subject to Council's approval

ALTERATIONS:

Any alterations to the lodge should be with the landlord's prior written consent.

USE:

Use of the lodge to be in accordance with the existing Service Level Agreement. Other uses: Exhibition space and ancillary office; cafe; cinema associated with FoTHCP within Use Class D2 (Assembly and Leisure) of the 1987 Use Classes Order as amended.

To comply with Council policy on inappropriate uses.

DISPUTE RESOLUTION:

this will be in accordance with the breach and termination clause contained within the SLA.

CONDITIONS:

The grant of the lease is for both the Cemetery Park and the Lodge, but excluding the Soanes Centre.

An agreement for lease will be put in place under which the lease will be granted following completion of an agreed scheme of works at the Lodge, the Friends obligation to manage and maintain the Cemetery Park will continue to be undertaken in accordance with the provisions of the SLA.

Internal repair and maintenance of the lodge will also be undertaken by the Friends.

The Council will continue to undertake its obligations as set out in the SLA.

The lease will contain a break option enabling the Council to terminate the lease in the event that the Council ceases or reduces the funding for the Friends to carry out the maintenance of the park, the Council terminates the SLA or, there is a breach by the Friends of the SLA.

In the event that the Council terminates the lease, the Council will serve an option notice on the Friends, offering to grant them a new lease of the lodge building only, at a market rent.

EXCLUSION OF 1954 ACT: 1954 Act security of tenure provisions to be excluded

LANDLORDS SOLICITOR: Legal services, Tower Hamlets Town Hall
Mulberry Place, 5 Clove Crescent
London E14 1BY.

TENANT'S SOLICITOR: TBC

LEGAL COSTS: Each party to bear their own costs.

**SERVICE LEVEL AGREEMENT
BETWEEN THE FRIENDS OF TOWER HAMLETS CEMETERY PARK AND
THE LONDON BOROUGH OF TOWER HAMLETS**

1. General Information

- 1.1 This Agreement is made between London Borough of Tower Hamlets, Mulberry Place, 5 Clove Crescent, London E14 2BG and the Friends of Tower Hamlets Cemetery Park, The Soanes Centre, Tower Hamlets Cemetery Park, Southern Grove London E3 4PX.
- 1.2 This agreement defines the arrangements between The London Borough of Tower Hamlets (hereinafter referred to as the Council) and The Friends of Tower Hamlets Cemetery Park (hereinafter referred to as the Friends), to pursue the group's objects, and specifically to undertake agreed works within the boundaries of the Cemetery Park, Scrapyard Meadows and Ackroyd Drive Green Link which together comprise the Local Nature Reserve (LNR).
- 1.3 Under this agreement, the Friends (through the Chair & Trustees) will undertake to carry out works to the satisfaction of the Council (through their designated representative, the Head of Arts, Parks and Events). The said works will be set out in the management plan and associated work plan with clearly defined outputs, which should be reviewed annually. The management plan, work plan and any subsequent revisions will form part of this agreement. The performance and completion of the works will be subject to a joint monitoring procedure between the Council and the Friends.
- 1.4 Payments, as provided for in this agreement, will be made to the Friends on a quarterly basis, in arrears, and only on submission of a quarterly invoice. Payment will be subject to the continued and satisfactory provision of the services covered by this agreement. The agreed annual sum of £31,900 will form part of this agreement.

2. Authorised representatives

Lead Officers for the agreement shall be:

For the Council:-

Head of Arts Parks & Events

Address: London Borough of Tower Hamlets
Arts Parks and Events
Brady Centre
192-196 Hanbury Street
London, E1 5HU

Telephone: 0207 364 7910

Email: Stephen.murray@towerhamlets.gov.uk

For the Friends:- The current Chair of the Friends of Tower Hamlets Cemetery Park

Address : (c/o)The Soanes Centre
Tower Hamlets Cemetery Park
Cemetery Park
Southern Grove
E3 4PX

Telephone: 0208 983 1277

Email: contact@fothcp.org

3. Purpose and period of the Agreement

3.1 The purpose of this agreement is:

- To maintain the park lands to an acceptable standard with regard to grounds maintenance, free of litter, controlling weeds and maintaining pathways. (more detailed schedule below)
- To support, promote and facilitate community involvement/business volunteers in the management and development of the Park.
- To provide and improve habitats to support a diverse flora and fauna in line with the Council's Biodiversity objectives and to safeguard the site's status as a Local Nature Reserve and Site of Metropolitan Importance for Nature Conservation.
- To provide an annual management plan incorporating an agreed work plan.
- To work in partnership with the Council to achieve Green Flag Community Award for Tower Hamlets Cemetery Park.
- To provide an educational resource for the use of schools, Friends, volunteers, and the wider community.

3.2 The agreement will be for a rolling three year period to run concurrent with the Council's Financial Year, commencing 1st April 2018 and concluding on the 31st March 2021. At the conclusion of the three year period the agreement can be renewed subject to the agreement of the Friends of the Tower Hamlets Cemetery Park and the Local Authority. Renewal will be through mutual agreement, but will be dependent upon the Friends' fulfilment of their service commitments and compliance with the terms of the agreement.

4. Service Specification

Specification for maintenance by the Friends

- 4.1 The Memorandum and Articles of Association of the Friends is considered pertinent to this agreement, and the Objects set out therein will form the guiding principles for the services provided under this agreement.
- 4.2. The Friends will produce a management plan for the LNR, identifying the service targets and objectives for the year to come. The plan must indicate measurable outputs, and will be subject to agreement with the Council. The plan should include, but is not restricted to, the following activities:

Litter and dog mess Clearing.

- Keep all open areas, paths, path edges and woodland areas clear of litter and dog mess
- Empty and maintain bins
- Operate a plan for recycling

Trees/hedges/shrubs

- Inspection of trees close to pathways and open areas twice a year (Feb and Aug) and report any issues to LBTH tree officer.
- Maintain hedges and shrubs so as to provide good views, a tidy site with good range of habitats for birds and other wildlife

Pathways

- Maintain and repair as required public paths. Resurface as required (recycled sand / crushed concrete etc)
- Manage path side vegetation

Promoting biodiversity

- Clear any invasive plants
- Plant bulbs and wild flowers
- Work with the Council's biodiversity officer to produce annual plans
- Maintenance and development of grassland, woodland, and aquatic habitats

Signage

- Maintain signage, cleaning and repairing as required
- Clean graffiti off signage and other structures
- Ensure it is clear to the public where they can and can't go

Benches/fences/gateways

- Maintain all benches in reasonable and safe condition and repair if needed
- Maintain fences alongside walking areas and routes through the park and repair if needed
- Maintain gateways into the park to a safe and usable standard and repair if needed, with the exception of the main gate on Southern Grove. This gate should be monitored by FoTHCP and any issues or required repairs to be referred to the Tower Hamlets Parks Department for action.

4.3 The Friends will employ (in a paid or voluntary capacity) appropriately skilled specialists, managers, supervisors and staff to co-ordinate and implement the actions identified in the management plan.

Records

4.4 The Friends will maintain and provide audited accounts as required by the Council, normally on an annual basis. Such accounts must clearly record and identify how any funds provided by the Council have been utilised in the provision of the services.

4.5 The Friends will maintain records of membership and participants in training and activities, including details of area of residence, age, sex and ethnicity, and will provide the Council with any reports that may be required from time to time in this regard.

Application of funds

4.6 Funding provided by the Council through this agreement must be utilised within the bounds of, and for the maintenance and improvement of the LNR and the services provided therein. Any variation of this requirement must be agreed by the Council, in advance, and specified as part of the agreed management plan.

Target group and equal opportunities

4.7 The services will primarily (though not exclusively) be provided for the general population of London Borough of Tower Hamlets, including schools, local residents, the Business Community and other members of the public.

4.8 The Friends must maintain a policy of equality of opportunity for its officers, friends, employees and participants. When planning maintenance and development activities the group must take full account of the access needs of participants, current and potential users. In circumstances where the activities of the Friends are likely to cause either temporary or longer term restrictions to access, such activities must be brought to the attention of the Council and will be subject to formal agreement before implementation.

Facilities and operating hours

- 4.9 The main gate and vehicle access of the Cemetery Park is currently locked, and is normally open between the hours of 8.00 am to dusk, all year round. This arrangement is subject to review by the Council. The Friends and the council can initiate changes to these arrangements following, discussing and agreed between both parties.
- 4.10 The Friends may carry out meetings and activities relevant to the delivery of the agreed services, at any appropriate time of the day or night, including within the designated closure times, and will be provided with keys to facilitate access. The Friends must take all due care to prevent nuisance to local residents and be considerate of local needs when accessing, maintaining and leaving the site.
- 4.11 It is noted that the Friends use the Soanes Centre for management and staff meetings and storage. This agreement does not currently extend to the Friend's use of the Soanes Centre, which is subject to independent arrangements between the Friends and the current leaseholder to the Council. Funds provided through this agreement must not be used in respect to payment for accommodation without prior consent of the Council's representative.

5. Responsibilities of the Friends

- 5.1 To implement the agreed Work Plan effectively and efficiently.
- 5.2 To ensure that suitable staff are recruited and trained.
- 5.3 To satisfy quality and performance standards agreed under this Agreement.
- 5.4 To provide agreed monitoring and financial information as required by the Lead Officer or nominated representative.
- 5.5 To provide agreed information where reasonable and practicable and within mutually agreed timescales, including quarterly reports, statistical information and up-dates on agreed targets. All park furniture assets to be recorded detailing number of litter bins, benches, signs, lamp columns etc.
- 5.6 To advise the Council's nominated representative, of any difficulties which the Friends may be experiencing, in undertaking the required work as outlined within the agreement. The Council must be informed as soon as possible, in order that appropriate action can be undertaken.
- 5.7 To seek approval prior to any changes to the work plan.
- 5.8 To comply with all statutory and other provisions to be observed and performed in connection with the Services.

- 5.9 To maintain appropriate insurances, including a minimum of £5million in public and employer's liability, and to indemnify the Council against any claim or litigation arising as a consequence of the actions or negligence of the Friends in relation to their undertakings within the LNR.
- 5.10 All work to be carried out within a framework agreed with the London Borough of Tower Hamlets. Where sub-contractors are used for the delivery of the service, they must conform to the terms of this agreement and observe all relevant legislation and industry codes of practice. The Friends must carry out and maintain records of Risk Assessments for all activities that are undertaken under the terms of this agreement.
- 5.11 Both parties agree to work proactively to adopt and strengthen the partnership approach between the London Borough of Tower Hamlets and the Friends of the Cemetery Park, to achieve the partnership objectives of improved public participation and enjoyment, and to enhance biodiversity, through sensitive management regimes.
- 5.12 The Friends must maintain and produce as required, an inventory of any plant or equipment, or stock materials purchased under the agreement.
- 5.13 The Friends will permit and facilitate access by the Council's nominated officer (s) to all parts of the site as required to ensure tasks outlined within this SLA are being honoured.
- 5.14 To ensure necessary policies and procedures are in place, in particular safeguarding, and health and safety for staff, volunteers and the public.
- 5.15 To ensure an application process (passed by the Council) is in place for community use and that permission from the Council is sought for private and commercial hire. (currently via the Arts and Events service who will inspect plans before approving)

6. Responsibilities of the Council

- 6.1 The Council's designated officer, or their agreed representative will liaise with the designated lead officer of the Friends of Tower Hamlets Cemetery Park, to develop the partnership approach, and for the purpose of monitoring the level and quality of service provided under the terms of the Agreement.
- 6.2 The Council will meet with the Friends At least six months prior to the end of this agreement in order to agree arrangements for the following three year period. The Council will pay the agreed level of funding to the Friends in accordance with section 1.4 of this agreement.
- 6.3 The Council retains overall responsibilities as freeholder of the Cemetery Park and will maintain a minimum of £5million public liability insurance for the site.
- 6.4 The Council will advise the Friends in advance of any events, activities or maintenance operations planned for the Park

7. Funding

- 7.1 Funding is for the period as set out in section 3.2 of this agreement. Funds may be used to purchase any equipment, materials, labour and other facilities necessary to deliver the service (unless specifically excluded by this agreement).
- 7.2 In the event of the Friends not spending the full annual allocation by the end of a financial year or in the event of an anticipated under-spend, the Friends must notify the Lead Officer or nominated representative from the London Borough of Tower Hamlets, without delay.
- 7.3 Payment for each quarter will be made in arrears, on submission of an invoice for each quarter accompanied by the required service and financial monitoring information. Payments may be delayed, suspended or cancelled if satisfactory monitoring information is not received as requested.
- 7.4 The Friends will use the agreed funding wholly and exclusively for the purposes set out in the Agreement unless previously agreed and confirmed in writing with the London Borough of Tower Hamlets.
- 7.5 Where the Friends reduces the level of service it provides below the level of service that it undertook to provide at the time any payment was agreed, this will result in a reduced payment the following quarter.
- 7.6 The London Borough of Tower Hamlets reserves the right to suspend funding in the event of any of the following:
- Failure to attain the agreed level of activity of service
 - A cessation of service
 - Failure to provide agreed monitoring and financial information
 - Failure to observe relevant legislative requirement, or persistent failure to operate good practice in delivery of the services.
 - Any other failure to fulfil the terms of this Agreement
- 7.7 The Council has the right to retrieve any funds paid under this agreement which are not used by the Friends for the purpose specified in the Agreement, including in the event that the service is terminated.
- 7.8 The Friends will acknowledge receipt of funding for this service by the Council in any publicity circulated in relation to this service. A form of words for this purpose will be agreed between the Friends and the Council's representative.

8. Staffing

- 8.1 The Friends shall deploy staff and/or volunteers that are appropriately qualified, skilled and experienced and it shall ensure that all staff are properly instructed and supervised in the provision of the service.
- 8.2 All staff and volunteers working in the Service must receive appropriate induction and on-going training to enable them to carry out their duties in a safe manner.
- 8.3 The Friends will adopt appropriate and legal employment policies including Terms and Conditions of Employment, Disciplinary and Grievance, Health & Safety, Equal Opportunities, Recruitment and Retention and any other appropriate policies necessary.
- 8.4 The Friends will maintain and operate good employment practice ensuring full Job Descriptions and Contracts of Employment are issued to all members of staff.
- 8.5 It is the responsibility of the Friends to take appropriate measures to protect the public when recruiting staff and volunteers. All employees must be appropriately vetted by the Friends and hold accredited qualifications where appropriate. References and Disclosure Barring Service (DBS) checks must be taken up for all permanent employees and for any person engaged or instructed to work unsupervised with young people (under 16) and children, whether in a paid or voluntary capacity. It is the responsibility of the Friends to judge the suitability of applicants on the basis of such procedures.

9. General procedures

Quality System

- 9.1 The FoTHCP Chair and the Council representative will consider the quality monitoring aspects of the service at joint monitoring meetings. The Friends will adopt appropriate record keeping methods as necessary to provide relevant monitoring information.

Complaints Procedure For Service Users

- 9.2 The Friends must inform its service users of how they can make a complaint and that they can either use the Friends complaints procedure or the London Borough of Tower Hamlets, or both as appropriate. Both procedures must include a written record of all complaints made and any action taken. This record is to be available for inspection by the Council's authorised representative.

Confidentiality

- 9.3 The Friends and its staff and volunteers may be receiving personal and confidential information from service users. The Friends staff must not

disclose any information which comes into their possession in the course of providing the service except as may be required by law.

- 9.4 The Friends will ensure policies and procedures are in place to prevent unauthorised disclosures and comply with its obligations under the Data Protection Act 1998. Disclosure of information that has not been authorised will be considered as a serious breach of the terms of this Agreement and could result in the termination of the Agreement as outlined in paragraph 11.

Health & Safety

- 9.5 The Friends shall comply with the requirements of the Health & Safety and Work etc Act 1974 and of any other Acts Regulations or Orders about Health & Safety.

Equal Opportunities In Service Delivery

- 9.6 The Friends is required to have, maintain and operate an Equal Opportunities Policy. The Friends is expected to liaise and co-ordinate its activities with other voluntary and statutory organisations in Tower Hamlets, in order to improve access to its service for people from Black and Minority Ethnic communities and members of the community living with a disability or special educational needs.

Statutory Requirements

- 9.7 The Friends must conform to all existing and new legislation, which may be applicable to this Agreement.

Insurance and Indemnity

- 9.8 The Friends is required to arrange adequate insurance cover in relation to the services provided, specifically a minimum of £5million in public liability and employers' liability.

10. Monitoring And Evaluation

Financial Monitoring

- 10.1 The Friends shall maintain a proper set of financial accounts of its activities under the service, including how the monies paid under this agreement have been spent. It shall arrange for the audited accounts to be made available to Tower Hamlets within a reasonable period of request, and not less than annually as set out in section 4.4 of this agreement.

Standard Monitoring Forms

- 10.2 The Friends shall send the Council authorised representative monitoring and information returns, as requested on forms provided by Tower Hamlets, Parks and Play Section.

Monitoring and Evaluation Meetings

10.3 Formal monitoring meetings shall take place between the Friends and the Lead Officer for Tower Hamlets Council, as and when agreed by the parties, but at least quarterly.

Variations to the Services or the Agreement

10.4 Any changes shall be negotiated via the formal monitoring meetings, and a written record kept.

Notification of Change

10.5 The parties to the agreement shall inform each other promptly of any change to their authorised representatives or Officers, or of any matter likely to affect the service users or the provision of the Service.

11. Breach And Termination

Shortfalls Or Deficiencies In Service Provision

11.1 Where shortfalls or deficiencies in service provision have been identified or where other conditions of this Agreement are not being met, the Friends will be notified and a meeting arranged between the Friends and the Councils authorised representative.

11.2 Where there is a failure to rectify the shortfall or meet the conditions within the agreed timescale, the matter will be referred to Tower Hamlets Corporate Management Board to decide what further action should be taken.

Breach Of Agreement

11.3 If either party to the Agreement believes that the terms of this Agreement have been broken it will submit written details of the alleged breach and, unless the matter is otherwise resolved, a meeting will be arranged between the Council and the Friends to discuss the alleged breach.

11.4 If there is agreement that a breach has taken place, the action required to remedy the breach and the timescale for such action will be agreed and recorded in writing.

11.5 If there is no agreement, or the agreed action is not implemented, the alleged breach will be referred to the Head of Arts, Parks and Events for a suggested resolution.

11.6 If there is a persistent and serious failure to meet the terms of the Agreement, the Agreement will be terminated. Decision to terminate the Agreement will rest with the Head of Arts, Parks and Events.

11.7 In the event that the Agreement is terminated in accordance with Clause 11.6 above, the Friends shall be entitled to payment for services properly carried out for the period up to the date of termination. For the avoidance of doubt the Council will not accept liability for any other losses, expenses incurred by the Friends on account of such determination.

Termination

11.8 Either party may terminate this Agreement giving eighteen months' notice in writing to the other party or a lesser period if both parties agree.

11.9 Either party may terminate this Agreement immediately by notice in writing to the other in the event of the following:

- A permanent and unavoidable cessation of the Service
- A persistent failure to fulfil the terms of the Agreement

- A serious breach of the terms of the Agreement

11.10 However, in fairness to both parties of this Agreement, and at the first indication of any such possibility, the implications of not being able to fulfil their obligations should be discussed without prejudice at the very earliest opportunity.


Assets

11.11 If the agreement is terminated as a result of performance failure or cessation, or through the winding up of the Friends, any assets secured by the Friends through this agreement will revert in ownership to the Council, who may in turn designate an appropriate community group to which those assets should be donated.

12. Declaration

We, the undersigned, have read and fully understand this Agreement. We have undertaken appropriate consultation with our respective organisation, and are empowered to agree the terms and conditions which have been negotiated.

Signed on behalf Tower Hamlets, Parks and Play Section (The Council)

Signature: 

Name:Stephen Murray.....

Position:Head of Arts Parks and Events.....

Date:20th June 2018.....

Signed on behalf of the Friends of Tower Hamlets Cemetery Park (The Friends)

Signature:

Name:

Position:

Date:

Signed on behalf of Legal Section, London Borough of Tower Hamlets


Signature:

Name:

Position:

Date:

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<p>CABINET</p> <p>18 December 2019</p>	 <p>TOWER HAMLETS</p>
<p>Report of: Ann Sutcliffe, Corporate Director, Place</p>	<p>Classification: Unrestricted</p>
<p>Isle of Dogs Neighbourhood Plan – Validation of Submission</p>	

Lead Member	Councillor Rachel Blake, Cabinet Member for Planning, Air Quality and Tackling Poverty
Originating Officer(s)	Steven Heywood, Plan-Making Officer
Wards affected	Island Gardens, Canary Wharf, Blackwall & Cubitt Town
Key Decision?	Yes
Forward Plan Notice Published	19 November 2019
Reason for Key Decision	Significant in terms of its effects on communities living or working in an area comprising two or more wards or electoral divisions in the area of the relevant local authority
Strategic Plan Priority / Outcome	<p>1. People are aspirational, independent and have equal access to opportunities;</p> <p>2. A borough that our residents are proud of and love to live in</p>

Executive Summary

The Isle of Dogs Neighbourhood Plan was formally submitted for consideration by the Council on 23 October 2019. The Council is now required to assess the submission against the statutory requirements for neighbourhood plan submissions, and decide whether the plan should be put forward for further consultation and examination. The Council is not required at this stage to make an assessment of the suitability of the plan for adoption by the Council.

Recommendations:

The Mayor in Cabinet is recommended to:

1. Approve the Isle of Dogs Neighbourhood Plan to be submitted for examination, on the basis that it is compliant with the necessary regulations under the Neighbourhood Planning (General) regulations 2012.
2. Authorise the Divisional Director of Planning and Building Control, in

consultation with the Cabinet Member for Planning, Air Quality and Tackling Poverty, to provide comments on behalf of the Council on the submission version of the neighbourhood plan during the Regulation 16 publicity period.

3. Agree that the Council should proceed to appoint an examiner of the neighbourhood plan with the consent of the Isle of Dogs Neighbourhood Forum.
4. Note the Equalities Impact Assessment considerations as set out in Paragraphs 7.1 and 7.2.

1. REASONS FOR THE DECISIONS

- 1.1 Tower Hamlets Council has received a submission of a draft neighbourhood plan under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 ('the 2012 Regulations').
- 1.2 The Council is required to consider whether the submission of the neighbourhood plan meets the legal requirements for such plans under Schedule 10 of the Localism Act 2011. If the submission meets those requirements, the neighbourhood plan should be taken forward to formal consultation and examination.
- 1.3 Officers have assessed the submission against the relevant legislation and regulations and are satisfied that the Isle of Dogs Neighbourhood Plan as submitted meets the requirements to proceed to consultation and examination. This is the reason for recommendation 1 above.
- 1.4 Under Regulation 16 of the 2012 Regulations, the Council must publicise and consult on the submission documents 'as soon as possible' after receiving them (assuming they meet the requirements of the legislation).
- 1.5 The Council organises the consultation under Regulation 16, but is also able to respond to that consultation as an interested party. An adopted neighbourhood plan will form part of the Council's development plan and will have full weight in decision making on planning matters in the neighbourhood plan area. This is the reason for recommendation 2 above.
- 1.6 Schedule 10 of the Localism Act 2011 requires an independent examiner of the neighbourhood plan to be appointed, who will examine the plan following the Regulation 16 consultation. This person should be appointed with the consent of the neighbourhood forum. This is the reason for recommendation 3 above.

2. ALTERNATIVE OPTIONS

- 2.1 The Council may decline to consider a neighbourhood plan submission if it is considered a repeat submission; or can decline to take forward a

neighbourhood plan if it considered not to meet the legislative requirements. If the neighbourhood plan submission meets the legislative requirements and does not meet the definition of a repeat proposal, it must be taken forward.

- 2.2 Officers consider that the submission meets the legislative requirements, and is suitably different from the previously submitted Isle of Dogs Neighbourhood Plan that it cannot be considered a repeat proposal, and therefore must be taken forward to consultation and examination. Consequently, there is no alternative option provided.

3. DETAILS OF THE REPORT

- 3.1 This report provides an overview of the assessment of the Isle of Dogs Neighbourhood Plan submission.

- 3.2 The content of this report is as follows:

- Section 4: provides an introduction to Neighbourhood Planning
- Section 5: outlines the relevant legislative framework and guidance
- Section 6: provides an assessment of the Isle of Dogs Neighbourhood Plan submission

4. INTRODUCTION TO NEIGHBOURHOOD PLANNING: A COMMUNITY-LED PROCESS

- 4.1. The Localism Act 2011 amended the Town and Country Planning Act (TCPA) 1990 to make provision for neighbourhood planning, which gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.
- 4.2. The legislative provisions concerning neighbourhood planning within the TCPA 1990 are supplemented by the Neighbourhood Planning (General) Regulations 2012 (as amended by the Neighbourhood Planning (General) (Amendment) Regulations 2015) and the Neighbourhood Planning (Referendum) Regulations 2012.
- 4.3. Neighbourhood planning provides communities with the ability to prepare a Neighbourhood Development Plan (NDP) and/or Neighbourhood Development Order (NDO), in areas designated by the LPA on application as a neighbourhood area. Neighbourhood planning powers may only be exercised by bodies authorised by the legislation. In a neighbourhood area where there is a parish council, only a parish council may make proposals for a NDP or NDO. In neighbourhood areas without a parish council, only a body

designated by the LPA as a neighbourhood forum may bring forward proposals for that neighbourhood area.

- 4.4. NDPs set out policies in relation to the development and use of land in all or part of a defined neighbourhood area and may include site allocations, or development principles, for allocated sites. They may also include character appraisals and seek to establish community facilities and/or identify areas for public realm improvements. NDOs allow for planning permission to be granted in the circumstances specified and exempt certain types of development, or development in certain areas, or on particular sites, from the usual requirement to apply to the LPA for a grant of planning permission.
- 4.5. Both NDPs and NDOs need to be in general conformity with the strategic policies of the Council's Development Plan: the Core Strategy (2010) and Managing Development Document (2013) and the London Plan (2016). The Core Strategy and Managing Development Document are expected to be superseded by the Local Plan 2031: Managing Growth and Sharing the Benefits in early 2020.
- 4.6. An NDP that has been 'made' in accordance with the relevant legislative provisions forms part of the Council's statutory Development Plan (comprising the Local Plan and London Plan) and, as such, will be accorded full weight when determining planning applications in the neighbourhood area. NDPs will form a new spatial layer to the Council's planning policy and guidance.
- 4.7. NDP policies are developed by a neighbourhood forum through consultation with stakeholders in their relevant neighbourhood area and through engagement with Council officers. Proposed NDP policies must be supported by an up-to-date evidence base to ensure that they are reasonable, sound and justified. Before the NDP is 'made' it must be subject to pre-submission publicity and consultation, submitted to the LPA for a legal compliance check, publicised for consultation, submitted for independent examination, found by the independent examiner to meet the basic conditions specified in the legislation, and passed at a referendum. Following the Neighbourhood Planning Act 2016, an NDP must be given some weight in determining planning applications once it has passed examination – even before it has passed at a referendum.

Community Infrastructure Levy

- 4.8. The Community Infrastructure Levy Regulations 2010, as amended by the Community Infrastructure Levy (Amendment) Regulations 2013 ('the CIL Regulations') were supplemented by the Community Infrastructure Levy Guidance Note, published by DCLG on 26 April 2013. The 2013 guidance was replaced by the Government's PPG on 6 March 2014.
- 4.9. The CIL Regulations, as explained by the Planning Practice Guidance (PPG), make provision for how CIL receipts may be used in relation to neighbourhood

planning in those areas which have Parish Councils and those which do not. Tower Hamlets currently does not have any Parish Councils and, as such, the Council retains the revenue generated by CIL.

- 4.10. The Community Infrastructure Levy PPG states (at paragraph 145) that in areas where there is a 'made' NDP or NDO in place, 25% of CIL collected in the neighbourhood area should be spent in that area. Where there is a parish council in place, the money should be passed to the parish council for them to spend directly. Paragraph 146 states that "if there is no parish or town council, the charging authority will retain the levy receipts but should engage with the communities where development has taken place and agree with them how best to spend the neighbourhood funding".
- 4.11. Therefore, where an NDP or NDO has been adopted, the Council is required to consult with the local community as to how this 25% proportion of CIL receipts will be spent. Irrespective of this regulation, the Cabinet in December 2016, agreed to undertake this for all areas of the borough whether or not an NDP or NDO has been adopted.

5. NEIGHBOURHOOD DEVELOPMENT PLANS: RELEVANT LEGISLATION AND GUIDANCE

- 5.1. This section outlines the relevant legislative framework and guidance as they relate to the submission and consideration of NDPs.

Submitting the Neighbourhood Development Plan

- 5.2. In accordance with Regulation 15 of the 2012 Regulations where a relevant body submits a NDP to the LPA it must include:
- (a) the proposed Neighbourhood Development Plan;
 - (b) a map or statement which identifies the area covered by the Neighbourhood Plan;
 - (c) a Consultation Statement that contains details of who was consulted on the draft Neighbourhood Plan, how they were consulted, the main issues and concerns raised, and how these have been addressed in the Neighbourhood Plan;
 - (d) a Basic Conditions Statement that sets out how the Plan meets the 'basic conditions'. These being:
 - i. it has regard to national policies and advice;
 - ii. it has special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses;
 - iii. it has special regard to the desirability of preserving or enhancing the character or appearance of any conservation area;
 - iv. it contributes to the achievement of sustainable development;
 - v. it is in general conformity with the strategic policies contained in the development plan for the area of the authority; and

- vi. and that the making of the order does not breach, and is otherwise compatible with, EU obligations. And,
- (e) where appropriate, the information to enable appropriate environmental assessments if required.

5.3. An LPA may decline to consider a plan proposal if they consider it to be a repeat proposal (TCPA 1990 Schedule 4B Paragraph 5). If an LPA declines to consider a plan on this basis it must inform the forum of this decision.

Considering the submission

5.4. In accordance with the TCPA 1990 Schedule 4B Paragraph 6 and Planning and Compulsory Purchase Act (PCPA) 2004 Schedule 38B, Paragraphs 1, 2 and 4, the LPA must consider the following:

- (a) whether the neighbourhood forum is authorised to act;
- (b) whether the proposal and accompanying documents:
 - i. comply with the rules for submission to the LPA (see 5.2 above); and
 - ii. meet the 'definition of an NDP': "A plan which sets out policies (however expressed) in relation to the development and use of land in the whole or any part of a particular neighbourhood area specified in the plan"; and
 - iii. meet the 'scope of NDP provisions':
 - 1. The NDP must specify the period for which it is to have effect; and
 - 2. It cannot include provision about development that is 'excluded development' (as defined by paragraph 61K of schedule 9 of the TCPA 1990) such as minerals and waste matters or Nationally Significant Infrastructure Projects; and
 - 3. It cannot relate to more than one neighbourhood area and there are no other NDPs in place that cover any part of the neighbourhood area.
- (c) whether the neighbourhood forum has undertaken the correct procedures in relation to consultation and publicity (outlined in Regulation 14 of the 2012 Regulations). These state that before submission to the LPA the qualifying body should:
 - i. publicise (but this does not have to be on a website) in a way that is likely to bring to the attention of people who live work or carry on business in the area details of :
 - 1. the proposals,
 - 2. when and where they can be inspected,
 - 3. how to make representations, and
 - 4. the deadline for making representations – not less than 6 weeks from when they were first publicised
 - ii. consult any consultation body listed in The Neighbourhood Planning (General) Regulations 2012 Schedule 1 whose interests they consider may be affected by the proposals for a NDP; and

- iii. send a copy of the NDP to the LPA.
- 5.5. In accordance with paragraph 6 of schedule 4B of the TCPA 1990, the LPA can refuse to take forward a plan proposal if any of the criteria above do not apply.
- 5.6. The LPA must notify the forum whether or not they are satisfied that the proposal complies with the criteria for a NDP. Where it is not satisfied the LPA can refuse and must notify them of the reasons. It must also publicise its decision in a 'decision notice' (Regulation 19 of the 2012 Regulations).
- 5.7. The legislation and regulations are clear that when a draft NDP is submitted to a LPA the authority is only considering the draft plan against the statutory requirements set out in paragraph 6 of Schedule 4B of the TCPA 1990. In particular, the LPA has to be satisfied that a basic condition statement has been submitted but it is not required to consider whether the draft plan meets the basic conditions. It is only after the independent examination has taken place and after the examiner's report has been received that the LPA comes to its formal view on whether the draft NDP meets the basic conditions (Neighbourhood Planning PPG Paragraph 053).

6. NEIGHBOURHOD DEVELOPMENT PLANS: ISLE OF DOGS NEIGHBOURHOOD PLAN SUBMISSION

- 6.1. This section provides detailed of the assessment of the Isle of Dogs Neighbourhood Plan submission, in relation to the criteria outlined above.

Submission of the Neighbourhood Development Plan

- 6.2. The Isle of Dogs Neighbourhood Forum submitted the required documents to the Council on 23 October 2019. Following an initial review of the documents by legal and planning officers, the Forum were asked to provide further detail in the consultation statement; and to assess whether the neighbourhood plan meets the basic conditions in regard to the new Tower Hamlets Local Plan as well as the adopted plan. The final suite of updated documents was received on 28 October 2019.
- 6.3. The final versions of the required documents are attached as appendices to this report. Further evidence base documents were submitted and will be provided to the examiner of the plan – they are not statutory requirements for the submission, so have not been attached as appendices to this report. The full list of submitted documents is as follows:
 - Isle of Dogs Neighbourhood Plan (Appendix 1)
 - Isle of Dogs Neighbourhood Plan Infrastructure Impact Assessment Model (Appendix 2)
 - Consultation Statement (Appendix 3)
 - Consultation Statement Appendices (Appendix 4-6)
 - Basic Conditions Statement (Appendix 7)

- Isle of Dogs Neighbourhood Plan Evidence Base Document (not attached)
- QC advice provided to the Forum on the previous version of the Neighbourhood Plan (not attached)

Assessment of the Submission

- 6.4. This section summarises the assessment of the submission against the requirements set out in the legislation and regulations, as described above.

In accordance with TCPA 1990 Schedule 4B Paragraph 6 and PCPA 2004 Schedule 38B, Paragraphs 1, 2 and 4, is the neighbourhood forum authorised to act?

- 6.5. Yes. The Isle of Dogs Neighbourhood Area and Neighbourhood Forum were designated by Tower Hamlets Council on 5 April 2016, with the decision notice published on 19 April 2016. The designation process followed the required statutory procedures and as such the neighbourhood forum is authorised to act.

In accordance with TCPA 1990 Schedule 4B Paragraph 6 and PCPA 2004 Schedule 38B, Paragraphs 1, 2 and 4, did the proposal and accompanying documents comply with the rules for submission to the LPA (see 5.2 above)?

- 6.6. Yes. The documents received on 23 and 28 October 2019 included all the necessary documents to comply with the submission requirements:
- The submission version of the neighbourhood plan;
 - a map of the area the plan relates to (within the plan itself and the basic conditions statement);
 - a consultation statement which records who was consulted, how they were consulted, a summary of responses received, and an explanation of how those responses were taken into account in the preparation of the submission version of the plan;
 - a basic conditions statement which covers the issues required, and which makes clear that the Council's SEA/HRA screening found that an SEA or HRA are not required.

In accordance with TCPA 1990 Schedule 4B Paragraph 6 and PCPA 2004 Schedule 38B, Paragraphs 1, 2 and 4, did the submitted draft NDP meet the 'definition of an NDP'?

- 6.7. Yes. An NDP is defined as “a plan which sets out policies (however expressed) in relation to the development and use of land in the whole or any part of a particular neighbourhood area specified in the plan” (PCPA 2004 (as amended)). While the plan does contain a number of issues which do not relate to development and use of land, these are presented as community aspirations. Therefore, on balance, the plan meets the definition that it mostly relates to the development and use of land.

In accordance with TCPA 1990 Schedule 4B Paragraph 6 and PCPA 2004 Schedule 38B, Paragraphs 1, 2 and 4, did the submitted documents meet the 'scope of NDP provisions'?

- 6.8. Yes. The plan meets the scope of NDP provisions. The plan period of 2019–2031 is specified in the submitted Neighbourhood Plan and in the Basic Conditions Statement. The Plan does not include provision regarding 'excluded development'. The Plan relates only to one neighbourhood area (the Isle of Dogs Neighbourhood Area) as designated and there are no other NDPs in place for that area.

In accordance with TCPA 1990 Schedule 4B Paragraph 6 and PCPA 2004 Schedule 38B, Paragraphs 1, 2 and 4, whether the neighbourhood forum has undertaken the correct procedures in relation to consultation and publicity?

- 6.9. Yes. The Isle of Dogs Neighbourhood Forum ran a public consultation between 3 April and 26 May 2019. This extended beyond the required six week consultation period to take account of the Easter holiday period. Five drop-in sessions were held at the Canary Wharf Idea Store during the consultation period, and a copy of the plan was sent to all the consultation bodies listed in Schedule 1 of the 2012 Regulations that the Forum considered might be affected by the proposals. A copy of the neighbourhood plan was sent to the Council. Details of the consultation activities can be found in Appendices 3 to 6.

Conclusion

- 6.10. As outlined above, the submission of the Isle of Dogs Neighbourhood Plan is considered to comply with the relevant criteria and the plan should therefore proceed to consultation and examination.
- 6.11. It is not the Council's role at this stage to assess compliance of the neighbourhood plan with the basic conditions – at this point, the Council can only assess whether the Forum has provided a statement setting out their own assessment of how the plan meets the basic conditions. The Regulation 16 consultation period, held before the examination of the plan, provides an opportunity for the Council and other stakeholders to make representations on the plan, including how it complied with the basic conditions.

Next Steps

- 6.12. If Cabinet approves the recommendations of this report, the Council will be responsible for arranging an independent examination of the neighbourhood plan, and for publicising the plan and inviting representations on it.
- 6.13. The consultation period will be six weeks, and is expected to run between 9 January and 19 February 2020, after the call-in period for this decision has expired. The plan will be made available on the Council's website and in hard copy at the Town Hall reception, Canary Wharf Idea Store, and Cubitt Town Library; a public notice will be placed in a local newspaper; and an email will

be sent to the planning policy database and to any other consultee referred to in the submitted consultation statement.

- 6.14. The examiner of the neighbourhood plan will be appointed by the Council, with the consent of the Forum. The Council will cover the costs of the examination, and will provide the examiner with all the submitted documents and any representations received during the consultation period. The examination is expected to begin immediately after the consultation period ends. The examination may include a public hearing – as it did with the previous version of the neighbourhood plan – but this is at the examiner’s discretion, and is not a required element of the process.

7. EQUALITIES IMPLICATIONS

- 7.1. The Basic Conditions Statement submitted by the Forum includes an Equalities Impact Assessment of the proposals in the neighbourhood plan, which concludes that their effect on groups that share protected characteristics will be neutral or positive (Appendix 7, page 18 onwards).
- 7.2. Officers have also used the Council’s Equality Analysis Quality Assurance Checklist to ensure that the protected characteristics outlined in the Equalities Act 2010 have been considered (Appendix 8). It is considered that the plan does not appear to have any adverse effects on people who share the protected characteristics and no further action is required at this stage.

8. OTHER STATUTORY IMPLICATIONS

- 8.1. 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.
- 8.2. Best Value Implications: During the determination of the submission the Council has worked with the Isle of Dogs Neighbourhood Forum where appropriate, and in line with our neighbourhood planning guidance, having regard to economy, efficiency, and effectiveness, and in conformity with the statutory requirements as detailed in the relevant legislation.
- 8.3. Consultations: See paragraph 6.9 above, and Appendices 3 to 6.
- 8.4. Environmental Implications: There is a statutory requirement to determine whether neighbourhood plans require a Strategic Environmental Assessment

(SEA) or Habitats Regulations Assessment (HRA), and for such assessments to be undertaken if necessary. The Council undertook an SEA/HRA screening of the draft neighbourhood plan before submission, and concluded that neither an SEA nor an HRA is required. This decision was published on the Council's website on 12 July 2019, and is provided as Appendix 9.

9. COMMENTS OF THE CHIEF FINANCE OFFICER

- 9.1. There are no material financial implications emanating from this report. Costs will be incurred obtaining an independent examination and from any appeals. These costs are anticipated to be less than £10k and will be managed from within the existing budgetary provision.

10. COMMENTS OF LEGAL SERVICES

- 10.1. The Mayor in Cabinet is recommended to (1) Approve the Isle of Dogs Neighbourhood Plan to be submitted for examination, on the basis that it is compliant with the necessary regulations under the Neighbourhood Planning (General) regulations 2012; (2) Authorise the Divisional Director of Planning and Building Control, in consultation with the Cabinet Member for Planning, Air Quality and Tackling Poverty, to provide comments on behalf of the Council on the submission version of the neighbourhood plan during the Regulation 16 publicity period; (3) Agree that the Council should proceed to appoint an examiner of the neighbourhood plan with the consent of the Isle of Dogs Neighbourhood Forum; (4) Note the Equalities Impact Assessment considerations as set out in Paragraphs 7.1 and 7.2.
- 10.2. Section 116 of the Localism Act 2011 makes provision for local communities to bring forward planning proposals at a local level. That Act (which amended the TCPA 1990 to make provision for neighbourhood planning), and the subsequent 2012 Regulations confer specific functions on an LPA in relation to neighbourhood planning.
- 10.3. Pursuant to section 9D of the Local Government Act 2000 all functions of an authority are executive functions unless they are specified as not in either the 2000 Act or the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 (as amended). Whilst some Planning functions cannot be the responsibility of the Executive, the decision whether a neighbourhood plan meets the statutory requirements and should proceed to referendum is not a specified function. This is therefore a decision for the Executive. In this regard recommendations 1, 2 and 4 are within the powers of the mayor in Cabinet.
- 10.4. Recommendation 3 is about the appointment of an Examiner. Legal services advises that this appointment has to be in accordance with the Council's contract standing orders.

Linked Reports, Appendices and Background Documents

Linked Report

- Cabinet Report, 19 December 2017 – Neighbourhood Planning: Isle of Dogs Neighbourhood Plan – 2017 to 2031 – Legal Compliance and Examination Stage (<http://democracy-internal.towerhamlets.gov.uk/documents/s118798/5.9%20Isle%20of%20Dogs%20Neighbourhood%20Plan.pdf>) – report for the same stage of decision making for the previous version of the neighbourhood plan

Appendices

- Appendix 1: Isle of Dogs Neighbourhood Plan
- Appendix 2: Isle of Dogs Neighbourhood Plan Infrastructure Impact Assessment Model
- Appendix 3: Consultation Statement
- Appendix 4: Consultation Statement Appendix – Community Survey
- Appendix 5: Consultation Statement Appendix – Newspaper Articles
- Appendix 6: Consultation Statement Appendix – Forum Emails
- Appendix 7: Basic Conditions Statement
- Appendix 8: Equalities Impact Assessment Screening
- Appendix 9: SEA/HRA Screening Determination Letter

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

- NONE

Officer contact details for documents:

Steven Heywood, Planning Officer, Plan-Making Team, x4474

Isle of Dogs Neighbourhood Plan 2019 – 2031



This draft of The Isle of Dogs Neighbourhood Plan, which will (once adopted) have effect until 31st December 2031, is published following a Regulation 14 public consultation, for submission to Tower Hamlets Council.

Version dated: 11th October 2019

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1 SECTION 1 – GLOSSARY OF TERMS

- 1.1 For ease of drafting, the following defined terms are used throughout this document, and are recognisable by their use of capital initial letters.
- 1.1.1 **Area** – the area recognised as the Isle of Dogs Neighbourhood Plan Area on the 5th April 2016 by LBTH
- 1.1.2 **BREEAM** – the world's leading sustainability assessment method for master planning projects, Infrastructure and buildings
- 1.1.3 **CIL** – Community Infrastructure Levy – a levy on developers to pay for Infrastructure
- 1.1.4 **Construction Management Plan** – a planning condition which include a range of items linked to the demolition, construction and management of a construction site. It is submitted by the developer to LBTH for approval and then must be strictly adhered to throughout the construction period, with any changes needing agreement from the authority.
- 1.1.5 **Draft Local Plan** – new draft LBTH Local Plan 2031, to become the Local Plan once adopted
- 1.1.6 **Development Infrastructure Funding Study or DIFS** – GLA-commissioned study in 2017 on the Infrastructure requirements for the OAPF area as part of the OAPF
- 1.1.7 **Estate** – a development where there are multiple Tenants and/or Leaseholders but only one freeholder, managed by LBTH, a housing association or another similar organisation
- 1.1.8 **Forum** – the Isle of Dogs Neighbourhood Planning Forum, or a successor organisation performing similar functions in respect of the Area from time to time
- 1.1.9 **GLA** – Greater London Authority and/or the Mayor of London depending on the context
- 1.1.10 **GLA's Housing SPG** – the GLA's Housing Supplementary Planning Guidance, updated in May 2016 or any successor or replacement guidance
- 1.1.11 **GLA's Dust and Emissions SPG** – the GLA's Supplementary Planning Guidance "The Control of Dust and Emissions During Construction and Demolition" released in July 2014 or any successor or replacement guidance.
- 1.1.12 **GLA's Resident Ballot Requirement Funding Condition** - part of the Mayor's Affordable Housing Capital Funding Guide (the rules and procedures for investment partners providing housing with funding from the GLA), at Section 8 of the Guide, as revised on 6th February 2019 or any successor or replacement condition.¹
- 1.1.13 **Idea Store** – locations provided by LBTH which offer library services, adult learning courses, and activities and events programmes
- 1.1.14 **Independent Consultation Body** – an independent organisation approved by the relevant landlord, the relevant developer, and the relevant residents' groups, reputable in the field of public consultation
- 1.1.15 **Independent Organisation** - an independent organisation approved by LBTH Democratic Services and by the relevant residents' groups as an independent organisation, reputable in the field of managing elections and related matters, consistent with the GLA's definition of an Independent Body as defined in the GLA's Resident Ballot Requirement Funding Condition

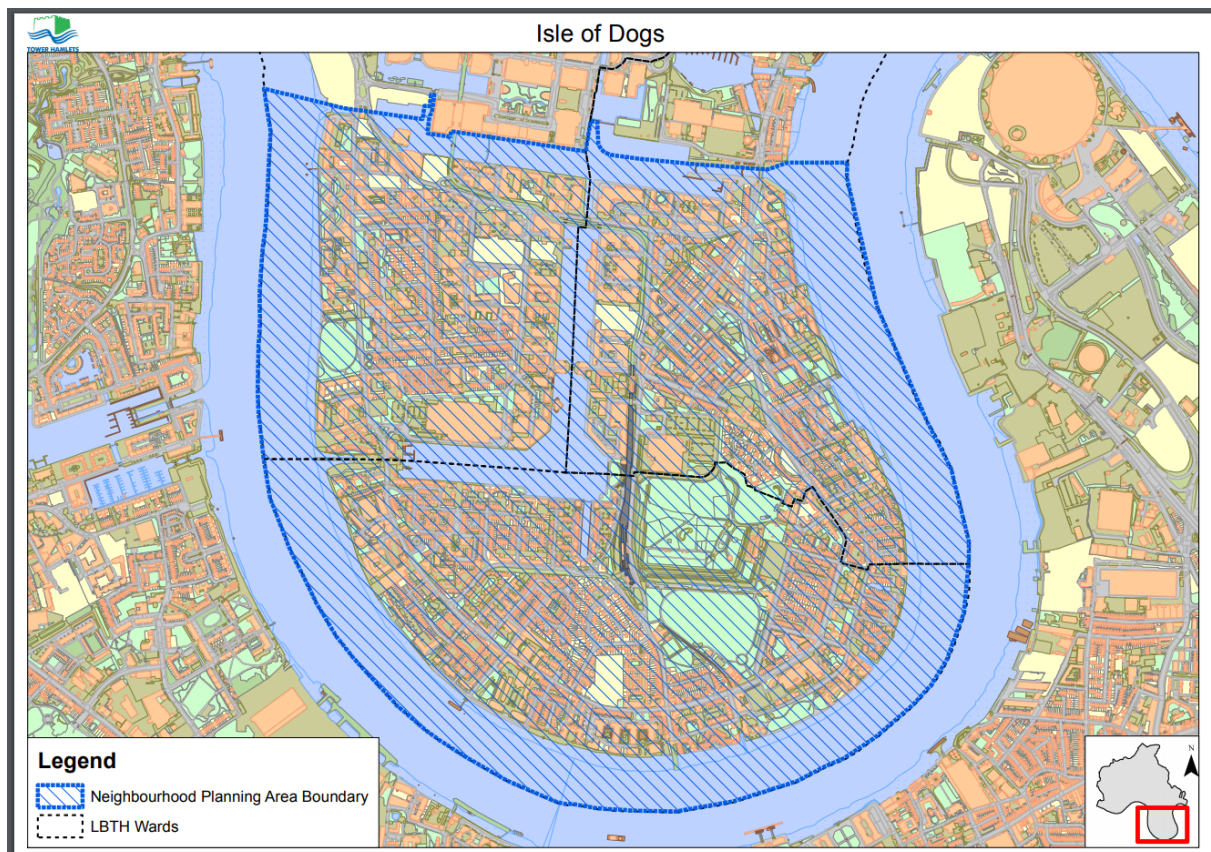
¹ The GLA requires any landlord seeking GLA funding for Estate regeneration projects which involve the demolition of social homes to show that residents have supported their proposals through a ballot.

- 1.1.16 **Infrastructure** – all physical and social infrastructure and services used to support residents and workers in the Area, as defined by the LBTH Regulation 123 list as well as open space, water, sewage and other utilities, and the infrastructure required to provide fuel to vehicles
- 1.1.17 **Infrastructure Baseline Analysis** – the document attached as an Appendix to this Plan that analyses the extent and availability of Infrastructure including surfeits and deficits
- 1.1.18 **Infrastructure Impact Assessment** – a document submitted by an applicant as part of any application for Major or Strategic Development that assesses the impact of the proposed development on the use and availability of Infrastructure having regard to and by express reference to (i) each and every item in the Infrastructure Baseline Analysis (unless superseded by LBTH’s Infrastructure Analysis), (ii) each and every item in LBTH’s Infrastructure Analysis (if any), (iii) any other relevant information on the current use and availability of Infrastructure, and (iv) the impact of developments already consented but not yet developed on the use and availability of Infrastructure; together with an explanation and evidence of how it proposes to mitigate any adverse effect on the use and availability of Infrastructure that would be expected to be caused by its proposed development
- 1.1.19 **IoD** – Isle of Dogs
- 1.1.20 **Key Worker** – a worker in the public sector who provides an essential service, especially (but without limitation) in the police, health or education sectors
- 1.1.21 **LBTH** – London Borough of Tower Hamlets or Tower Hamlets Council
- 1.1.22 **LBTH’s Infrastructure Analysis** – a document that may be produced by LBTH from time to time that analyses the extent and availability of Infrastructure including surfeits and deficits, and which enhances, updates, is in similar terms and structure to, and addresses each and every item in, the Infrastructure Baseline Analysis
- 1.1.23 **Leaseholder** – a person who, according to the terms of a lease, owns and has the rights to real property until it reverts to a superior leaseholder or the freeholder
- 1.1.24 **London Plan** – The Mayor of London’s plan for the whole of the GLA area, published in 2015 and as redrafted from time to time
- 1.1.25 **Long Plan** – A comprehensive neighbourhood plan for the Area which the Forum proposes to prepare in due course to replace this Plan
- 1.1.26 **Major Development** – a development proposing 10 to 100 residential units and/or 1,000 to 10,000 square metres of floor space
- 1.1.27 **Meanwhile Use** – the use to which a development site may be put pending the building out of the development in accordance with the substantive planning application.
- 1.1.28 **MUGA** – Multi Use Games Area
- 1.1.29 **Neighbourhood Pot** – The proportion of CIL collected from developers in the Area for use in the Area, as defined in the Government Guidance on Community Infrastructure Levy²
- 1.1.30 **NPPF** – the National Planning Policy Framework issued from time to time by the Department for Communities and Local Government, the current edition of which is dated 19th February 2019
- 1.1.31 **OAPF** – Isle of Dogs & South Poplar Opportunity Area Planning Framework – GLA-led Masterplan for the Isle of Dogs and South Poplar
- 1.1.32 **ONS** – Office for National Statistics

² Para 072, reference 25-072-20140612

- 1.1.33 **Plan** – this plan, also referred to as the Basic Plan
- 1.1.34 **PTAL** – Public Transport Accessibility Level, used as a measure to determine appropriate maximum development densities by TfL
- 1.1.35 **Public Landowner** – for the purposes of the Plan, an organisation whose ownership of land is based on a transfer from another government organisation for nil or minimal value
- 1.1.36 **Strategic Development** – a development proposing more than 100 residential units or more than 10,000 square metres of floor space
- 1.1.37 **Sustainable Development** – development that meets the needs of the present without compromising the ability of future generations to meet their own needs, taking into account the need to secure net gains through development within the overarching objectives of economic, social and environmental sustainability
- 1.1.38 **Tenant** – a person who occupies a property owned by another based upon an agreement between the person and the landlord
- 1.1.39 **TfL** – Transport for London

2 SECTION 2 – VISION AND OBJECTIVES



- 2.1 The following vision and objectives were drafted by the Isle of Dogs community before embarking on the drafting of a formal Neighbourhood Plan. They do not form part of the statutory part of this Plan, and some of the objectives may well be delivered through other means, or have been adjusted following further consideration of the policies in the Plan. It is included here to provide context for the policies in the Plan, and to demonstrate the wider aspirations of the community.
- 2.2 “A liveable environment in which our diverse community can work, rest and play”
- 2.3 We the people of the Isle of Dogs believe that our island is a great place to live and work, but it is undergoing enormous change. We have come together to form a Neighbourhood Planning Forum for the Isle of Dogs to work collectively to produce policies which will guide the future development of our area.
- 2.4 The Isle of Dogs is more than just a dormitory for Canary Wharf. It should be a destination in its own right, with everything people need on a daily basis within walking distance, and where we can imagine enjoying living and working at all stages of our lives.
- 2.5 Our vision is of a relaxed, quiet, safe and secure home, that has the best of London on its doorstep, but uses its island location to create something unique and special. We want to maximise enjoyment of our very special access to the river and docks, and enhance and grow our green spaces. Our plans should work equally well for all residents regardless of age, income or other characteristics, and at any time of the day or night. We need to plan for the whole area to work together seamlessly.
- 2.6 Given the enormous scale of development, with the Isle of Dogs delivering a very large proportion of the GLA’s overall housing target for Tower Hamlets of 3,511 new homes every

year³, making our island the tallest and most densely packed residential area in western Europe, we need a Plan that will ensure a high quality of life for all residents and workers – both those already here and those still to come – and with any re-development plans for existing homes fully involving the communities who already live there, empowering them to make active choices about their future.

- 2.7 Core to this is the need for large proposed residential developments only to be permitted after all the infrastructure and services needed to support them and all the other developments nearby have been fully considered and allowed for. Otherwise our island will become un-liveable: contrary to the interests of existing and prospective residents, of local businesses and their workers, and of developers.
- 2.8 The Isle of Dogs is a unique place requiring unique solutions, and we have the following key objectives (but these are not Neighbourhood Plan policies):
 - 2.8.1 Sustainable development that works for those already here, as well as for future residents and workers.
 - 2.8.2 Infrastructure that is planned and delivered in advance of development, and is sized to cope with all future likely development, and is not delivered incrementally and in isolation.
 - 2.8.3 Policies that address the construction process as well as afterwards.
 - 2.8.4 A safe and secure environment which works for all age groups who live and work in our area.
 - 2.8.5 A cohesive community that brings people together from across the island.
 - 2.8.6 Sufficient indoor and outdoor spaces for people to enjoy, which are open to the public to use, including space where children can play, and everyone can relax.
 - 2.8.7 An environment that works for everybody at different stages of their life; that works equally well for people with disabilities, the young and the old; and that caters to the different interests we have.
 - 2.8.8 Ensuring that everything people need is within safe walking distance.
 - 2.8.9 Quick, efficient and free-flowing transport options – whether cycling, walking, buses, DLR, boats or cars – all working together effectively.
 - 2.8.10 Affordability of homes, living, businesses and leisure should be factored in at every stage.
 - 2.8.11 A healthy, clean, and relaxed environment where it is easy and safe to exercise.
 - 2.8.12 A mixture of different types of development: not just residential, but also offices, small businesses and workshops, creative spaces and independent retailers.
 - 2.8.13 Exploit the best of new technologies to make our lives easier and safer, especially some of the new ‘Smart Cities’ technology; and ensure we have the networks to support growth.
 - 2.8.14 Our Plan should work equally well at any time of the day or night, and on any day of the week.
 - 2.8.15 When proposals come forward to replace existing residential buildings, existing residents should be fully involved in the decision-making process, with their rights protected, ensuring they have real choice and the ability to stay in their area affordably.
 - 2.8.16 Preservation of the assets we already have, including our docks, river access, historic buildings, green spaces, play areas and community facilities.

³ Reduced from 3,931 pa. London Plan, Policy H1 Increasing housing supply , Table 4.1

- 2.8.17 Plan for the long-term delivery and execution of our vision once the Neighbourhood Plan has been adopted, which may include new forms of governance.
- 2.8.18 Work closely with neighbouring forums to ensure our plans are synchronised.
- 2.8.19 Beauty In My Backyard (BIMBY): not anti-development (NIMBY).
- 2.8.20 Work collectively with Tower Hamlets Council, the GLA, Transport for London, developers and other stakeholders to deliver our vision for the long term. It is in all of our best long term interests that the Isle of Dogs continues not only to function, but also to flourish.

3 SECTION 3 – SUMMARY

- 3.1 This section is for information only.
- 3.2 The provisions set out later in the section headed “Policies” are the Neighbourhood Plan policies which must be taken into account in determining planning applications within the Area.
- 3.3 The provisions in the Annex to this Plan are community aspirations which represent the wishes of the Isle of Dogs community in relation to the developments to which they apply. They should therefore be taken into account by developers in putting forward relevant proposals, but they do not form part of the statutory part of this Plan.
- 3.4 The provisions set out later in the section headed “CIL Spending Priorities” comprise a recommendation to LBTH.
- 3.4.1 This does not have the force of a Plan policy. It sets out the Isle of Dogs’ community’s wishes as to how we want LBTH to apply all the CIL generated in our Area, and therefore constitutes the community’s formal recommendation to the Council.
- 3.4.2 LBTH should take note of this and weigh it accordingly when determining the application of CIL generated in the Area and not just of the Neighbourhood Pot, bearing in mind that not only is a disproportionate amount of the Borough’s CIL generated by development in our Area; but it is the current and future Isle of Dogs community that is bearing the brunt of such development, and whose resultant fast-growing Infrastructure needs are intended to be in part offset by the use of the CIL generated in the Area.

3.5 SUMMARY OF NEIGHBOURHOOD PLAN POLICIES

Chapter 1 – Density

D1 – Infrastructure Impact Assessments. Applications for Major and Strategic Developments to be accompanied by Infrastructure Impact Assessments enabling planning officers and committees to assess Infrastructure capacity. Potential Infrastructure improvements to be proposed and assessed where the Infrastructure Impact Assessment suggests Infrastructure is insufficient. If negative impacts cannot be mitigated, applications should be considered unacceptable.

D2 – High density developments. High density developments to specify how they conform to the GLA’s Housing SPG.

Chapter 2 – Empty sites

ES1 – Use of empty sites. Encourage developers to release empty land and buildings on a temporary basis for community use (e.g. as a pocket park, market, etc.) pending the start of construction.

Chapter 3 – Construction Management and Communication

CC1 – Construction coordination. Changes to construction management with impacts beyond Major or Strategic Development site boundaries to be approved in advance.

CC2 – Construction communication. Communication required with local residents and other stakeholders before changing normal working hours and methods.

CC3 – Control of dust and emissions during construction and demolition. Compliance with the GLA’s Dust and Emissions SPG to be specified.

Chapter 4 – Sustainable Design

SD1 – Sustainable Design. Planning applications to include pre-assessments demonstrating how BREEAM standards (or any future replacement standards) will be met.

Chapter 5 – Air Quality

AQ1 – Air Quality. Air quality impact of planning and development to be minimised.

Chapter 6 – 3D Model

3D1 – 3D model for applications. 3D models to be required for planning applications.

Chapter 7 – Estate Regeneration Resident Ballots

RB1 – Resident Ballot Requirement. Relevant Estate regeneration projects must apply for GLA grant funding, including satisfying the GLA’s resident ballot requirement.

3.6 SUMMARY OF ANNEX ASPIRATIONS

Chapter 1 – Estate regeneration

ER1 – Right to vote to approve or reject final proposals

ER2 – Conduct of votes

ER3 – Resident participation in a transparent, inclusive, objective decision-making process

ER4 – Right of return

ER5 – Tenants’ rights and costs

ER6 – Leaseholders’ and freeholders’ rights

ER7 – Adopting George Clarke Review recommendations

ER8 – Estate small businesses, retailers, and community organisations

ER9 – Public profit reinvestment

Chapter 2 – Grandfathering new residents’ associations

GR1 – Helping establish new residents’ associations. Developers to facilitate residents’ associations in new large developments from the outset.

3.7 SUMMARY OF RECOMMENDATION

CIL – All Community Infrastructure Levy (CIL) generated in the Area should preferably be invested in the Area, or at least be of direct benefit to the Area, and on the works and priorities identified in the OAPF’s Development Infrastructure Funding Study (DIFS).

4 SECTION 4 – POLICIES

- 4.1 This section contains the policies in the Isle of Dogs Neighbourhood Plan, as well as the context for each group of policies, the reasons for each policy, and an explanation of how each policy works.
- 4.2 These policies will remain in force until the end of 2031 to align it with the Draft Local Plan, unless and until replaced sooner by a successor Neighbourhood Plan.
- 4.3 The policies in this section must be taken into account in reaching development management decisions in the Area.

4.4 POLICY CHAPTER 1 – DENSITY AND INFRASTRUCTURE

4.4.1 CONTEXT FOR THIS POLICY CHAPTER

4.4.1.1 The Isle of Dogs is experiencing unprecedented residential development density, with many large and closely packed residential buildings being built and proposed by multiple developers.⁴

4.4.1.2 Existing and consented developments are already outstripping the currently available Infrastructure, with incomplete and substantially unfunded plans for addressing this, let alone for developments yet to be approved.⁵

4.4.1.3 As the LBTH Mayor has said: *“The Isle of Dogs includes some of the highest residential development densities in the country. I’m a great fan of Neighbourhood Planning Forums. The question they pose to me is to make sure that we don’t solve today’s housing crisis by storing up big infrastructure shortages for the future.... Most people buy into the future, but not at any price.”*⁶

4.4.1.4 Numerous public authorities, utility providers and private businesses are responsible for different kinds of Infrastructure. So it is difficult for developers, planning officers and planning committees to appreciate clearly how each proposed development would affect the overall Infrastructure environment, and then make judgements accordingly.⁷

4.4.1.5 The Evidence Base includes a summary table of recent Strategic Development Committee reports in the E14 post code area.⁸ These Committee reports set out for Councillors on the Committee as well as stakeholders the key issues and policies for consideration before a decision is made. As can be seen from the example below, they generally do not mention Infrastructure in any great detail, nor the Infrastructure planning documents, including the GLA’s Isle of Dogs and South Poplar Opportunity Area Planning Framework (OAPF) or the LBTH Infrastructure Delivery Plan 2018. This is why an Infrastructure Impact Assessment as required by Policy D1 needs to be provided, so that Councillors and stakeholders have access to comprehensive, up to date, and meaningful Infrastructure information in properly assessing relevant applications.

	Skylines Village
Application number	PA/17/01597
Committee meeting date	28th March 2019
Link	http://democracy.towerhamlets.gov.uk/ieListDocuments.aspx?CId=360&MId=8890&Ver=4
Mentions of infrastructure planning documents	
Isle of Dogs & South Poplar OAPF	No mention
Infrastructure Development Plan 2017	No mention
GLA Housing SPG	No mention

⁴ See the Forum’s Evidence Base, map at paragraph 5.2.2 at page 48

⁵ See the Development Infrastructure Funding Study (DIFS), at page 5

⁶ https://www.youtube.com/watch?v=dsrd_BQIwus&feature=youtu.be&list=PL22i6iCOF8nGwe2ZiUzfwTFp8eQfBzJna.

⁷ See the DIFS, at page 20

⁸ See the Forum’s Evidence base, at page 40

Mentions of specific types of infrastructure

Nursery	Included
Primary school	Included
Secondary school	No mention
Special Education Provision	No mention
GP Surgery spaces	No mention
Pharmacy	No mention
Dentist	No mention
Birthing centre	No mention
Publicly Accessible Open Space	No mention
Playgrounds separate	Included
Library Requirements	No mention
Swimming Pools	No mention
Sports Hall	No mention
Other sports	No mention
Police station	No mention
Fire Station	No mention
Ambulance station	No mention
Fresh water residential	No mention
Sewer capacity	No mention
Community Centre	No mention
Youth Facility	No mention
Adventure Playground	No mention
Allotment Plots	No mention
DLR	Partial
Bus	Partial
Bike docking stations	No mention
Parking	Yes
Supermarket/Grocery store	No mention
Fuel station	No mention

4.4.1.6 The Evidence Base includes a summary table of developments in the Area approved by the LBTH Strategic Development Committee (or later by the Mayor of London or through a Planning Appeal) since the Forum was first set up in autumn 2014⁹, one example of which is set out below. It details for each development the size, density, height and any Infrastructure to be provided on site, including child play space. It shows that a number of developments did not provide any Infrastructure on site, but that others – especially more recent developments – have provided some Infrastructure. It shows that wider Infrastructure considerations are not generally being considered. In considering the table, it should be noted that the current London Plan recommended maximum density for a

⁹ See the Forum’s Evidence base, at page 42

development in a location with transport links like the best in the Forum’s Area is 1,100 habitable rooms per hectare.

Name of development	South Quay Plaza
Planning Committee date	6th November 2014
Application reference number	PA/14/00944
Height (storeys)	68
Number of apartments	888
Habitable rooms per hectare	2,140
Decision maker	SDC
Infrastructure provided on site	
Primary school	None
GP	None
Other infrastructure provided	D1 study space
Play space for all children on site?	No, older children to use parks

4.4.1.7 The draft London Plan provides: *“If developments come forward with capacities in excess of those allocated in the relevant Development Plan, and therefore in excess of future planned infrastructure, a site-specific infrastructure assessment will be required. This assessment should establish what additional impact the proposed development will have on current and planned infrastructure, and how this can be appropriately mitigated either on the site, or through an off-site mechanism, having regard to the amount of CIL generated.”*¹⁰ It is noted that the London Plan does not say that the amount of CIL generated is the sole consideration in assessing the Infrastructure requirements of an application.

4.4.1.8 Tower Hamlets Council state: *“In effect the plan-led system requires planners to assess the planned housing trajectory and to plan for the required infrastructure needed to support it. The robustness of the housing trajectory assumptions and the sufficiency of the planned provision of infrastructure are tested at plan [i.e. strategic Local Plan] examination. Therefore, if any development comes forward at a level anticipated in the housing trajectory, the developer can legitimately expect that the development plan has planned for sufficient infrastructure to support its future residents. Their only requirements are to pay CIL and enter into any section 106 agreements which relate to the specific requirements of the scheme (e.g., a pedestrian crossing from the site to access a station, etc.). **It is acknowledged that in certain areas, like the Isle of Dogs, where growth has come forward at higher densities than anticipated in the trajectory, further consideration of infrastructure may be required.**”*¹¹

4.4.1.9 The GLA and Tower Hamlets Council approach begs the key question of what “the sufficiency of the planned provision of infrastructure” is in the context of the uniquely dense development taking place in the Isle of Dogs when each new Major or Strategic development

¹⁰ London Plan (July 2018), para 3.6.2A

¹¹ London Borough of Tower Hamlets, Response to the Isle of Dogs Neighbourhood Plan Regulation 14 Consultation, April 2019, specific comment #14. Emphasis added.

is considered, bearing in mind that each such development places a material additional strain on the available Infrastructure. The principal issue is that there are currently no common baselines, assumptions or methodology for comprehensively assessing the Area's unique Infrastructure requirements.

4.4.1.10 The Tower Hamlets Council's constitution provides a list of material planning considerations to be taken into account in determining planning applications. These include factors beyond developers' control, such as overall physical infrastructure capacity and deficiencies in social infrastructure.¹² These include inter alia the following material planning considerations:

4.4.1.10.1 (i) Highway issues: traffic generation, vehicular access, highway safety;

4.4.1.10.2 (j) Noise or disturbance resulting from use, including proposed hours of operation;

4.4.1.10.3 (k) Smells and fumes;

4.4.1.10.4 (l) Capacity of physical infrastructure, e.g. in the public drainage or water systems;

4.4.1.10.5 (m) Deficiencies in social facilities, e.g. spaces in schools;

4.4.1.10.6 (n) Storage & handling of hazardous materials and development of contaminated land;

4.4.1.10.7 (o) Loss or effect on trees;

4.4.1.10.8 (p) Adverse impact on nature conservation interests & biodiversity opportunities;

4.4.1.11 The policies in this chapter, coupled with the Infrastructure Baseline Analysis attached to this Plan, contain provisions to ensure that, in the interests of Sustainable Development, applications for large residential developments in the Area are designed and considered clearly in the context of overall Infrastructure capacity.

4.4.2 POLICY D1 – INFRASTRUCTURE IMPACT ASSESSMENT

4.4.2.1 To support Sustainable Development and in view of the strain on Infrastructure in the Area and the shortage of publicly owned land, applicants for Major and Strategic Developments within the Area are required to complete and submit an Infrastructure Impact Assessment as part of the planning application.

4.4.2.2 Where the Infrastructure Impact Assessment indicates that there is sufficient Infrastructure capacity to support proposed densities (including the impact of cumulative development), it will be supported.

4.4.2.3 Where the Infrastructure Impact Assessment indicates that there is insufficient Infrastructure capacity to support proposed densities (including the impact of cumulative development), then potential improvements to Infrastructure capacity should be assessed and proposed as benefits offered to LBTH as part of the proposed development and/or as contributions towards local Infrastructure, proportionate to the scale of the development.

4.4.2.4 If the proposed development is contingent on the provision of new Infrastructure (including, without limitation, public transport services), the development should be phased accordingly.

4.4.2.5 Infrastructure impacts will be considered unacceptable where they result in negative impacts that cannot be adequately mitigated.

¹² London Borough of Tower Hamlets Constitution, approved 22nd November 2017, V3, Appendix A, page 398.

4.4.3 REASONS FOR POLICY D1

- 4.4.3.1 This policy seeks to ensure development contributes to the economic, social and environmental objective of Sustainable Development, by ensuring that the Infrastructure context of the Area is taken into account in the preparation of planning applications and the consideration of those applications by LBTH.
- 4.4.3.2 It also seeks to identify those developments that are most likely to impact on the Infrastructure needs of the Area and the wellbeing of its residents, with the aim that both the existing Infrastructure provision and the likely impact of the development in question are taken into account when such applications are determined.
- 4.4.3.3 The LBTH Committee report for Westferry Printworks at the LBTH Strategic Development Committee on 14th May 2019, which considered (item 5.1) Former Westferry Print Works 235 Westferry Road E14 8NX PA/18/01877, included the following statement on page 36, section 8.29: *“Any proposed increase in residential density on this site should be supported by an assessment of its cumulative impact on social infrastructure, utilities and transport infrastructure to ensure that the intensification would represent sustainable development.”*¹³
- 4.4.3.4 Policy D1A *“Infrastructure requirements for sustainable densities”* in the new London Plan provides in para 3.1A.2: *“If development comes forward with a capacity in excess of that which could be supported by current or future planned infrastructure, a site-specific infrastructure assessment will be required.”*¹⁴

4.4.4 HOW POLICY D1 WORKS

- 4.4.4.1 Attached to this Plan is the Infrastructure Baseline Analysis that has been prepared by the Forum. It identifies and quantifies the different kinds of Infrastructure capacity that already exist or for which commitments have already been made, and compares that to the Infrastructure needs for all existing and consented residential developments in the Area. Any Infrastructure capacity deficits or surfeits are highlighted.
- 4.4.4.2 The Infrastructure Baseline Analysis may be replaced by LBTH from time to time by a similarly structured analysis that has been updated and enhanced (but is no less detailed), to be known as LBTH’s Infrastructure Analysis.
- 4.4.4.3 Applicants proposing relevant residential developments are required to provide an Infrastructure Impact Assessment explaining and justifying the impact of their proposal against the then current Infrastructure analysis, updated for further consented developments as at the time of their application, together with other relevant information – such as, without limitation, material changes in relevant regulations, available Infrastructure, and population demographics – to enable planning officers and committees fully to assess their application in context.
- 4.4.4.4 The Infrastructure Impact Assessment should identify actions by the applicant that could contribute to the positive impacts of development on Infrastructure capacity and mitigate the negative impacts. This may include, but is not limited to, contributions offered as part of

¹³<http://democracy.towerhamlets.gov.uk/documents/s148628/Westferry%20Printworks%20SDC%20Report%20Final.pdf>

¹⁴ https://www.london.gov.uk/sites/default/files/draft_london_plan_-_consolidated_changes_version_-_clean_july_2019.pdf

a Section 106 Agreement, or secured in other ways and/or applied to any project concerned with addressing the Infrastructure demands that development places on the Area.

- 4.4.4.5 In view of the overriding principle of Sustainable Development, if the proposed development's negative Infrastructure impacts cannot be adequately mitigated, then it should be considered unacceptable.

4.4.5 POLICY D2 – HIGH DENSITY DEVELOPMENTS

4.4.5.1 Planning applications for residential developments exceeding 1,100 habitable rooms per hectare in locations with a PTAL of 5 or less shall specify how they conform to the GLA's Housing SPG, and not only that they are of a high design quality. Applications that do not adequately demonstrate this will be considered unacceptable.

4.4.6 REASONS FOR POLICY D2

- 4.4.6.1 Planning committees are made aware of the GLA's requirement that applications for developments that exceed the maximum recommended densities in the GLA's London Plan should be of a high design quality. But they often fail to give sufficient weight to the GLA's other requirements.
- 4.4.6.2 As a result, LBTH planning committees have repeatedly approved applications for well-designed developments that exceed the maximum recommended density on the basis that, having once allowed the maximum to be exceeded, it is obliged to continue to do so for broadly similar applications on the grounds of consistency, regardless of the increasing strain on Infrastructure that such further developments would generate. It is this approach which has led to the Area's Infrastructure capacity being strained.¹⁵
- 4.4.6.3 The purpose of this policy D2 is therefore to incorporate the spirit of the GLA's guidance into policy, by emphasising and clarifying that each application for a very high density residential development in the Area should be considered against all the GLA's Housing SPG criteria, and not be bound to repeat a judgement made in different circumstances.
- 4.4.6.4 Indeed, in commenting on the GLA's London Plan, the Outer London Commission expressly noted that: *"exceptions to the (density) ranges should be just that, whether above or below the appropriate range, and must be justified robustly"*.¹⁶
- 4.4.6.5 In its section on developments above the recommended density ranges, the GLA's Housing SPG states:¹⁷
- 4.4.6.5.1 *"In appropriate circumstances, it may be acceptable for a particular scheme to exceed the ranges in the density matrix, providing important qualitative concerns are suitably addressed. However, to be supported, schemes which exceed the ranges in the matrix must be of a high design quality and should be tested against the following considerations:*
- *the factors outlined in Policy 3.4, including local context and character, public transport capacity and the design principles set out in Chapter 7 of the London Plan;*

¹⁵ See the Forum's Development Analysis

¹⁶ 2015 draft of the London Plan SPG, para 1.3.46, at page 44.

¹⁷ GLA's Housing SPG, Part 1, Para 1.3.51/52, at page 54.

- *the location of a site in relation to existing and planned public transport connectivity (PTAL), social infrastructure provision and other local amenities and services;*
- *the need for development to achieve high quality design in terms of liveability, public realm, residential and environmental quality, and, in particular, accord with the housing quality standards set out in Part 2 of this SPG;*
- *a scheme's overall contribution to local 'place making', including where appropriate the need for 'place shielding';*
- *depending on their particular characteristics, the potential for large sites to define their own setting and accommodate higher densities;*
- *the residential mix and dwelling types proposed in a scheme, taking into account factors such as children's play space provision, school capacity and location;*
- *the need for the appropriate management and design of refuse/food waste/recycling and cycle parking facilities; and*
- *whether proposals are in the types of accessible locations the London Plan considers appropriate for higher density development (e.g. town centres, opportunity areas, intensification areas, surplus industrial land, and other large sites).*

Where these considerations are satisfactorily addressed, the London Plan provides sufficient flexibility for such higher density schemes to be supported. It should, however, be recognised that this is not an exhaustive list and other more local or site specific factors may also be given appropriate weight, taking into account the particular characteristics of a proposed development and its impact on the surrounding area."

4.4.7 HOW POLICY D2 WORKS

- 4.4.7.1 Applications for developments that exceed the density set out in policy D2 need to spell out how they comply with all the requirements of the GLA's Housing SPG as set out in paragraph 4.4.6.5.1 above.
- 4.4.7.2 Applications that do not adequately demonstrate this should be considered unacceptable.
- 4.4.7.3 Applications cannot rely on the supposed precedent of previously consented developments that were approved when there was less cumulative strain on the Area's Infrastructure, as changing demands on Infrastructure justify fresh consideration.

4.5 POLICY CHAPTER 2 – EMPTY SITES

4.5.1 CONTEXT FOR THIS POLICY CHAPTER

4.5.1.1 The Isle of Dogs and South Poplar area contains a number of empty or under-utilised sites. For example as at July 2019:

4.5.1.1.1 The former Barclays Bank office building on West India Quay was demolished in order to allow construction of The Spire. That development is now on hold and the site has been hoarded up.

4.5.1.1.2 The 30 Marsh Wall office building has been largely empty for some years now, after a planning application to build a 50+ storey building was rejected. It did contain charitable Meanwhile Use for a period of time. There is a similar situation at 225 Marsh Wall currently.

4.5.1.1.3 The McDonalds restaurant was demolished by the Preston Road roundabout in order to allow development of the Helix. That development is now on hold and the site has been hoarded up. This has resulted in the loss of the only 24-hour restaurant locally.

4.5.1.1.4 The JP Morgan office site by Westferry Circus was cleared and construction was started and then stopped once the basement was built, and has been empty for almost ten years now. The way it has been left makes it difficult to use for Meanwhile Use purposes.¹⁸

4.5.1.1.5 The site between Manilla and Cuba Street has been left empty for years. It has been used as a construction manufacturing site, has been considered for use as a carpark or for modular temporary affordable homes, and now has a planning application submitted for a modular temporary hotel.

4.5.1.2 The above are only a few examples of empty or under-utilised sites. Other sites have historically been left empty for years before development eventually takes place. As a result of delayed construction, valuable land is being wasted and utilised neither for commercial, residential nor community use for many years, and is often unsuitable for Meanwhile Use as a result of being covered in construction materials or being otherwise left unsafe to use.¹⁹

4.5.1.3 Meanwhile uses have been successfully applied to some sites, for example:

4.5.1.3.1 Canary Wharf Group introduced a number of Meanwhile Uses on Bank Street and Wood Wharf before construction of schemes on those sites, including temporary parks and a small street market.

4.5.1.3.2 The office buildings between Millharbour and Pepper Street Bridge have been used by the charity One Love on a Meanwhile Use basis for the last few years while planning permission is sought via an appeal to the Planning Inspector.

4.5.1.4 It is therefore desirable to encourage developers to release land awaiting development for Meanwhile Uses by the community, and to discourage demolition of useful buildings before developers are ready to build out their approved schemes.

¹⁸ See pictures in the Forum's Evidence base, paragraph 4.9 at page 47

¹⁹ See the Forum's Evidence Base, *ibid*.

4.5.2 POLICY ES1 – USE OF EMPTY SITES

4.5.2.1 To support Sustainable Development in the Area and the productive use of available land:

4.5.2.1.1 Applications for Strategic Development should submit, as part of their planning application, a feasibility study and impact assessment for one or more potential Meanwhile Uses on their sites (including for existing buildings) which should be implemented – whether by the applicant or by third parties – if the development is not begun in accordance with the substantive planning application for more than six months after gaining final planning consent.

4.5.2.1.2 Where no demolition of existing buildings is included in the planning application for Strategic Development, the said potential Meanwhile Uses for the site shall be included in the relevant Construction Management Plan to be implemented – whether by the applicant or by third parties – if the development is not begun in accordance with the substantive planning application for more than six months after gaining final planning consent.

4.5.2.1.3 Where demolition of existing buildings is included in the planning application for Strategic Development, the said potential Meanwhile Uses for the site (including for existing buildings) shall be included in the relevant Construction Management Plan, and

4.5.2.1.3.1 If such demolition is not commenced within six months after gaining final planning consent, the Construction Management Plan shall provide for how the Meanwhile Uses (including for existing buildings) should be implemented, whether by the applicant or by third parties; or

4.5.2.1.3.2 If such demolition is commenced within six months after gaining final planning consent, the Construction Management Plan shall provide for how the demolition may only take place in such a way as to enable the Meanwhile Uses to be implemented – whether by the applicant or by third parties – if the further build-out of the development is not begun in accordance with the substantive planning application for more than six months after such demolition has taken place.

4.5.2.2 Such Meanwhile Uses should be for one or more of the following purposes, subject to site specific constraints (in order of priority):

4.5.2.2.1 Temporary pocket parks

4.5.2.2.2 Affordable workspace or housing

4.5.2.2.3 Temporary farmers' markets or commercial markets

4.5.2.2.4 Pop-up retail and/or restaurants

4.5.2.2.5 Cultural and sporting activities

4.5.2.2.6 Public art and lighting installations

4.5.2.2.7 Other purposes agreed with LBTH.

4.5.2.3 Such sites should be used for Meanwhile Use on the following basis:

4.5.2.3.1 They can be recalled by the developer to build out the development in accordance with the substantive planning application, on reasonable notice in the context of the Meanwhile Use to which each site has been put.

4.5.2.3.2 Any current planning consent does not expire as long as the site is being used for an agreed Meanwhile Use, subject to a maximum of five years from the grant of final planning consent.

4.5.3 REASONS FOR POLICY ES1

4.5.3.1 Given economic uncertainty, sites may lie unused for extended periods. But in view of the lack of available land in the Area, it is in the interest of the community not to let land lie fallow and unused. Developers should be encouraged to use land in a way that will benefit the community, and which is also in the interest of developers and landowners.²⁰

4.5.3.2 This policy ES1, by freezing planning consents when land is being used for one of the listed approved community uses, will encourage developers and landowners to make good use of their land pending their building out the development in accordance with the substantive planning application.

4.5.3.3 An example of such a temporary and attractive use is the pocket park on the south side of Bank Street, before 1 and 10 Bank Street started construction. Other examples include Container City II at Trinity Buoy Wharf, Containerville at 35 Corbridge Crescent in Tower Hamlets, and the PLACE / Ladywell pop-up village in Lewisham.

4.5.3.4 The South Quay Masterplan Supplementary Planning Document in October 2015 provides the following suggestions:²¹

4.5.3.4.1 *“Temporary uses and landscaping of decanted/vacant development sites and dock edges including:*

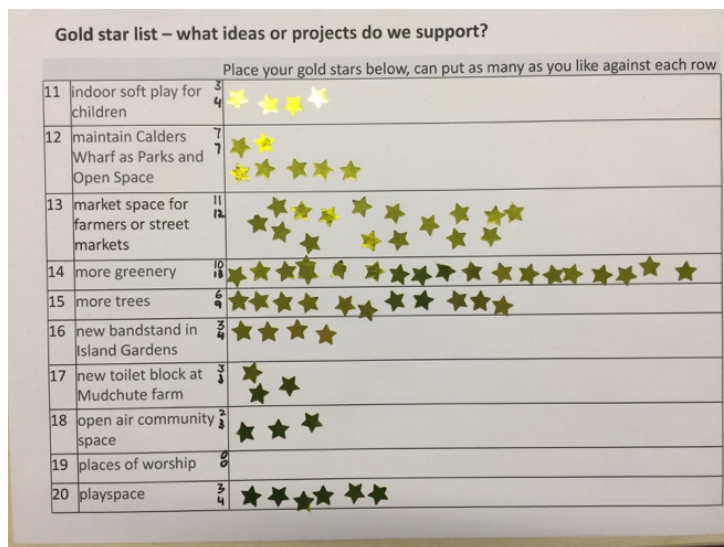
4.5.3.4.2 *Pop-up retail*

4.5.3.4.3 *Affordable workspace*

4.5.3.4.4 *Cultural & sporting activities*

4.5.3.4.5 *Public art and lighting installations”*

4.5.3.5 The order for priority Meanwhile Uses in this policy is based on a series of consultation events held by the Forum in March 2018 at Pepper Street where residents were asked what their priorities were. Each resident was given 10 gold stars to place on a series of boards (see one board below as an example). This provided us with an aggregated priority list which informed the above priorities for empty site Meanwhile Uses.



²⁰ London Plan, Policies D4, H4, HC5 and G8.

²¹ South Quay Masterplan, page 53, Table 2

4.5.4 HOW POLICY ES1 WORKS

- 4.5.4.1 The planning application should include a section detailing how and what the site could be temporarily used for if there were to be more than six months' delay in building out the development in accordance with the substantive planning application. This would be subject to public consultation and input from LBTH; and how and by whom any such Meanwhile Use is to be provided should be made a provision of the Section 106 agreement.
- 4.5.4.2 If additional planning permissions are required for change of use for some Meanwhile Uses, such as without limitation for the construction of affordable workspaces, this should be identified on submission of the original substantive planning application as part of the detail of the proposed Meanwhile Use, and the applicant for the substantive development shall, as part of its Section 106 agreement, be obliged to procure that consent for the relevant Meanwhile Use shall be sought.
- 4.5.4.3 A Construction Management Plan is always added as a condition for any Strategic Development application, and will typically contain a great deal of detail on how a site will be managed and made safe once construction starts, up to the point of completion of the development.
- 4.5.4.4 Given delays in construction, Construction Management Plans should include a section on what happens to the site if there is a delay in development of more than six months.
- 4.5.4.5 In those cases where a Construction Management Plan is the method by which a Meanwhile Use is delivered, it should provide the details of how the Meanwhile Use will work in the same way that it already provides detail on the construction process.
- 4.5.4.6 If no Construction Management Plan is submitted because an approved development has stalled before the Construction Management Plan is agreed, then the original use of the site should continue. If the buildings or the land have been emptied for work to start, or if the site is already empty, then in such cases a limited Construction Management Plan should be submitted solely focussed on the Meanwhile Use of the site, and any necessary planning permission sought. This could be added to any conditions attached to the original planning consent.

4.6 POLICY CHAPTER 3 – CONSTRUCTION MANAGEMENT AND COMMUNICATION

4.6.1 CONTEXT FOR THIS POLICY CHAPTER

- 4.6.1.1 The Isle of Dogs is experiencing the construction of numerous, very large and closely-packed developments by a range of different developers, severely impacting the living environment of the whole community. Tens of thousands of new homes are being built in this relatively small and enclosed area. Such intensity of development on our existing community is unprecedented.²²
- 4.6.1.2 The different developers' activities are largely uncoordinated, and the community receives little (if any) notice of even very intrusive actions, such as roads closed for heavy equipment movements.²³
- 4.6.1.3 Pavements are blocked off for long periods; construction vehicles constantly impede normal traffic and park in narrow side roads, unable to access the relatively small sites for such large buildings; utilities repeatedly dig up the same roads within a few months; piling and other loud construction noise is endured for long periods even at weekends; and so on.²⁴
- 4.6.1.4 This situation is set to continue for decades, with a well-telegraphed pipeline of major proposed developments across and around the island adding to those already consented or under construction.²⁵
- 4.6.1.5 Management of the many different developers and their contractors, and more effective communication with the community about their construction activities, is essential in these circumstances.

4.6.2 POLICY CC1 – CONSTRUCTION COORDINATION

4.6.2.1 To support Sustainable Development in the Area, no construction management plan changes should be agreed unless and until the local community has been publicly notified in advance, and has had a reasonable opportunity to be consulted.

4.6.3 REASONS FOR POLICY CC1

- 4.6.3.1 Continuous and coordinated management of the construction management plans of the many different developers and their contractors in the Area, and full consultation on and publication of changes to them, is essential in these circumstances.

4.6.4 HOW POLICY CC1 WORKS

- 4.6.4.1 LBTH should include in the conditions imposed on any Major or Strategic Development a requirement that any proposed changes to construction management by an applicant or its contractor that would be likely to have an impact outside the site boundary, including

²² See the Forum's Evidence Base at section 2.

²³ See the Forum's Evidence Base at section 5.

²⁴ See the Forum's Evidence Base at sections 5.2 and 5.3.

²⁵ See the Forum's Evidence Base map, paragraph 5.2.2 at page 48.

without limitation public access, pedestrian and/or vehicle movements, air quality, noise, vibration, and/or encroachment on public land, shall:

- 4.6.4.1.1 only be made after effective consultation with the affected local community, which consultation shall include at least a minuted discussion with all IoD local councillors whose ward includes the relevant site and/or whose electorate is likely to be affected by the proposed construction management changes, and who may at their discretion nominate a properly appointed proxy for this purpose; and
- 4.6.4.1.2 be recorded in the form of an updated statement and formally submitted and approved by LBTH prior to further progress on the development.
- 4.6.4.2 The resubmitted plan and its approval will be formally recorded on the Planning Register.

4.6.5 POLICY CC2 – CONSTRUCTION COMMUNICATION

4.6.5.1 To support Sustainable Development in the Area, applicants or their relevant contractors shall notify all affected local residents as soon as reasonably practicable:

- 4.6.5.1.1 whenever they propose a change to normal working hours or conditions for which they have to seek consent from LBTH; and
- 4.6.5.1.2 of such consents being granted.

4.6.6 REASONS FOR POLICY CC2

- 4.6.6.1 Residents are often the last to know what is happening on their own doorstep. When they approach developers to ask why work is happening, they are often told that LBTH has authorised the work, but that information has not been communicated effectively to the affected community.
- 4.6.6.2 Through the local community's local knowledge, awareness of other developments and ability to communicate with the wider community, local councillors can, by working with developers, materially improve construction communication, making life easier for the developer and residents.

4.6.7 HOW POLICY CC2 WORKS

- 4.6.7.1 Developers and their construction companies must notify the local community through public channels, including the use of social media, posters adjacent to the site, and advertisements in local newspapers, as well as notifying local councillors and/or their properly appointed proxies, when proposing changes to their normal working practices, especially when such changes will have an impact on the wider area.
- 4.6.7.2 Notification under this policy CC2 to local councillors shall be in writing to all IoD local councillors whose ward includes the relevant site and/or whose electorate is likely to be affected by the construction management changes, and who may at their discretion nominate a properly appointed proxy for this purpose.
- 4.6.7.3 Below is a summary of what some developers operating in the Area currently provide in terms of construction communication. It should be possible for other developers to provide a similar level of engagement.

	Westferry Printworks	Landmark Pinnacle	Canary Wharf Group
Development			
Name of developer/main contractor	Mace	Chalegrove	CWG
Emailed newsletters	Yes	Yes	No
Information shared on Facebook	By arrangement	By arrangement	By arrangement
Public meetings	Yes	No	Yes
Dedicated & named contact person	Yes	Yes	Yes
Dedicated phone number & email	Yes	Yes	Yes
Separate Public Relations firm?	Yes	Yes	In-house staff
Drop in sessions available	Yes	No	No

4.6.8 POLICY CC3 – CONTROL OF DUST AND EMISSIONS DURING CONSTRUCTION AND DEMOLITION

4.6.8.1 To support Sustainable Development in the Area, construction management plans shall specify how they comply with the GLA’s Dust and Emissions SPG.²⁶

4.6.9 REASONS FOR POLICY CC3

4.6.9.1 The GLA has issued planning guidance on the control of dust during construction.²⁷ The aim of making the GLA’s Dust and Emissions SPG a Neighbourhood Plan policy is to require emissions of dust, PM₁₀ and PM_{2.5}, to be reduced from construction and demolition activities in the Area. The SPG also aims to control nitrogen oxides (NOx) from these same activities by introducing an Ultra-Low Emissions Zone (ULEZ) for non-road mobile machinery.

4.6.9.2 The Port of London Authority’s ‘Thames Vision (2016)’ document includes a goal of getting more than 400,000 lorry trips off the roads and use the river instead in view of the impact of construction on local communities.

4.6.9.3 With more intense construction underway in the Area than anywhere else in the UK, and in a geographically limited space, it is essential that construction is undertaken to the highest standards.

4.6.9.4 The NPPF provides that: *“Planning policies and decisions should contribute to and enhance the natural and local environment by... e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and*

²⁶ GLA’s Supplementary Planning Guidance ‘The Control of Dust and Emissions During Construction and Demolition’ at <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance-and-practice-notes/control-dust-and>

²⁷ Ibid

*water quality, taking into account relevant information such as river basin management plans”.*²⁸

4.6.10 HOW POLICY CC3 WORKS

4.6.10.1 No construction management plan shall be approved unless and until it makes clear how it complies with the GLA’s Dust and Emissions SPG during both demolition and construction.

4.6.10.2 LBTH and the developer should enable affected residents to have ready access to air quality data.

²⁸ NPPF, at paragraph 170.

4.7 POLICY CHAPTER 4 – SUSTAINABLE DESIGN

4.7.1 CONTEXT FOR THIS POLICY CHAPTER

4.7.1.1 The NPPF provides that: *“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.”*²⁹

4.7.1.2 The tallest and densest buildings in the United Kingdom are being built in the Isle of Dogs³⁰, and should therefore be of the highest possible standards.

4.7.2 POLICY SD1 – SUSTAINABLE DESIGN

4.7.2.1 To support Sustainable Development in the Area, all Major or Strategic Developments should be accompanied by a publicised pre-assessment, demonstrating whether and how the following standards (or any future replacement standards) will be met:

4.7.2.1.1 Non-residential developments and non-self-contained residential accommodation are expected to meet or exceed BREEAM ‘Excellent’ rating.

4.7.2.1.2 Non-residential refurbishment of existing buildings and conversions over 500sqm floor space (gross) are expected to meet or exceed BREEAM non-domestic refurbishment ‘Excellent’ rating.

4.7.2.2 Applications for Major or Strategic Development should publicly state whether and how they meet or exceed the Home Quality Mark.

4.7.3 REASONS FOR POLICY SD1

4.7.3.1 Policies regarding Sustainable Design and Sustainable Growth are included in the Draft Local Plan, and LBTH has said it will strongly encourage schemes to use the Home Quality Mark.³¹

4.7.3.2 Including this policy SD1 in the Isle of Dogs Neighbourhood Plan emphasises its particular importance in this very dense and iconic Area.

4.7.3.3 It is common in other industries for purchasers / users to have access to independent information as to the quality of the product they are using or buying before they acquire those products. The same should apply to the development industry. Home owners/leaseholders/tenants need to know to what standard their home have been built, whether Home Quality Mark or another standard. The same applies to any properties which are being developed for non-residential use.

²⁹ NPPF, Paragraph 124.

³⁰ See Forum’s Evidence Base, paragraph 2.14 at page 22

³¹ See Draft Local Plan Policy D.ES7: A Zero Carbon Borough

4.7.4 HOW POLICY SD1 WORKS

4.7.4.1 This is a reporting requirement and does not mandate the use of these standards.

4.7.4.2 If and when a developer chooses not to meet or exceed these requirements, that information should be made publicly available. It should therefore be added as a condition to any planning permission for Major or Strategic Development that this information be put in the public domain as a summary document uploaded to the LBTH planning register website, on construction hoardings (as CCS boards are), and on any website publicising the scheme, as well as a note added to any S106 agreement.

4.8 POLICY CHAPTER 5 – AIR QUALITY

4.8.1 CONTEXT FOR THIS POLICY CHAPTER

4.8.1.1 Air Quality is a major concern of residents both within the Area and in London as a whole.³²

4.8.1.2 The Isle of Dogs has major sources of pollution to its north (Aspen Way and Blackwall Tunnel), nearby at London City Airport, and major construction sites generating large amounts of dust, and which also use diesel generators.³³

4.8.1.3 The Draft Local Plan includes an Air Quality Map identifying areas of substandard air quality in Tower Hamlets, including the Isle of Dogs.³⁴

4.8.1.4 The NPPF provides that: *“Planning policies and decisions should contribute to and enhance the natural and local environment by... e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans”*.³⁵

4.8.2 POLICY AQ1 – AIR QUALITY

4.8.2.1 Development should not damage the health of the air by increasing emissions of harmful pollutants to it. Such pollutants include: greenhouse gases; those considered by the United Nations to cause adverse impacts to the natural environment; and particles and gases considered by the World Health Organisation (WHO) to be harmful to human health. Any proposal that results in a significant increase in air pollution will only be justified in exceptional circumstances.

4.8.2.2 Development should comply at least with all minimum EU or UK environmental requirements in relation to air pollutants whichever is the more stringent.

4.8.2.3 All development must aim to be at least ‘air quality neutral’ and not cause or contribute to worsening air quality. On Major and Strategic Developments this should be demonstrated through an air quality assessment and, if necessary, proposed mitigation measures.

4.8.2.4 Major and Strategic Developments must demonstrate that they are designed to ensure that indoor air quality complies with the latest WHO guidelines for short and long term air quality including particulate matter (PM2.5 and PM10), nitrogen dioxide (NO2), carbon monoxide (CO), formaldehyde and volatile organic compounds (VOCs). Carbon dioxide (CO2) concentrations in indoor air should also be considered. Compliance with such standards is also encouraged on substantial refurbishment schemes.

³² See the Forum’s Evidence Base, section 7.

³³ See the Forum’s Evidence Base, map at paragraph 5.2.2 on page 48

³⁴ See Draft Local Plan, map on page 169, figure 4.2

³⁵ NPPF, paragraph 170.

4.8.2.5 Air intake points servicing internal air handling systems (including air filtration systems and heating and cooling systems) should be located away from existing and potential pollution sources e.g. busy roads and combustion flues. All flues should terminate above the roof height of the tallest part of the development in order to ensure the maximum dispersal of pollutants.

4.8.3 REASONS FOR POLICY AQ1

- 4.8.3.1 Policy AQ1 has already been adopted in the Knightsbridge Neighbourhood Plan³⁶, and there is no reason for the Isle of Dogs adopting lesser standards given its greater population density and scale of development densities.
- 4.8.3.2 Air pollution comprises greenhouse gases (such as carbon dioxide (CO₂) and ozone (O₃)) and local air pollution. The latter contains particles (such as PM₁, PM_{2.5} and PM₁₀) and gases. The most important regulated gas for legal purposes in ambient air is nitrogen dioxide (NO₂). NO₂ is an easily measured indicator of combustion emissions from road traffic and gas heating and cooking. NO₂ contributes to morbidity and mortality along with fine particles (PM_{2.5}). This means that support for Sustainable Development must include a stringent approach to development which might increase the already unlawful levels of air pollution.
- 4.8.3.3 It is also important to recognise that the health and societal impacts associated with poor air quality represent a significant economic cost. For example, in London only, PM_{2.5} and NO₂ in 2010 had an associated mortality burden of £1.4 billion and £2.3 billion at 2014 prices, respectively.³⁷ These costs are often ignored in assessing the economic benefit of development. There are therefore potentially significant economic benefits to reducing air pollution.
- 4.8.3.4 Public health can be improved by requiring compliance with the best international standards for indoor air quality since people typically spend about 90% of their time indoors. In doing so it is important to understand the difference between mechanical ventilation, air conditioning and air filtration.

4.8.4 HOW POLICY AQ1 WORKS

- 4.8.4.1 Appropriate standards for the selection of energy efficient air filters include BS EN 16798-3:2017 (for minimum air filtration efficiency), BS CEN ISO 16890-1:2016 (for particulate matter including PM₁) and BS CEN ISO 10121-2:2013 (for gases). These standards can be applied to reduce energy use and CO₂ emissions.
- 4.8.4.2 If air filtration is utilised in a development to comply with indoor air quality standards, information must be provided to the resident on the type of air filtration used, its location and how to maintain it.
- 4.8.4.3 Health, legal and climate imperatives and ambitions mean that development in the Area must contribute to reductions in emissions to air. No worsening of air quality must be allowed in areas where limit values are exceeded.

³⁶https://www.westminster.gov.uk/sites/default/files/knightsbridge_neighbourhood_plan_adoption_version_041218_web_version.pdf, Policy KBR34: Healthy air, page 65.

³⁷Source: 'Chapter 5 (page 7) - Economics of pollution interventions' in the 'Annual Report of the Chief Medical Officer 2017, Health Impacts of All Pollution - what do we know?', page 151

- 4.8.4.4 Where limit values in the locality are not exceeded, a significant worsening of air quality may only be allowed in exceptional circumstances and such increases can be justified by the principle of Sustainable Development.
- 4.8.4.5 Planning applications shall not be approved unless they can demonstrate that they meet these requirements.

4.9 POLICY CHAPTER 6 – 3D MODEL

4.9.1 CONTEXT FOR THIS POLICY CHAPTER

4.9.1.1 It is no longer sustainable to plan an area of such complexity, density and scale as the Isle of Dogs in 2D. The GLA are themselves building a digital model of the East of the City. That model should be extended not just to approve planning applications, but as a live model to plan everything in the Area from new CCTV cameras, to new cycle parking, to the location of street bins.

4.9.1.2 The GLA’s ‘City in the East’ document³⁸ states:

4.9.1.2.1 *“The GLA digital 3D model for City in the East covers large parts of the Thames Gateway. This model coverage will be gradually increased and the model updated in partnership with public and private sector stakeholders, with the objective to eventually cover all of London. It will provide a platform to inform spatial design and planning as well as consultation processes as an interactive live 3D model. Developers of individual sites will be expected to provide 3D models of their schemes in an agreed format which will be used to populate the GLA’s model as schemes come forward. Developers will also be expected to contribute to the cost of locating their schemes within the GLA’s wider model.”*

4.9.1.3 If nations like Singapore can plan their whole country in 3D, it should be possible to achieve the same in the Area.

4.9.1.4 Other neighbouring local authorities like the City of London and Southwark are already using 3D models in their planning processes.

4.9.1.5 Given the vertical scale of development in the Area (up to 241 meters above sea level), good design and good architecture in the 21st century require the use of 3D models in the planning process.

4.9.1.6 LBTH has acquired its own 3D model for planning purposes, which as of 2018 was a licence to the Vu.city model.³⁹

4.9.2 POLICY 3D1 – 3D MODEL FOR APPLICATIONS

4.9.2.1 To support Sustainable Development in the Area, when submitting a planning application for any Strategic Development, applicants shall at their own expense submit a 3D model outline to allow LBTH’s 3D model to be updated with sufficient fidelity for the proposed application to be fully assessed.

4.9.2.2 Applicants should also make available internal information about the layout of buildings where it assists emergency services or other interested parties.

4.9.2.3 The applicant’s 3D model and internal layout information should be updated when any material and relevant revisions are made to the application.

³⁸ Building a digital model of the City in the East, released in 2015, on page 14.

https://www.london.gov.uk/sites/default/files/city_in_the_east-may_2016.pdf.

³⁹ www.vucity.co.uk

4.9.3 REASONS FOR POLICY 3D1

4.9.3.1 It is no longer sustainable to plan at this level of density and height without better tools.

4.9.3.2 3D models are increasingly being used in planning to solve a wide range of issues.

4.9.3.3 In order to keep the 3D model 'live', any applications submitted must include 3D models to allow the LBTH 3D model to be updated.

4.9.3.4 The emergency services are seeking more information about buildings, including the number of storeys, internal layouts, emergency access points, lift locations, fire hydrant locations etc., in order to be able to respond better in an emergency.

4.9.4 HOW POLICY 3D1 WORKS

4.9.4.1 Planning applications should include a data file that, when uploaded, will populate the current 3D model being used by LBTH (and GLA) with the data to create an outline model with sufficient fidelity as to allow the full use of the functionality of the 3D model in use. Any changes in the outline will require a new data file to be provided.

4.9.4.2 Developers and/or their contractors must supply the Fire Brigade and other relevant emergency services with all of the information necessary to understand the internal layout of buildings.

4.9.4.3 Applications made to an LBTH Planning Committee which do not include the ability to have a fly-through presentation, or views from different angles of the development in its wider context through a 3D model, should be rejected.

4.10 POLICY CHAPTER 7 – ESTATE REGENERATION RESIDENT BALLOTS

4.10.1 CONTEXT FOR THIS POLICY CHAPTER

4.10.1.1 For the context for this policy Chapter, see Annex Chapter 1 (Estate Regeneration), at Para 5.3.1 (Context for this Chapter).

4.10.2 POLICY RB1 – RESIDENT BALLOT REQUIREMENT

4.10.3 To support Sustainable Development in the Area by ensuring positive engagement of the directly affected community and to maximise the delivery of affordable housing through maximising the funds available, any landlord or developer pursuing an Estate regeneration project which involves the demolition of social homes in the Area must apply for GLA Estate regeneration funding and, if successful, must comply with the GLA's funding requirements, including without limitation the GLA's Resident Ballot Requirement Funding Condition.

4.10.4 REASONS FOR POLICY RB1

4.10.4.1 A number of Estate regeneration schemes in London have faced very active resistance from affected residents, as change has been imposed on them from above rather than with their active involvement. Whereas some Estate regeneration schemes – such as New Union Wharf in LBTH – have involved active resident participation, including a ballot approving the demolition of the old homes and the building of new ones in their place.⁴⁰ The first GLA ballot has already been held in Westhorpe Gardens and Mills Grove Estate where 74.5% of the residents voted for the Estate regeneration.⁴¹ This Policy RB1 seeks to ensure that all relevant Estate regeneration schemes in the Area not only seek GLA funding to maximise affordable housing, but also achieve demonstrable community approval.

4.10.4.2 If the landlord is successful in securing GLA funding for Estate regeneration, that should enable a higher percentage of affordable housing units, supporting Policy D.H2: Affordable Housing and Housing Mix in the Draft Local Plan, which in para 5 requires an increase in net affordable housing units in Estate regeneration.

4.10.5 HOW POLICY RB1 WORKS

4.10.5.1 Any applicant proposing an Estate regeneration scheme in the Area that involves the demolition of social housing must first assess whether GLA funding may be available.⁴² If so, an application to the GLA for such funding must be made and any conditions set by the GLA

⁴⁰ <http://www.housingforum.org.uk/resources/informing/demonstration-projects-2012-current/demonstration-project-2017-east-thames---new-union-wharf>

⁴¹ <https://www.socialhousing.co.uk/news/news/residents-vote-yes-in-first-estate-regeneration-ballot-following-new-london-rules-59092>

⁴² <https://www.london.gov.uk/what-we-do/housing-and-land/improving-quality/estate-regeneration>

followed, including without limitation the GLA's Resident Ballot Requirement Funding Condition.

5 SECTION 5 – ANNEX

- 5.1 The provisions in this Annex are community aspirations which represent the wishes of the Isle of Dogs community in relation to the developments to which they apply. They should therefore be taken into account by developers in putting forward relevant proposals, but they do not form part of the statutory part of this Plan.
- 5.2 This is how they are described in planning regulations:
- 5.2.1 *“Wider community aspirations than those relating to the development and use of land, if set out as part of the plan, would need to be clearly identifiable (for example, set out in a companion document or annex), and it should be made clear in the document that they will not form part of the statutory development plan.”*⁴³

⁴³ Paragraph: 004 Reference ID: 41-004-20190509. <https://www.gov.uk/guidance/neighbourhood-planning--2>, revised 9th May 2019

5.3 ANNEX CHAPTER 1 – ESTATE REGENERATION

5.3.1 CONTEXT FOR THIS CHAPTER

- 5.3.1.1 The Isle of Dogs includes a number of housing association managed Estates, some of which were built decades ago. The question of their long-term future is therefore a live subject on the Isle of Dogs, not least the future of the four Estates managed by One Housing Group: Barkantine, St Johns, Samuda and Kingsbridge. The provisions in this Annex apply to all Estates with a single landowner.
- 5.3.1.2 One option for the future of Estates is complete demolition and rebuild. But Estate regeneration has a very poor and negative reputation in London due to a number of issues with previous such projects. As a result, Estate regeneration has attracted high levels of opposition and legal challenge.
- 5.3.1.3 The provisions in this Annex do not restrict the possibility of future legal challenges, but are intended to ensure that any change to the Estates has broad support in advance of any change. The more involved affected local communities are in changes to their homes, the more sustainable that development is. The provisions in this Annex are therefore designed to promote Sustainable Development.
- 5.3.1.4 An important element of that broad support is to have quite specific provisions on issues like the voting process, as that helps build trust and support even if they do not typically fit classic land use policies.
- 5.3.1.5 Planning guidance and landlords recognise the need for Estate redevelopment to have the support of the majority of residents. The Forum supports independent secret ballots as by far the most credible and fair way of assessing resident support, because the alternative ‘independent’ surveys – as samples based on one-to-one interviews – are less inclusive than ballots of the affected communities.
- 5.3.1.6 With surveys, landlords are also more likely to be able to consult at short notice of their choosing, and control information given to residents beforehand and the format of questions. Fair votes avoid the possibility or perception of the organisation carrying out the survey being influenced by the landlord, enabling more trust in the result – a crucial benefit for all parties and therefore critical to the sustainability of the proposed development.
- 5.3.1.7 A vote campaign also allows any groups opposed to proposals (who do not have the same resources as landlords) to put their case during a publicised period notified well in advance. Vote campaigns also traditionally facilitate hustings events where residents can listen to all arguments and points of view, and ask questions of all sides. These are vital elements. There is, by contrast, no record of surveys allowing such impartial, collective engagement and debate.⁴⁴
- 5.3.1.8 All of the principles detailed below have already been used by other Estate regenerations in Tower Hamlets – most notably the New Union Wharf Estate regeneration in the Area (which

⁴⁴ The case of Central Hill in Lambeth illustrates all these points. See Central Hill: A Case Study in Estate Regeneration, ASH, 10th April 2018.
<https://architectsforsocialhousing.wpcomstaging.com/2018/05/01/central-hill-a-case-study-in-estate-regeneration-ash-presentation-to-the-department-of-architecture-braunschweig-university-of-technology/>

voted to support Estate regeneration)⁴⁵ – so they are known to be viable and practicable provisions already used in practice.

5.3.1.9 It also directly relevant that, when the Isle of Dogs Estates were transferred from the control of Tower Hamlets Council to individual housing associations, there was a ballot of residents to approve the transfer. The principle that residents should vote on the future of their Estates is therefore already established.

5.3.1.10 Estate regeneration is not specifically mentioned in the NPPF, even though it is an obvious source of new homes. But it cannot be Sustainable Development to propose to knock down people’s homes without a guarantee that (i) they will get a replacement home of equal or better quality; (ii) they will not be financially worse off; and (iii) they can stay in the same area subsequently.

5.3.1.11 There is evidence from some existing Estate regeneration schemes in London where existing communities were displaced and fragmented by the redevelopment of their homes. Most notably at Heygate, where the most evidence has been gathered about displacement.⁴⁶ This directly contradicted various elements of the NPPF as they relate to sustainable communities. Development should not destroy a community. Rather it should provide new or refurbished homes.

5.3.1.12 In December 2016, the Department for Communities and Local Government released the Estate Regeneration National Strategy, which supports many of the provisions in this Annex.⁴⁷ It includes this introduction:

5.3.1.12.1 *“This section of the national strategy sets out the government’s expectations for how landlords, developers and local authorities should engage with residents throughout an estate regeneration scheme, and for how residents should be protected.”*

5.3.1.12.2 *Successful estate regeneration schemes need to have the support of a majority of the residents, through what can be a very uncertain time for them. Early and ongoing discussions on plans for the estate, and residents’ personal housing needs and choices, will build a relationship of trust between residents and landowners and help to develop support.”*

5.3.1.12.3 It also states that *“a vote may be appropriate before complete demolition”*

5.3.1.13 A cross-party London Assembly Member report⁴⁸ includes the following introduction:

5.3.1.13.1 *“The London Assembly’s Housing Committee report into estate regeneration looks at how to improve the process of regenerating housing estates – including the decision of councils or housing associations to either renovate or demolish the estate.”*

5.3.1.14 The London Assembly report is designed to provide a guide for community groups, councillors and housing professionals to some of the best ways to work together to regenerate Estates. The tips include:

5.3.1.14.1 *Putting energy into early and comprehensive engagement with residents, as well as the physical build and finances*

5.3.1.14.2 *Holding an independent ballot on any final decision to demolish an estate*

⁴⁵ New Union Wharf, Forum’s understanding. See

<http://www.housingforum.org.uk/resources/informing/demonstration-projects-2012-current/demonstration-project-2017-east-thames---new-union-wharf>

⁴⁶ <http://heygatewashome.org/displacement.html>

⁴⁷ <https://www.gov.uk/guidance/estate-regeneration-national-strategy>

⁴⁸ <https://www.london.gov.uk/about-us/london-assembly/london-assembly-publications/knock-it-down-or-do-it>

- 5.3.1.14.3 *Creating a steering group of residents and securing the enthusiasm of community leaders and influencers.*
- 5.3.1.15 The Principles and Recommendations section of the London Assembly report includes the following:⁴⁹
- 5.3.1.15.1 *“An effective decision-making process would:*
- 5.3.1.15.1.1 *Be robust by being clear from the outset on the purpose of the proposed regeneration and how it fits within a broader strategy for the local area and borough, communicating this early, openly and broadly, and ensuring a systematic and objective option appraisal is undertaken and published.*
- 5.3.1.15.1.2 *Include in its option appraisal effective consideration of medium- to long-term social and environmental issues. It would incorporate an assessment of the lifecycle carbon impacts of options and feature existing residents’ needs and wishes in terms of their lived experience, in tandem with the wider strategic and financial imperatives. It would be clear how residents’ views have been taken into account.*
- 5.3.1.15.1.3 *Have fully justified any regeneration proposal for which the provider considers there to be no viable alternative. An independent ballot of estate residents would be undertaken which would inform any final proposals to demolish.*
- 5.3.1.15.1.4 *Ensure that leaseholders are treated fairly and provide for them to nominate an independent valuer so they receive fair recompense for their properties. The starting point should be that leaseholders are offered a like-for-like replacement of their property, or a similar offer, wherever possible.”*
- 5.3.1.16 A report produced by the Joseph Rowntree Foundation in May 2016⁵⁰ includes a number of key points, including these:
- 5.3.1.16.1 *“Regeneration works best with the consent and involvement of residents. The panel should consider offering residents a vote on major regeneration proposals affecting their homes and estates in the same way as they are balloted on plans to transfer ownership of their homes.”*
- 5.3.1.16.2 *“Given these wider policy considerations, all regeneration proposals should guarantee that there will be no net loss of social rented housing and a net increase in affordable housing alongside any plans for homes for sale and for market rent.”*
- 5.3.1.17 The following reports were also relevant in the production of the provisions in this Annex:
- 5.3.1.17.1 Demolition or Refurbishment of Social Housing? A review of the evidence by UCL Urban Lab and Engineering Exchange for Just Space and the London Tenants Federation⁵¹
- 5.3.1.17.2 ResPublica. Great Estates: Putting communities at the heart of regeneration November 2016⁵²
- 5.3.1.17.3 Altered Estates How to reconcile competing interests in estate regeneration 2016⁵³

⁴⁹ <https://www.london.gov.uk/about-us/london-assembly/london-assembly-publications/knock-it-down-or-do-it>, on page 7

⁵⁰ <https://www.jrf.org.uk/report/estate-regeneration-briefing-expert-panel>, on pages 1 and 2.

⁵¹ <http://www.engineering.ucl.ac.uk/engineering-exchange/files/2014/10/Report-Refurbishment-Demolition-Social-Housing.pdf>

⁵² <http://www.respublica.org.uk/our-work/publications/great-estates-putting-communities-heart-regeneration/>

⁵³ http://www.levittbernstein.co.uk/site/assets/files/2444/altered_estates_2016.pdf

- 5.3.1.18 At Central Hill Estate in Lambeth, a substantial survey by residents found that 78% of their neighbours opposed demolition, with 4% in favour and 18% don't know. By contrast, an independent 'opinion test' designed by Lambeth claimed majority support.⁵⁴ Many questionnaires were filled out by researchers with council officers present at consultation events. 'Turnouts' were similar: between 65% and 72% if possible responses are limited to one per household, or around 38% to 40% of all adults. Responses must have depended on who asked the questions and how.⁵⁵
- 5.3.1.19 Only ballots can avoid situations like this, because ballots are inherently more inclusive and fair, if appropriately organised. This is why neighbourhood plan referenda are based on votes and not public consultations or surveys. The provisions in this Annex therefore apply neighbourhood planning principles to Estate regeneration as well.
- 5.3.1.20 In addition, as stated above, many of the Isle of Dogs Estates had public votes to determine their transfer from LBTH to housing associations. Those decisions were not based on surveys or public consultation.
- 5.3.1.21 The Mayor of London now requires ballots for any regeneration scheme which will use public grant money for its redevelopment.⁵⁶ For the avoidance of doubt, the Annex Aspirations are intended to be additional to Policy RB1 and, in the event of any conflict, Policy RB1 shall take precedence but without limiting any other provisions of the Annex Aspirations.

5.3.2 ANNEX ASPIRATION ER1 – RIGHT TO VOTE TO APPROVE OR REJECT FINAL PROPOSALS

- 5.3.2.1 To support Sustainable Development in the Area by ensuring positive engagement of the directly affected community, and in considering the regeneration of Estates in the Area:
- 5.3.2.1.1 Residents of each Estate facing potential redevelopment must be enabled to participate fully in the redevelopment process of their own Estate.
- 5.3.2.1.2 They must be kept informed at every stage of the process through publicly available information.
- 5.3.2.1.3 They must be consulted on and, where reasonably practicable, actively engaged in the selection of contractors, architects and other consultants involved in the project.
- 5.3.2.1.4 Possible development options and rules must be discussed in advance with residents through as many different venues as reasonably practicable, in person, through workshops, online and via surveys before any final options are agreed. All options must allow in full for the rights set out in policies ER5 and ER6.
- 5.3.2.1.5 The final step in the involvement of residents should be a vote by the affected residents between multiple options.
- 5.3.2.1.6 A vote would be triggered by any proposal that involves the demolition of homes. Votes may also be needed for other proposals that could have significant impacts on existing residents' quality of life, for example proposals for infill building or adding extra floors or taking up open space.

⁵⁴ Full figures: 47.6% for; 39.4% against; 13% undecided

⁵⁵ <https://moderngov.lambeth.gov.uk/mgAi.aspx?ID=32801>

⁵⁶ <https://www.london.gov.uk/what-we-do/housing-and-land/improving-quality/estate-regeneration>

5.3.2.1.7 The vote must take place before any related planning application is submitted.

5.3.3 REASONS FOR ANNEX ASPIRATION ER1

5.3.3.1 A number of estate regeneration schemes in London have faced very active resistance from affected residents, as change has been imposed on them from above rather than with their active involvement. Whereas some estate regeneration schemes – such as New Union Wharf in LBTH – have involved active resident participation, including a ballot approving the demolition of the old homes and the building of new ones in their place. This Annex aspiration ER1 seeks to ensure that other estate regeneration schemes in the Area also achieve demonstrable community approval.

5.3.4 HOW ANNEX ASPIRATION ER1 WORKS

5.3.4.1 Where a planning application is submitted for an Estate regeneration that materially changes an Estate and there has been no vote or that vote chose a different option than the application submitted should be rejected.

5.3.5 ANNEX ASPIRATION ER2 – CONDUCT OF VOTES

5.3.5.1 To support Sustainable Development in the Area by ensuring positive engagement of the directly affected community:

5.3.5.1.1 The vote referred to in Annex aspiration ER1 should be a clear choice between different options, the wording of which to be approved by the relevant residents' groups, the relevant landlords and LBTH Democratic Services in advance as being clear and unbiased. One option shall be a no change proposal.

5.3.5.1.2 If more than two options exist, then either multiple voting rounds must take place to narrow down the options to two, or a single transferable voting system can be used, in the reasonable judgement of LBTH Democratic Services.

5.3.5.1.3 The electorate shall be determined as part of the resident's consultation process for the Estates concerned in conjunction with the Independent Consultation Body. Votes should be conducted and counted by the Independent Organisation. Every reasonable effort should be made to maximise turnout by having the voting period over several days, and by ballots being able to be submitted electronically given appropriate security controls, as determined by the Independent Consultation Body.

5.3.5.1.4 The offer document detailing the options on the ballot paper shall be sent to residents at least 28 days in advance of the vote. The pros and cons of each option must be clearly set out in the document. The offer document must be reviewed by LBTH to ensure its accuracy and completeness.

5.3.5.1.5 When such offer document is distributed, recognised resident's associations shall be able to add their own literature stating their view on the options, which may include opposition to the proposals. The cost of printing and distribution shall be borne by the landlord. Although there should be freedom to express views, LBTH Democratic Services and/or the Independent Consultation Body should help to ensure that facts are distinguished from opinions. The explanation of proposals therefore needs to be clearly detailed.

5.3.5.1.6 Counting of votes and declaration of results shall be by Estate. Results should also be aggregated by block or street as appropriate and by type of tenure, and made publicly available as well or at the same time as the final vote result. The specific arrangements shall be determined by the Independent Organisation in consultation with the relevant residents' groups and the landlords.

5.3.5.1.7 The vote shall be binding by Estate on a simple majority basis. Both the developer and residents shall be bound by the result, without prejudice to residents' other rights. The vote is just an agreement over whether or not the development can proceed to a formal planning application.

5.3.6 REASONS FOR ANNEX ASPIRATION ER2

5.3.6.1 This Annex aspiration ER2 seeks to ensure consistency in how ballots work locally, and that they are perceived to be free and fair.

5.3.7 HOW ANNEX ASPIRATION ER2 WORKS

5.3.7.1 Where a planning application is submitted for an Estate regeneration including a vote, LBTH Democratic Services should be consulted to confirm that they find the process undertaken acceptable and in line with this policy. If not, the planning application should be rejected.

5.3.8 ANNEX ASPIRATION ER3 – RESIDENT PARTICIPATION IN A TRANSPARENT, INCLUSIVE, OBJECTIVE DECISION-MAKING PROCESS

5.3.8.1 To support Sustainable Development in the Area by ensuring positive engagement of the directly affected community, and to ensure residents can make informed decisions, the following are required before any final decisions are made or a vote is taken in respect of each Estate facing potential redevelopment:

5.3.8.1.1 A stock condition survey must be carried out by an independent body appointed by affected residents, the cost to be borne by the landlord. LBTH shall validate the results and process, and residents shall be given an opportunity to scrutinise the results with the help of suitably qualified independent advice.

5.3.8.1.2 Option Appraisal: The social, economic, and environmental costs and benefits of all proposed options for the future of an Estate should be assessed in detail to ascertain which are viable, as well as the pros and cons of each scenario. All assumptions and financial details should be published for all options for the future of Estates, whether proposed by residents or landlords, including those the landlord considers unviable. Information should be disclosed for all options: from no change except planned maintenance; to infill with no demolitions; to partial redevelopment; to full redevelopment at different densities.

5.3.8.1.3 Independent advice must be made available to residents. The selection of independent advisers shall be made solely by the relevant recognised residents associations, but the reasonable cost shall be borne by the landlord.

5.3.9 REASONS FOR ANNEX ASPIRATION ER3

5.3.9.1 This Annex aspiration ER3 seeks to ensure that a ballot is based on objective and verifiable information, especially as to the condition of the estates; that all of the options have been properly analysed; and that residents understand the options before they vote.

5.3.10 HOW ANNEX ASPIRATION ER3 WORKS

5.3.10.1 Where a relevant planning application is submitted, which does not clearly demonstrate that these policies have been met, it should be rejected.

5.3.11 ANNEX ASPIRATION ER4 – RIGHT OF RETURN

5.3.11.1 To support Sustainable Development in the Area by ensuring positive engagement of the directly affected community of each Estate facing potential redevelopment, any resident regardless of tenure must have the right of return, and specifically:

5.3.11.1.1 Residents must be enabled to stay in the Area throughout the process of demolition and construction if that is their choice.

5.3.11.1.2 Relocation of residents should be on a one-move-only principle where possible, with residents moving from their old home straight into their new home, as happened in New Union Wharf, through a phased demolition and construction programme. The use of temporary accommodation should be minimised, locally provided, and periods made as short as practically possible. Details must be clearly explained as part of proposals.

5.3.11.1.3 Residents must be able, through the planning process, to have an understanding of where they will be living in the future.

5.3.11.1.4 Residents must be enabled to return to the same Estate in which they originally lived.

5.3.11.1.5 Residents must be enabled to retain access to a car parking space if they already have that right.

5.3.11.1.6 There should be no adverse financial consequences (covering rent, service charges and removal costs) for residents as a result of their relocating, which would prevent their being able to return.

5.3.11.1.7 Where practically possible, residents should be re-homed close to their original neighbours, with groups of residents ideally being kept together.

5.3.11.1.8 Residents with direct access to gardens should be enabled to retain access to gardens or equivalent outside space wherever practically possible.

5.3.11.1.9 All reasonable costs directly incurred by affected residents' moving home must be borne by the developer.

5.3.12 REASONS FOR ANNEX ASPIRATION ER4

5.3.12.1 Estate regeneration affects people's homes. So affected residents should not be displaced from their homes (unless it is their own choice) except on a temporary basis. A

scheme that does not ensure this is likely to fail on its ballot, so this Annex aspiration ER4 clarifies the detail of how temporary relocation should work.

5.3.13 HOW ANNEX ASPIRATION ER4 WORKS

5.3.13.1 The S106 agreement should where appropriate include the requirements in Annex aspiration ER4 as legally enforceable conditions.

5.3.14 ANNEX ASPIRATION ER5 – TENANTS’ RIGHTS AND COSTS

5.3.14.1 To support Sustainable Development in the Area by ensuring positive engagement of the directly affected community in respect of each Estate facing potential redevelopment, and subject (where relevant) to LBTH’s legal obligations:

5.3.14.1.1 The existing security of tenure of affected Tenants shall remain unchanged.

5.3.14.1.2 Any expected cost changes, whether positive or negative, shall be expressly and clearly made known to all affected Tenants in advance of any vote or change (this applies to all tenures). Without limitation, this includes:

5.3.14.1.2.1 Heating and hot water costs

5.3.14.1.2.2 Service charges

5.3.14.1.2.3 Council tax

5.3.14.1.2.4 Insurance

5.3.14.1.2.5 Rent changes from taking a smaller or larger property

5.3.14.1.2.6 Any other costs which maybe applicable

5.3.14.1.3 Tenants’ existing rent levels must be retained (even if the new home has larger rooms), unless they move to properties with more or less bedrooms. Tenants should be able to choose if they wish to benefit from extra services that increase service charges, for example a concierge.

5.3.14.1.4 Regardless of changed service levels or whether Tenants’ new homes have fewer of more bedrooms, the regulatory status of rents must also be retained: ‘social’ target rents, defined by national regulations based primarily on local incomes, must remain ‘social’ rents, as opposed to rents being governed by regulations for ‘affordable’ target rents, based on market rates.

5.3.15 REASONS FOR ANNEX ASPIRATION ER5

5.3.15.1 A scheme that does not ensure protection of Tenants’ rights is likely to fail in its ballot. This Annex aspiration ER5 clarifies tenants’ rights in the case of Estate regeneration. It also ensures consistency across regeneration schemes in the Area by setting a minimum level of Tenants’ rights.

5.3.16 HOW ANNEX ASPIRATION ER5 WORKS

5.3.16.1 The S106 agreement should where appropriate include the requirements in Annex aspiration ER5 as legally enforceable conditions.

5.3.17 ANNEX ASPIRATION ER6 – LEASEHOLDER AND FREEHOLDER RIGHTS

5.3.17.1 To support Sustainable Development in the Area by ensuring positive engagement of the directly affected community in respect of each Estate facing potential redevelopment, and subject (where relevant) to LBTH's legal obligations:

5.3.17.1.1 Affected Leaseholders and freeholders shall have the right to receive a new property of at least equivalent size, location, aspect, and height without paying either additional ground rent or service charges. Owners should be able to choose if they wish to benefit from extra services that increase service charges.

5.3.17.1.2 The existing rights of affected Leaseholders shall not be adversely affected, with no adverse change to their existing lease terms.

5.3.17.1.3 Any expected cost changes, whether positive or negative, shall be expressly and clearly made known to all affected Leaseholders in advance of any vote or change. Without limitation, this includes:

5.3.17.1.3.1 Heating and hot water costs

5.3.17.1.3.2 Service charges

5.3.17.1.3.3 Council tax

5.3.17.1.3.4 Insurance

5.3.17.1.3.5 Ground rent changes from taking a smaller or larger property

5.3.17.1.3.6 Any other costs which may be applicable.

5.3.17.1.4 Affected Leaseholders and freeholders shall initially retain (as a minimum) an equity share in their new property equivalent to the true market value of their existing property as determined by the Independent Consultation Body (or an independent valuer appointed by that Body), and shall not be less than the price which the freeholder or Leaseholder paid for their existing property.

5.3.17.1.5 As determined by the Independent Consultation Body (or an independent valuer appointed by that Body), affected Leaseholders and freeholders shall be able in the future to obtain 100% ownership of the new property without having to pay any additional sums. The exact length of time shall be determined in advance of any public vote.

5.3.17.1.6 Annex aspiration ER2 (2) also applies.

5.3.17.1.7 Affected Leaseholders and freeholders should be given the option to upsize or downsize. A robust and fair process must be agreed by the Independent Consultation Body in consultation with the relevant residents' groups of Leaseholders and freeholders in advance of any public vote.

- 5.3.17.2 As new properties may be valued at considerably more than original homes, and as many owners would not be able to afford to buy new properties outright:
- 5.3.17.2.1 Owners who choose to return, (as opposed to those choosing to take market value compensation and move away), must be able to obtain 100% ownership of their new property at some point in the future without having to buy more equity in addition to what they could originally afford.
- 5.3.17.2.2 This is conditional on owners using all of their market value compensation and Home Loss payment to buy as large a share as possible.
- 5.3.17.2.3 The landlord ‘topping up’ owners’ equity like this is known as a Home Swap model, as detailed in the Estate Regeneration National Strategy.⁵⁷
- 5.3.17.2.4 The qualifying period before owners reach 100% ownership – normally 7 years – should be detailed in advance of any public vote.
- 5.3.17.3 Landlords should also report on the possibilities of ‘early buy back’ options. Where ‘returning’ owners use their compensation to buy a share of a new home early, possibly before it is built, thereby reducing landlord’s borrowing costs.

5.3.18 REASONS FOR ANNEX ASPIRATION ER6

- 5.3.18.1 A scheme that does not ensure the rights set out in this Annex aspiration ER6 is likely to fail in its ballot. This Annex aspiration ER6 clarifies Leaseholders’ and freeholders’ rights in the case of Estate regeneration. It also ensures consistency across regeneration schemes in the Area by setting a minimum level of rights for Leaseholders and freeholders.

5.3.19 HOW ANNEX ASPIRATION ER6 WORKS

- 5.3.19.1 The S106 agreement should where appropriate include the requirements in Annex aspiration ER6 as legally enforceable conditions.

5.3.20 ANNEX ASPIRATION ER7 – ADOPTING GEORGE CLARKE REVIEW RECOMMENDATIONS

- 5.3.20.1 To support Sustainable Development in the Area, this Plan endorses the recommendations for housing regeneration areas put forward in the George Clarke review for the Department of Communities and Local Government⁵⁸, which are summarised as follows:
- 5.3.20.1.1 Refurbishing and upgrading existing homes should be the first and preferred option rather than demolition. Full engagement with the community is required for any existing homes regeneration programme. The local community and stakeholders should be able to make informed decisions about the future of their homes and areas and consultation with them should be clear, open and unbiased. Demolition of existing homes should be the last option after all forms of market testing and options for refurbishment are exhausted.
- 5.3.20.1.2 If, following an open and transparent community consultation process and after rigorous market testing for refurbishment, demolition is still the preferred choice of the

⁵⁷ <https://www.gov.uk/guidance/estate-regeneration-national-strategy>

⁵⁸ <https://www.gov.uk/government/news/91-million-cash-to-tackle-over-6000-empty-and-derelict-homes>

community, then Tenants/owners should be offered 'like for like' properties. Temporary accommodation should be a last resort. Where possible, people should be offered the choice to move to accommodation more suited to their needs.

- 5.3.20.1.3 If owners/Tenants are moved to a new property, they should suffer no net financial loss beyond what they would expect as a reasonable increase if they remained in their existing home and in line with inflation.
- 5.3.20.1.4 Areas should not be systematically 'wound down', which is a process that destroys communities and reduces house prices in the area. Where people are required to move out of their homes, this should be done in a considered and co-ordinated way which supports residents and prevents individuals being left in deserted streets. If homes are to be demolished, they are to be emptied and demolished as quickly as possible to make way for new development.
- 5.3.20.1.5 Homes should not be emptied at all until full planning permission has been fully approved for demolition and new build development in advance (with majority support from the local community) and the required funding for the new development is fully secured with a clear timetable for delivery.
- 5.3.20.1.6 If an area of existing housing requires improvement, remodelling or redevelopment, then a 'mixed and balanced' urban design scheme should be considered where existing properties are retained and improved while being mixed with appropriate new build development.
- 5.3.20.1.7 Local Authorities and Housing Associations should promote and encourage alternative methods of project procurement for the refurbishment of empty homes such as Homesteading, Co-operatives and Sweat Equity schemes. These are community-based schemes that encourage community involvement while providing better value for money.
- 5.3.20.1.8 Wherever possible, displaced occupiers should be given a "right to return" following the completion of a housing renewal programme. In practice this means giving first refusal to new or refurbished houses at the same price as the compensation paid to the occupier when they were displaced.
- 5.3.20.1.9 Where a regeneration scheme is withdrawn or partly withdrawn prior to demolition, owners should be given first refusal to have their home back (where safely habitable). The property should be offered at the same price as the compensation they received minus any compensation due for remedial work to return the property to the condition it was in prior to sale.
- 5.3.20.1.10 Where properties decanted for renewal schemes are left empty for more than six months, and where decency levels permit, they should be openly offered for temporary accommodation.

5.3.21 REASONS FOR ANNEX ASPIRATION ER7

- 5.3.21.1 These are Government recommendations that should carry some weight locally in the planning process in any event. Including them as an Annex aspiration in the Plan is intended to give them greater weight when relevant applications in the Area are considered.

5.3.22 HOW ANNEX ASPIRATION ER7 WORKS

5.3.22.1 The S106 agreement should where appropriate include the requirements in Annex aspiration ER7 as legally enforceable conditions.

5.3.23 ANNEX ASPIRATION ER8 – ESTATE SMALL BUSINESSES, RETAILERS, AND COMMUNITY ORGANISATIONS

5.3.23.1 To support Sustainable Development in the Area by ensuring positive engagement of the directly affected community of each Estate facing potential redevelopment, and subject (where relevant) to LBTH's legal obligations:

5.3.23.1.1 If a landlord proposes to demolish commercial premises on an Estate, affected Leaseholders using them should be formally consulted by the landlord in their own distinct group from an early stage, and represented on a formal consultation body alongside Tenants and resident Leaseholders if they wish.

5.3.23.1.2 Subject to viability of the proposed development, if market rents for new premises will be higher than existing rates, commercial Leaseholders should be offered sub-market rents to match their old rates per square metre, and premises of suitable size with long leases.

5.3.24 REASONS FOR ANNEX ASPIRATION ER8

5.3.24.1 This Annex aspiration ER8 is intended to ensure that the needs of small businesses and community organisations are considered in relation to Estate regeneration applications in the Area, with a view to achieving Sustainable Development.

5.3.25 HOW ANNEX ASPIRATION ER8 WORKS

5.3.25.1 The S106 agreement should where appropriate include the requirements in Annex aspiration ER8 as legally enforceable conditions.

5.3.26 ANNEX ASPIRATION ER9 – PUBLIC PROFIT REINVESTMENT

5.3.26.1 To support Sustainable Development in the Area by ensuring positive engagement of the community in respect of each Estate facing potential redevelopment, and subject (where relevant) to LBTH's legal obligations, any profit generated by Public Landowners in the Area should be re-invested in the Area, for example through Infrastructure investment or maintenance.

5.3.26.2 Where such a profit is generated, the Public Landowner must indicate in advance to all directly affected parties and to the Forum how it intends to deal with that profit. The Forum must be included as a consultee on draft conditions and heads of terms for, and as a party to, any s106 agreement.

5.3.27 REASONS FOR ANNEX ASPIRATION ER9

- 5.3.27.1 LBTH, due to the stock conditions transfer terms, may be in line to receive a 50% share of any profits from Estate regeneration.⁵⁹
- 5.3.27.2 Canal & River Trust is a Public Landowner that also generates large sums in the Area which has historically been spent elsewhere.
- 5.3.27.3 To ensure that any decisions made by LBTH are seen as impartial, it should be made explicit that any profit it makes from Estate regeneration in the Area is re-invested back into the Area for the benefit of the local community.
- 5.3.27.4 The docks require long term maintenance and investment to stay open and working. It would seriously damage the character and attractiveness of the Area if the docks were further reduced or closed to shipping, and would imperil both the docks', and the Area's, long-term sustainability.
- 5.3.27.5 It is therefore essential that the docks' long-term future not be put in doubt as the result of further significant funds generated from them being spent elsewhere. They are an asset of the Area, and without them we would no longer be an island.

5.3.28 HOW ANNEX ASPIRATION ER9 WORKS

- 5.3.28.1 If profit is generated by Public Landowners as a result of a successful planning application for Estate regeneration, then the S106 agreement should define the mechanism by which any such profit is either shared with LBTH, or will be invested to meet the conditions established in this Annex aspiration ER9. Should the profit be generated through the sale of land to a third party, the Public Landowner should make clear in its accounts what happens to the profit generated as a result of having received the land for free or for below market value.

⁵⁹ For example:

<http://www.towerhamletsfoi.org.uk/documents/9144/Development%20Clawback%20Agreement%20-%2027%20July%202009.pdf>

5.4 ANNEX CHAPTER 2 – HELPING ESTABLISH NEW RESIDENTS ASSOCIATIONS

5.4.1 CONTEXT FOR THIS CHAPTER

- 5.4.1.1 Residents of communal living developments typically discuss with each other common issues, may set up social media groups to communicate with each other, and slowly start to form residents' associations to have a formal role in the buildings they live in.
- 5.4.1.2 In large, especially high rise, residential developments, such a process can take a long time, be extremely frustrating, and lead to difficulties for landlords and their managing agents. This is because regulatory requirements for residents' associations is that more than 50% of the service-charge-paying Leaseholders must be members before an association should be recognised.
- 5.4.1.3 If landlords formally recognise an association when the mandate is less than the 50% the regulations require before they could have recognition forced on them by a property tribunal, they could be criticised by residents who have not mandated the association to agree to spending decisions on their behalf, and who might then refuse to pay the service charges incurred to fulfil those spending decisions.
- 5.4.1.4 It is extremely difficult for a resident group in an already populated modern high rise residential building to achieve such a threshold, especially where the majority of the flats in the building are owned by foreign investors so only a minority can be effectively petitioned. This situation is increasingly common on the Isle of Dogs.
- 5.4.1.5 Moreover, the security in modern large residential buildings is such that residents may well be unable to access the homes of residents on other floors.
- 5.4.1.6 Achieving the required 50% mandate may therefore be practically impossible after a large residential building is populated.
- 5.4.1.7 The NPPF says: *"Planning policies and decisions should aim to achieve healthy, inclusive and safe places which... a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other."*⁶⁰

5.4.2 ANNEX ASPIRATION GR1 – HELPING ESTABLISH NEW RESIDENTS' ASSOCIATIONS

- 5.4.2.1 To support Sustainable Development in the Area, and to facilitate the establishment of recognised residents' associations in residential Strategic Developments, as part of the S106 agreement for such new developments developers must ensure that:
- 5.4.2.1.1 The principal landlord includes in all its residential unit leases automatic membership of a formally recognised residents' association, with authority for the landlord or its agent to collect appropriate funds for the association as part of the service charge; and
- 5.4.2.1.2 Before leasing any residential unit, such landlord establishes a model constitution for the association (in a form capable of formal recognition by the landlord) and all other necessary arrangements for it to function effectively; and
- 5.4.2.1.3 Appropriate parties independent of such landlord or developer are appointed to act as the initial association committee pending their substitution by residents of each development.

⁶⁰ NPPF, paragraph 91.

5.4.3 REASONS FOR ANNEX ASPIRATION GR1

5.4.3.1 If all Leaseholders are by default signed up to a recognisable and recognised association when they take their lease from the landlord, this entire problem evaporates.

5.4.3.2 Having a formally recognised residents' association from the outset will enable landlords to have a residents' organisation with whom to discuss issues, and enable residents to have a formal role in the management of their buildings as soon as they each take up occupation.

5.4.4 HOW ANNEX ASPIRATION GR1 WORKS

5.4.4.1 S106 agreements should include a provision detailing how the developer will meet this policy requirement, and should include a copy of the model constitution.

6 SECTION 6 – COMMUNITY INFRASTRUCTURE LEVY (CIL) SPENDING PRIORITIES

- 6.1 This section comprises a recommendation to LBTH.
- 6.1.1 This does not have the force of a Plan policy. It sets out the Isle of Dogs' community's wishes as to how we want LBTH to apply all the CIL generated in our Area, and therefore constitutes the community's formal recommendation to the Council.
- 6.1.2 LBTH should take note of this and weigh it accordingly when determining the application of CIL generated in the Area and not just of the Neighbourhood Pot, bearing in mind that not only is a disproportionate amount of the Borough's CIL generated by development in our Area; but it is the current and future Isle of Dogs community that is bearing the brunt of such development, and whose resultant fast-growing Infrastructure needs are intended to be in part offset by the use of the CIL generated in the Area.
- 6.1.3 Government regulations require that a proportion of funds raised from CIL where development takes place will be allocated to spending agreed with that local community. Once a CIL charging regime is in force, the regulations stipulate that this must amount to 15% of CIL receipts. Where a Neighbourhood Plan is in force, this increases to 25%.⁶¹
- 6.1.4 However, in view of the unprecedented scale and intensity of development taking place in the Area, and the acknowledged resultant need for Infrastructure investment vastly exceeding even 100% of the CIL generated in the Area, the Isle of Dogs community wishes all such CIL generated in the Area to be applied to works that are preferably in the Area, or are at least of direct benefit to the Area.
- 6.1.5 Initial priorities for such spending should be based on the DIFS produced by Peter Brett Associates as part of the OAPF⁶² (or any successor report). The DIFS assumes that all CIL generated in the Area is used for Infrastructure benefiting the Area.⁶³
- 6.1.6 The order of priority for those works is as set out in the DIFS⁶⁴, and reproduced below. The same list of projects and priorities for the Neighbourhood Portion of the CIL generated in the Area will apply unless and until a Long Plan has been adopted for the Area (as a successor to this Plan) that, and if and insofar as it, identifies different works and priorities.
- 6.1.7 The Isle of Dogs community also recommends that any and all S106 and 'New Homes Bonus' money earned in the Area is spent on the same list and priority of works, in light of the substantial Infrastructure funding gap identified in the DIFS.
- 6.1.8 The priorities for the application of CIL are as follows:
- 6.1.8.1 Critical enabling. This category includes all Infrastructure that is critical to facilitate a development. Without these works development cannot proceed.
- 6.1.8.2 Essential mitigation. This category includes all Infrastructure that we believe is necessary to mitigate the impacts arising from the development. The usual examples of essential mitigation are projects which mitigate impacts from trips or population associated with a development, including school places, health requirements and public transport (service) projects.

⁶¹ The Community Infrastructure Levy (Amendment) Regulations 2013, Reg 8

⁶² <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/opportunity-areas/opportunity-areas/isle-dogs-and-south-poplar-opportunity-area>

⁶³ DIFS, page 51

⁶⁴ DIFS, page 17

- 6.1.8.3 High priority. This category includes all Infrastructure that support wider strategic or site specific objectives which are set out in planning policy, but would not necessarily prevent development from occurring, although that would need to be considered on a case by case basis.
- 6.1.8.4 Desirable. This defines all projects that are deemed to be of benefit but would not prevent, on balance, the development from occurring or from being acceptable if they were not taken forward.

7 SECTION 7 – LONG NEIGHBOURHOOD PLAN

- 7.1 This Basic Plan will, when adopted, be a standalone Plan that will work with other planning tools.
- 7.2 However, the Isle of Dogs Neighbourhood Planning Forum has decided to take an unusual approach. It is submitting this Neighbourhood Plan (the Basic Plan), while in parallel working on a more detailed Neighbourhood Plan (the Long Plan), with the intention that the Long Plan will then replace this Plan.
- 7.3 This is because many more planning applications are likely to be decided before a comprehensive Neighbourhood Plan is complete. The policies and recommendations in this Basic Plan are therefore intended to address the most urgent issues, while work on a more comprehensive Neighbourhood Plan is progressed.
- 7.4 The subject areas and ideas being worked on for the Long Plan are set out on the Forum's website.⁶⁵

⁶⁵ <http://isleofdogsforum.org.uk/the-long-plan/>

8 SECTION 8 – PARISH/TOWN COUNCIL FOR THE ISLE OF DOGS

- 8.1 One of the possible methods for delivering the long-term objectives of the community is by setting up a Parish or Town Council for the Isle of Dogs using the boundaries of the Isle of Dogs Neighbourhood Planning Forum, potentially combined with adjacent areas which may wish to join the Parish Council.
- 8.2 Town and parish councils are the first level of local government. They provide communities with a democratic voice and a structure for taking community action. (Despite the name, they have nothing to do with churches, and can also be called Community Councils). More than a third of people in England currently have a town or parish council, and the Government is making it easier to set one up. But they have not existed in London since the 1963 Greater London Act which abolished them. The Local Government and Public Involvement in Health Act 2007 and the Localism Act 2011 re-introduced the ability to set up new Parish Councils. Queens Park in West London is the first one in London.
- 8.3 A Parish Council would not replace Tower Hamlets Council for the majority of its responsibilities, but would have the ability to act locally on local issues, and could have the ability to raise its own funds via a precept (an addition to the Council Tax) and run some local services.
- 8.4 There is a wider issue for Tower Hamlets Council: how to manage the enormous population growth, and the increasing disconnect between wards which are not growing and those which are. Areas in Tower Hamlets are becoming increasingly dissimilar, and it will therefore become increasingly difficult to manage the Borough centrally on a top down basis. But it would not make economic sense to break up the Borough as you lose economies of scale.
- 8.5 The solution may well be local issues managed by Parish Councils, and everything else by the Borough.
- 8.6 There are two routes to starting the process to look at setting up a new Parish Council:
- 8.6.1 Collecting signatures on a petition; or
- 8.6.2 *“A neighbourhood forum that’s had a neighbourhood development plan passed at referendum can trigger a community governance review without needing a petition.”⁶⁶*
- 8.7 Approving this Neighbourhood Plan could therefore require LBTH to initiate such a community governance review to see if a local Parish Council should be created.
- 8.8 To be clear, this Plan does not commit the Isle of Dogs community to triggering such a review, nor to the actual setting up of a Parish Council. That would be subject to a separate decision-making process on whether or not to set up a Parish Council for the Isle of Dogs using the boundaries of the Forum Area. It just dispenses with the need for a specific petition to start the LBTH community governance review process.
- 8.9 Whether the communities in the adjacent areas originally included in the Forum’s recognition application submitted on the 1st December 2014 – which was larger than the Forum Area officially recognised by the Council – wish to join an Isle of Dogs Parish Council, would be the subject of a separate consultation.

⁶⁶ <https://www.gov.uk/government/news/making-it-easier-for-communities-to-set-up-new-town-and-parish-councils>

9 SECTION 9 – NEXT STEPS

- 9.1 Step 1 was for a minimum 6-week statutory public consultation on the contents of the Regulation 14 draft of this Plan which started on 1st April 2019 and ended on 26th May 2019.
- 9.2 Step 2 was to review the comments submitted in response to the consultation, and where appropriate make changes to the Plan.
- 9.3 Step 3 is to submit this amended Plan to LBTH, who will then start their own 6-week statutory public consultation.
- 9.4 Step 4 is an independent examination to check that the Plan meets the statutory requirements.
- 9.5 Step 5 is a public referendum, where registered voters are asked to vote on whether or not to accept the Plan. If the majority vote ‘yes’, the Plan will then be adopted by LBTH and will have legal force until 31st December 2031.
- 9.6 The Forum’s details are:

Website: www.isleofdogsforum.org.uk

Email: contact@isleofdogsforum.org.uk

Twitter: @IsleofDogsForum

Facebook: www.facebook.com/IsleofDogsNeighbourhoodPlanningForum

Telephone: 0300 030 6033

Address: Isle of Dogs Neighbourhood Planning Forum, 17 Ensign House, Admirals Way, Isle of Dogs, London E14 9XQ

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis V1 1st April 2019
Infrastructure Baseline Analysis for Planning Committee



Note **negative numbers** = gap to be filled. Positive numbers = No gap, excess capacity.
 tbc = to be added once up to date data sourced

Category / Type	Measure	Current Provision of Infrastructure			Demand = Current Population + Approved Planning Applications			Comments
		Existing	Consented	Total	Need	Gap to be filled	% Gap	
Education								
Nursery	No. of forms of entry	15	9	24	63	(39)	(62%)	
	Number of nurseries	15	(0)	15	21	(6)	(29%)	
Primary school	No. of forms of entry	18	6	24	63	(39)	(62%)	
	Number of schools	10	3	13	21	(8)	(38%)	
Secondary school	No. of forms of entry	13	6	19	34	(16)	(45%)	
	Number of schools	2	1	3	6	(3)	(47%)	
Special Education Provision	No. of forms of entry	0	0	0	5	(5)	(100%)	
	Number of schools	0	0	0	2	(2)	(100%)	There are no Special Needs school in the area currently
Health								
GP Surgery spaces	Number of doctors	30	18	48	54	(6)	(10%)	NHS like new surgeries to be around 10 Doctors in size
Pharmacy	Number of pharmacy	8	0	8	12	(4)	(33%)	
Dentist	Number of dentist	10	0	10	15	(5)	(33%)	
Birthing centre	Number of centre	1	0	1	1	(0)	(33%)	Proxy for other health services
Open Space								
Publicly Accessible Open Space	Hectares	21	6	27	116	(89)	(77%)	
Playgrounds separate	Square meters	580	tbc	tbc	158,555	tbc		up to date data to be sourced
Library, Sports & Leisure								
Library Requirements	Per square meter	1,382	0	1,382	2,893	(1,511)	(52%)	Does not include bigger Wood Wharf Idea store
Swimming Pools	Per square meter	625	0	625	1,106	(481)	(43%)	We have Poplar Baths & Tiller road in area
Sports Hall	Number of courts	9	0	9	33	(24)	(73%)	Indoor sports courts (badminton size)
Other sports	Number of facilities	7	0	7	10	(4)	(35%)	Other sports like tennis courts, bowls, football pitch
Emergency Services								
Police station	Number of stations	1	0	1	2	(1)	(47%)	Assumes Limehouse not used by local Police
Fire Station	Number of stations	2	0	2	1	1	76%	We have 2 fire stations, Millwall & Poplar
Ambulance station	Number of stations	0	0	0	1	(1)	(100%)	One ambulance station is in Mile End
Utility								
Fresh water residential	Litres of water p.a. (m)	tbc	tbc	tbc	4,555	tbc		up to date data to be sourced for current provision
Sewer capacity	Litres of sewage p.a.(m)	tbc	tbc	tbc	4,555	tbc		up to date data to be sourced for current provision
Youth & Community								
Community Centre	Number of centre	8	2	10	12	(2)	(16%)	
Youth Facility	Number of centre	4	0	4	5	(1)	(25%)	Includes Youth centre & Scout facility
Adventure Playground	Number of centre	0	0	0	1	(1)	(100%)	None in area now but need
Allotment Plots	Number of plots	365	0	365	622	(257)	(41%)	One plot enough for one family/home
Transport								
DLR	Number of trains at rush hour	23	0	23	23	0	0%	assuming new larger capacity trains (delivery by 2023)
Bus	Passenger capacity per rush hr	3,932	0	3,932	5,857	(1,925)	(33%)	
Bike docking stations	Number of bike docks	492	0	492	733	(241)	(33%)	
Parking	No. of parking spaces	tbc	tbc	tbc	tbc	tbc		up to date data to be sourced
Retail								
Supermarket/Grocery store	Square meter	7,130	0	7,130	10,620	(3,490)	(33%)	
Fuel station	Fuel stations	2	0	2	3	(1)	(34%)	



Introduction

This model calculates the social and other infrastructure required to support new developments in the Isle of Dogs & South Poplar.

It calculates the amount of infrastructure each new development generates from its forecast population, number of homes or other drivers.

The area this model covers is the same as the Isle of Dogs & South Poplar Opportunity Area Planning Framework in order to match 2014 ward boundaries and other infrastructure planning work.

The Neighbourhood Planning Area boundary does not match any ONS data capture areas i.e. wards, Opportunity Areas etc. Nobody else uses this boundary for planning purposes.

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Analysis - based on hard boundaries i.e. it makes no attempt to deal with supply/demand outside of the area which means some oddities in the analysis

Based on development in Canary Wharf, Blackwall & Cubitt Town, Poplar & Island Gardens wards = OAPF area

Note **negative numbers** = gap to be filled Positive numbers = No gap, excess capacity



Cat Type	Measure	Current Provision of Infrastructure			Demand for Infrastructure		Other Plans - Demand for Infrastructure				Current Population + Approved Planning Applications		Worst case including Speculation		Comments
		Current 2019	Planned	Total	This application only	All future demand	Site allocations in Local Plan	Sports England Sport Facility Calculator	OAPF Minimum Required	OAPF Maximum Required	Need	Gap	Need	Gap	
New Homes					0	29,719	30,604		32,000	49,000					
Education															
Nursery	No. of forms of entry	15	9	24	0	41					63	(45)	82	(64)	
	Number of schools	15	(0)	15	0	14					21	(15)	27	(21)	
Primary school	No. of forms of entry	18	6	24	0	41					63	(39)	82	(58)	
	Number of schools	10	3	13		14	8		10	14	21	(13)	27	(19)	
Secondary school	No. of forms of entry	13	6	19	0	23					34	(16)	45	(26)	
	Number of schools	2	1	3		4	2		3	6	6	(3)	7	(4)	
Special Education Provision	No. of forms of entry	0	0	0	0.0	0.9									Incomplete
	Number of schools	0	0	0											
Health															
GP Surgery spaces	Number of doctors	30	18	48	0	33	5 surgeries		4 surgeries	6 surgeries	54	(6)	69	(21)	NHS like new surgeries to be around 10 Doctors in size
Pharmacy	Number of pharmacy	8	0	8	0	7					12	(4)	15	(7)	
Dentist	Number of dentist	10	0	10	0	9					15	(5)	19	(9)	
Birthing centre	Number of centre	1	0	1	0.0	0.9					1.5	(0.5)	1.9	(1)	Proxy for other health services
Open Space															
Publicly Accessible Open Space	Hectares	21	6	27	0	71					116	(89)	149	(122)	
Playgrounds separate	Square meters	580	0	580	0	76,876					158,555	(157,975)	196,379	(195,799)	Needs to remove internal play space in new development
Library, Sports & Leisure															
Library Requirements	Per square meter	1,382	0	1,382	0	1,783	1		2	2	2,893	(1,511)	3,726	(2,344)	Does not include bigger Wood Wharf Idea store
Swimming Pools	Per square meter	625	0	625	0	682		1,700	1	1	1,106	(481)	1,424	(799)	We have Poplar Baths & Tiller road in area
Sports Hall	Number of courts	9	0	9	0.0	21.9		20	16	16	33.3	(24.3)	44	(34.5)	Indoor sports courts (badminton size)
Other sports	Number of facilities	7	0	7	0	6					10	(4)	13	(7)	Other sports like tennis courts, bowls, football pitch
Emergency Services															
Police station	Number of stations	1	0	1	0.0	1.2			1	1	1.9	(0.9)	2.4	(1.4)	Assumes Limehouse not used by local Police
Fire Station	Number of stations	2	0	2	0	1			1	1	1.1	0.9	1.5	0.5	We have 2 fire stations, Millwall & Poplar
Ambulance station	Number of stations	0	0	0	0.0	0.8			Part	Part	1	(1)	1	(1)	One ambulance station is in Mile End
Utilities															
Fresh water residential	Litres of water p.a. (m)				0						4,555		5,953		
Sewer capacity	Litres of sewage p.a.(m)				0						4,555		5,953		
Youth & Community															
Community Centre	Number of centre	8	2	10	0	7	1				12	(2)	15	(5)	
Youth Facility	Number of centre	4	0	4	0	3					5	(1)	7	(3)	Includes Youth centre & Scout facility
Adventure Playground	Number of centre	0	0	0	0	1					1	(1)	2	(2)	None in area now but need
Allotment Plots	Number of plots	365	0	365	0	335					622	(544)	700	(700)	One plot enough for one family/home
Old Peoples Centre	Number of centre	1	0	1	0	1					1	(0)	2	(1)	One in area now Friendship Club
Transport															
DLR	Number of trains at rush hour	23		23	0	0									
Bus	Passenger capacity per rush hr	3,932		3,932	0	5,857									
Bike docking stations	Number of bike docks	492		492	0	733									
Parking	No. of parking spaces														
Retail															
Supermarket/Grocery store	Square meter	7,130	0	7,130	0	6,546					10,620	(3,490)	13,676	(6,546)	Assuming constant growth in supply with population
Fuel station	Fuel stations	2	0	2	0.00	3									

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Source of Data

In GLA OAPF - In Isle of Dogs & South Poplar Opportunity Area Planning Framework Draft for public consultation May 2018
 Growth proportional to current infrastructure - assumes infrastructure rises in proportion to development

Regulation 123 Category - Tower Hamlets Council list of infrastructure types on which it is allowed to spend CIL
In LBTH IDP - Infrastructure Delivery Plan October 2017 published as part of Local Plan

Cal Type	Measure	Source for how to calculate needs	How calculated	In GLA OAPF?	In LBTH IDP?	Regulation 123 Category (see below for full list)
New Homes						
Education						
Nursery	No. of forms of entry Number of schools	OAPF stats (assumption)	Number of homes * number of children per home Assuming 3 or 6 form entry new schools	No	Yes	Public education facilities
Primary school	No. of forms of entry Number of schools	OAPF stats	" "	Yes	Yes	Public education facilities
Secondary school	No. of forms of entry Number of schools	OAPF stats	" "	Yes	Yes	Public education facilities
Special Education Provision	No. of forms of entry Number of schools	LBTH Send Strategy 2018-2023	Assume a set % of students are SEN and need dedicated schools	No	Yes	Public education facilities
Health						
GP Surgery spaces	Number of doctors	OAPF stats	1,800 people per GP	Yes	Yes	Health and social care facilities
Dentist	Number of dentists			No	No	Health and social care facilities
Pharmacy	Number of pharmacy	Growth proportional to current infrastructure	If population doubles, space for pharmacies to also double	No	No, but NHS reliant on pharmacies	Health and social care facilities
Birthing centre	Number of centre	Growth proportional to current infrastructure	If population doubles, space for centres to also double	No	No, but babies being born locally	Health and social care facilities
Open Space						
Publicly Accessible Open Space	Hectares	OAPF stats	Open space per person * number of people	Yes	Yes	Open space, parks and tree planting
Playgrounds separate	Square meters	GLA guidance	10 sq meters of space per child	No	Yes	Open space, parks and tree planting & Community facilities
Libraries, Sports & Leisure						
Library Requirements	Per square meter	OAPF stats	Square meter per person * number of people	Yes	Yes	Leisure facilities such as sports facilities, libraries and Idea Stores
Swimming Pools	Per square meter	OAPF stats	Square meter per person * number of people	Yes	Yes	Leisure facilities such as sports facilities, libraries and Idea Stores
Sports Hall	Number of courts	OAPF stats	Number of halls per apartment * number of apartments	Yes	Yes	Leisure facilities such as sports facilities, libraries and Idea Stores
Other sports	Number of facilities	Growth proportional to current infrastructure	If population doubles, space for centres to also double	No	Yes	Leisure facilities such as sports facilities, libraries and Idea Stores
Emergency Services						
Police station	Number of stations	OAPF stats	Number of stations per person * number of people	Yes	Yes	Infrastructure dedicated to public safety (for example, wider CCTV coverage)
Fire Station	Number of stations	OAPF stats	Number of stations per person * number of people	Yes	Yes	Infrastructure dedicated to public safety (for example, wider CCTV coverage)
Ambulance station	Number of stations	OAPF stats	Number of stations per person * number of people	Yes	Yes	Infrastructure dedicated to public safety (for example, wider CCTV coverage)
Utility						
Fresh water residential	Litres per apartment p.a.	Stastica.com	Litres per person * number of people	Yes	No	Energy and sustainability (including waste) infrastructure
Sewer capacity	Litres of sewage p.a.(m)	Stastica.com	Litres per person * number of people	Yes	No	Energy and sustainability (including waste) infrastructure
Youth & Community						
Community Centre	Number of centre	Growth proportional to current infrastructure	If population doubles, space for centres to also double	No	Yes	Community facilities
Youth Facility	Number of centre	Growth proportional to current infrastructure	If population doubles, space for centres to also double	No	Yes	Community facilities
Adventure Playground	Number of centre	New category in area	If population doubles, space for centres to also double	No	No, they exist elsewhere in TH	Community facilities
Allotment Plots	Number of plots	Growth proportional to current infrastructure	If population doubles, space for centres to also double	No	Yes, part of Open Space	Community facilities
Old Peoples Centre	Number of centre	Growth proportional to current infrastructure	If population doubles, space for centres to also double	No	No	Community facilities
Transport						
DLR	Number of trains	Skylines planning application	Passenger capacity * number of passengers	Yes	Yes but not calculation of need	Roads and other transport facilities
Bus	Number of passengers	Growth proportional to current infrastructure	No. of passengers that can be carried at rush hour * prop	Yes	Yes but not calculation of need	Roads and other transport facilities
Bike docking stations	Number of bike docks	Growth proportional to current infrastructure	No. of docking stations * proportionate increase	No	No	Roads and other transport facilities
Parking	No. of parking spaces			No	No	Roads and other transport facilities
Retail						
Supermarket/Grocery store	Square meter	Growth proportional to current infrastructure		No	No, but with no food we starve	Not in Regulation 123 list
Fuel station	Fuel stations	Number of vehicles census & fuel stations per veh	Vehicles per fuel station * number of vehicles	No	No, but with no fuel no vehicles	Roads and other transport facilities

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Key Assumptions

Population Assumptions

2.00	Number of occupants per household (see below)
0.27	Number of children (age 0-15) per household (see below) unless otherwise calculated
0.07	Number of those aged over 65 per household (see below)

Current Planning Application

Input here numbers in planning application

Name of application		Check that development being modelled does not get double-counted below i.e. should be removed from estimate
Ward		
Nearest street		
Application Number		
Number of homes		
Number of parking spaces		
Number of hotel rooms		
Number of residents		

Population & Housing Numbers

	Number of residents (all ages)					Number of children 0-15					Number of homes				
	Canary Wharf	Blackwall & Cubitt Town	Island Gardens	Poplar	Grand Total	Canary Wharf	Blackwall & Cubitt Town	Island Gardens	Poplar	Grand Total	Canary Wharf	Blackwall & Cubitt Town	Island Gardens	Poplar	Grand Total
Census	17,375	19,066	16,550	7,459	60,450	2,768	3,496	3,115	2,002	11,381	8,571	8,774	7,252	2,621	27,218
Complete	1,356	2,474	274	200	4,304	204	302	37	27	569	678	1,237	137	100	2,152
Construction	8,226	7,296	398	3,430	19,350	696	975	241	463	2,376	4,113	3,644	199	1,715	9,671
Demolition	4,782				4,782	423				423	2,391				2,391
Approved	5,930	1,500		132	7,562	855	231		21	1,106	2,965	750		66	3,781
Planning Application	968	1,256			2,224	131	170			300	484	628			1,112
Consultation	4,696	5,432	0	1,600	11,728	670	733	0	216	1,619	2,348	2,716	0	800	5,864
Speculation	11,600	2,200			13,800	1,566	297			1,863	5,800	1,100			6,900
Current population 2018	18,731	21,540	16,824	7,659	64,754	2,972	3,798	3,152	2,029	11,950	9,249	10,011	7,389	2,721	29,370
+ Approved application	37,669	30,336	17,222	11,221	96,448	4,946	5,004	3,393	2,513	15,856	18,718	14,406	7,588	4,502	45,214
+ In Planning system	38,637	31,592	17,222	11,221	98,672	5,076	5,173	3,393	2,513	16,156	19,202	15,034	7,588	4,502	46,326
+ In consultation	43,333	37,024	17,222	12,821	110,400	5,746	5,907	3,393	2,729	17,775	21,550	17,750	7,588	5,302	52,190
+ Speculation Maximum	54,933	39,224	17,222	12,821	124,200	7,312	6,204	3,393	2,729	19,638	27,350	18,850	7,588	5,302	59,090

Population Analysis

	Homes	Residents	Children 0-15	Residents 65+ age	Residents per home	Children per home	65+ per home
PF Options Analysis							
Maximum	49,000	106,000			2.16		
Baseline	38,000	81,500			2.14		
Baseline	31,000	72,500			2.34		
2011 Census Data by ward							
Canary Wharf	6,166	12,500	1,971	428	2.03	0.32	0.07
Blackwall & Cubitt Town	6,227	13,531	2,256	485	2.17	0.36	0.08
Island Gardens	6,231	14,220	2,291	714	2.28	0.37	0.11
Poplar	2,445	6,957	1,797	394	2.85	0.73	0.16
Total	21,069	47,208	8,315	1,627	2.24	0.39	0.08

	Census	Complete	Construction	Demolition	Approved	Planning App	Consultation	Speculation
Numbers	60,450	4,304	19,350	4,782	7,562	2,224	11,728	13,800
Cumulative	60,450	64,754	84,104	88,886	96,448	98,672	110,400	124,200

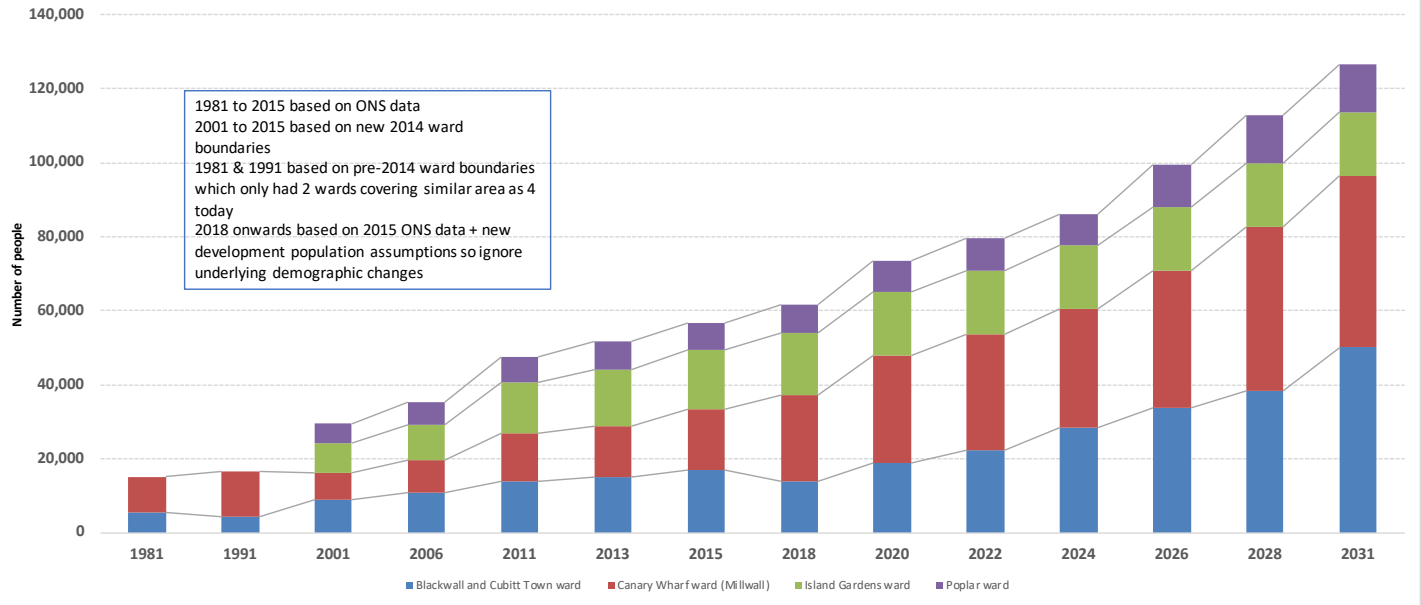
Sum of Residents	Column Labels	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2028	2030	2031	Grand Total
Canary Wharf		12,500	1,374	1,802	3,118	1,512	2,208	1,268	4,820	2,134	3,026	4,696		11,600	50,058
Blackwall & Cubitt Town		19,066	4,180	334	5,376	1,608	676				5,256	7,069		2,200	46,437
Island Gardens		16,550	274	398									0		17,222
Poplar		7,459	200	784						2,778				1,600	12,821
Grand Total		55,575	6,028	3,318	8,494	3,120	2,884	1,940	4,820	4,912	8,282	13,365	0	13,800	126,538

Sum of Residents	Column Labels	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2028	2030	2031	Check
Canary Wharf		12,500	13,874	15,676	18,794	20,306	22,514	23,782	28,602	30,736	33,762	38,458	38,458	50,058	0	
Blackwall & Cubitt Town		19,066	23,246	23,580	28,956	30,564	31,240	31,912	31,912	31,912	37,168	44,237	44,237	46,437	0	
Island Gardens		16,550	16,824	17,222	17,222	17,222	17,222	17,222	17,222	17,222	17,222	17,222	17,222	17,222	0	
Poplar		7,459	7,659	8,443	8,443	8,443	8,443	8,443	8,443	11,221	11,221	12,821	12,821	12,821	0	
Grand Total	0	55,575	61,603	64,921	73,415	76,535	79,419	81,359	86,179	91,091	99,373	112,738	112,738	126,538	0	

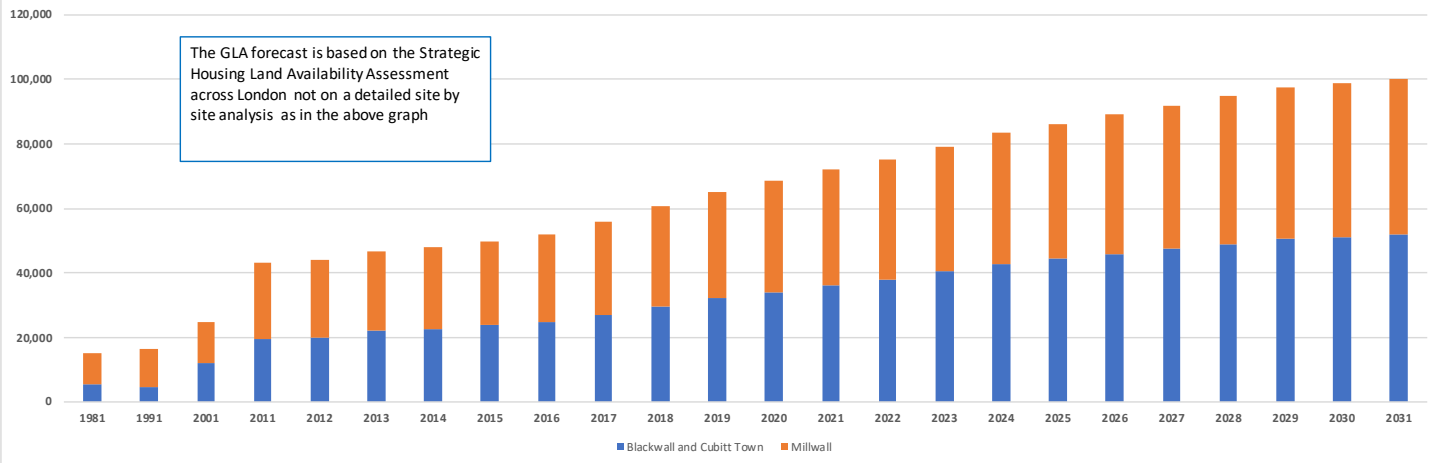
IoD Neighbourhood Basic Plan - Population Growth by year & ward

New Code		1981	1991	2001	2006	2011	2013	2015	2018	2020	2022	2024	2026	2028	2031
E05009318	Blackwall and Cubitt Town ward	5,406	4,403	8,900	10,800	14,134	14,962	16,854	13,874	18,794	22,514	28,602	33,762	38,458	50,058
E05009323	Canary Wharf ward (Millwall)	9,858	12,234	7,300	8,800	12,703	14,066	16,576	23,246	28,956	31,240	31,912	37,168	44,237	46,437
E05009324	Island Gardens ward			8,100	9,800	13,844	15,172	15,942	16,824	17,222	17,222	17,222	17,222	17,222	17,222
E05009328	Poplar ward			5,200	5,800	6,983	7,376	7,458	7,659	8,443	8,443	8,443	11,221	12,821	12,821
Total		15,264	16,637	29,500	35,200	47,664	51,576	56,830	61,603	73,415	79,419	86,179	99,373	112,738	126,538

Population Growth by year by ward



GLA 2016-based ward population projections - Old Ward



IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis
Population Analysis

Year Produced	Source	Description	Date publication	Category	New Boundary					Old Boundary				
					Blackwall & Cubitt Town	Canary Wharf	Island Gardens	Poplar	Total	Blackwall & Cubitt Town	Millwall	Total		
Jun-17	ONS	Ward-level population estimates (Experimental Statistics)	25-Oct-18	Number of people	19,066	17,375	16,550	7,459	60,450					https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental Table SAPE20D18: Mid-2017 Population Estimates for 2017 Wards in England and Wales by Single Year of Age and Sex, Persons - Experimental Statistics Numbers in red estimated
				Number of households	8,774	8,571	7,252	2,621	27,218					
				Number of children (0 to 15)	3,496	2,768	3,115	2,002	11,381					
Jun-17		(2017 mid-year estimate, ONS)		Number of people						27,051	28,995	56,046		
				Number of households										
				Number of children (0 to 15)						5,414	5,106	10,520		
2011	GLA	New (2014) boundaries for Hackney, Kensington and Chelsea Aug-18		Number of people	14,134	12,703	13,844	6,983	47,664					Source: Population Estimates Unit, ONS, Crown Copyright. Contact: pop.info@ons.gsi.gov.uk or tel. 01329 444661
2011	GLA			Number of children (0 to 15)	2,515	1,995	2,242	1,450	8,202					
2015	ONS	New (2014) boundaries for Hackney, Kensington and Chelsea Sep-18		Number of people	16,854	16,576	15,942	7,458	56,830					https://data.london.gov.uk/dataset/ons-mid-year-population-estimates-custom-age-tables
2015	ONS			Number of children (0 to 15)	2,839	2,548	2,761	1,931	10,079					
Mar-11	GLA NOMIS	Census	2011	Number of people	13,531	12,500	14,220	6,957	47,208	19,461	23,084	42,545	https://data.london.gov.uk/dataset/ward-profiles-and-atlas	
				Number of households	6,227	6,166	6,231	2,445	21,069	9,389	12,035	21,424	https://www.nomisweb.co.uk/reports/localarea?compare=1237320246	
				Number of children (0 to 15)	2,256	1,971	2,291	1,797	8,315	3,465	3,592	7,057		
				Number of people per household	2.2	2.0	2.3	2.8	2.2	2.1	1.9	2.0		
				Number of children per household	36%	32%	37%	73%	39%	37%	30%	33%		

OAPF Development Infrastructure Funding Study delivery schedule November 2017

	Growth Option	2017-22	2022-2027	2027-32	2032-37	2037-42	TOTAL	Housing Forecasts	Cost Forecast 35% affordable £'000	Income Forecast 35% affordable £'000
November DIFS	Baseline	2 primary school 2 secondary school 2 GP surgery	5 primary school 2 secondary school 1 GP surgery 1 Fire station	1 primary school 1 GP surgery	1 primary school	1 primary school 1 secondary school 1 GP surgery 1 Police station Ambulance station	10 primary 5 secondary 4 GP surgery 1 Fire station 1 Police station Ambulance station	32,000 new homes in the DIFS (but 31,000 in the OAPF)	£1,008,234	£811,415
	High	4 primary school 2 secondary school 2 GP surgery	4 primary school 2 secondary school 2 GP surgery 1 Fire station	2 primary school 1 secondary school	1 GP surgery	2 primary school 1 secondary school 1 Police station Ambulance station	12 primary 6 secondary 5 GP surgery 1 Fire station 1 Police station Ambulance station	37,000 new homes in the DIFS (but 38,000 in the OAPF)	£1,121,895	£938,384
	Maximum	4 primary school 2 secondary school 2 GP surgery	4 primary school 2 secondary school 2 GP surgery 1 Fire station	2 primary school 1 secondary school 1 surgery	2 primary school 1 GP surgery 1 Police station	2 primary school 1 secondary school Ambulance station	14 primary 6 secondary 6 GP surgery 1 Fire station 1 Police station Ambulance station	49,000 new homes	£1,205,738	£1,043,440

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis
 Nursery, Primary, Secondary, Special School

Targets	Assume form of entry = 30 pupils	Source
Nursery	2 form school per 2,160 units	Still to do but based on Primary calc in OAPF
Primary 3 form	3 form school per 2,160 units	OAPF
Secondary school 6 form	6 form school per 7,920 units	OAPF
Sixth Form 6 form	6 form school per 11,494 units	OAPF
Special	% of total children 4.3%	LBTH SEND Strategy 2018-2023

Issues
 The OAPF calculations are based on a number of homes with an assumption of Nursery calculation impacted by CW workers who take kids to work

Location	Type	Age range, intake number	Total pupil numbers	Ward	Street	Date of delivery	Nursery forms of entry	Primary forms of entry	Secondary forms of entry	Sixth forms of entry	Special Needs
Current schools											
St Edmunds Catholic	Primary	3-11, 30	225	IG	Westferry	2011	1	1			
Harbinger	Primary	3-11, 45	360	IG	Westferry	2011	1	1.5			
Canary Wharf College Eastferry	Primary	4-11, 20	280	IG	Eastferry	2012		0.7			
Canary Wharf College Glenworth	Primary	4-11, 20	280	IG	Manchester	2017		0.7			
Sevenmills	Primary	3-11, 30	240	CW	Westferry	2011	1	1			
Arnhem Wharf	Primary	3-11, 90	698	CW	Westferry	2011	1	3			
Cubitt Town Infant & Junior	Primary	3-11, 90	660	BCT	Manchester	2011	1	3			
St Lukes CoE	Primary	3-11, 60	432	BCT	Manchester	2011	1	2			
Woolmore	Primary	3-11, 90	630	Pop	Poplar High st	2011	1	3			
Our Lady & St Joseph Catholic	Primary	3-11, 60	420	Pop	Poplar High st	2011	1	2			
George Greens	Secondary	11-19, 210	1,239	IG	Manchester	2011			7	7	
Canary Wharf College Crossharbour	Secondary	11-19, 81	1,200	BCT	Eastferry	2018			2.7	2.7	
Tower Hamlets College	Sixth form	16+		Pop	Aspen Way	2011				3	
South Quay College	14-19	14-19	486	CW	Millharbour	2011			3	3	
Special Needs											
Stephen Hawking (outside of OAPF area)						2011					
George Greens supports some Special Needs pupils				IG		2011					
Nursery only											
Lantens				CW		2011	1				
Muddy boots				BCT		2011	1				
Bright Horizons Cuba				CW		2011	1				
Bright Horizons CW				CW		2011	1				
Bright Horizons East India				BCT		2011	1				
Barkantine				CW		2011	1				
Headstart				BCT		2011	1				
Private schools (not planned but given international workforce, some local kids may not be eligible for state schools)											
Riverhouse Montessori			370	CW	Millharbour	2011					
Faraday	Primary		140	BCT	Leamouth	2011					
Future schools											
Wood Wharf	Primary	2	420	BCT	Canary Wharf	?	1	2			
Alpha Square	Primary	2	420	CW	Marsh Wall	?	1	2			
Millharbour 3	Primary	2	420	CW	Millharbour	?	1	2			
Westferry Printworks	Secondary	6	1,200	CW	Westferry	2021			6	6	

Total		10,540					18	23.8	18.7	21.7	0
		7,560		Current schools			15	17.8	12.7	15.7	0
Target							2,160	2,160	7,920	11,494	4.3%
							Forms of entry	Forms of entry	Forms of entry	Forms of entry	Forms of entry
Population											
Current population		29,370					40.79	40.79	22.25	15.33	3.33
Current + Forecast Population in approved planning applications		45,214					62.80	62.80	34.25	23.60	5.13
This planning application		0					0.00	0.00	0.00	0.00	0.00
Total of above - Forms of entry		45,214					62.80	62.80	34.25	23.60	5.13
Number of schools							20.93	20.93	5.71	3.93	1.71
Current Planning Gap - Form							(44.80)	(38.96)	(15.55)	(1.90)	(5.13)
Current Planning Gap - School 3 or 6 form entry							(14.93)	(12.99)	(2.59)	(0.32)	(1.71)
Total population including all applications in system + in consultation		52,190					72.49	72.49	39.54	27.24	5.92
Gap - Form							(54.49)	(48.65)	(20.84)	(5.54)	(3.19)
Gap - School							(18.16)	(16.22)	(3.47)	(0.92)	(0.88)
Maximum population including speculation		59,090					82.07	82.07	44.76	30.85	6.70
Gap - Form							(64.07)	(58.24)	(26.06)	(9.15)	(3.97)
Gap - School							(21.36)	(19.41)	(4.34)	(1.52)	(1.07)
Expected future population increase requirements - Form		29,719					41.28	41.28	22.51	15.51	3.37
Expected future population increase requirements - School							13.76	13.76	3.75	2.59	0.85

Planned Expansion
 Woolmore & Arnhem Wharf all recently expanded

Site Allocations in Local Plan	None	None
School allocations		
Wood Wharf	Planned Wood Wharf	Primary
Millharbour	Planned Millharbour 3	Primary
Millharbour South	None planned	Primary
Marsh Wall West	Planned Alpha Square	Primary
Marsh Wall East	None planned	Primary
Crossharbour ASDA	None planned	Primary
Limeharbour	None planned but includes Skylines	Primary
Reuters	None planned	Primary
Billingsgate	None planned	Secondary
Westferry Printworks	Planned	Secondary
Total		8

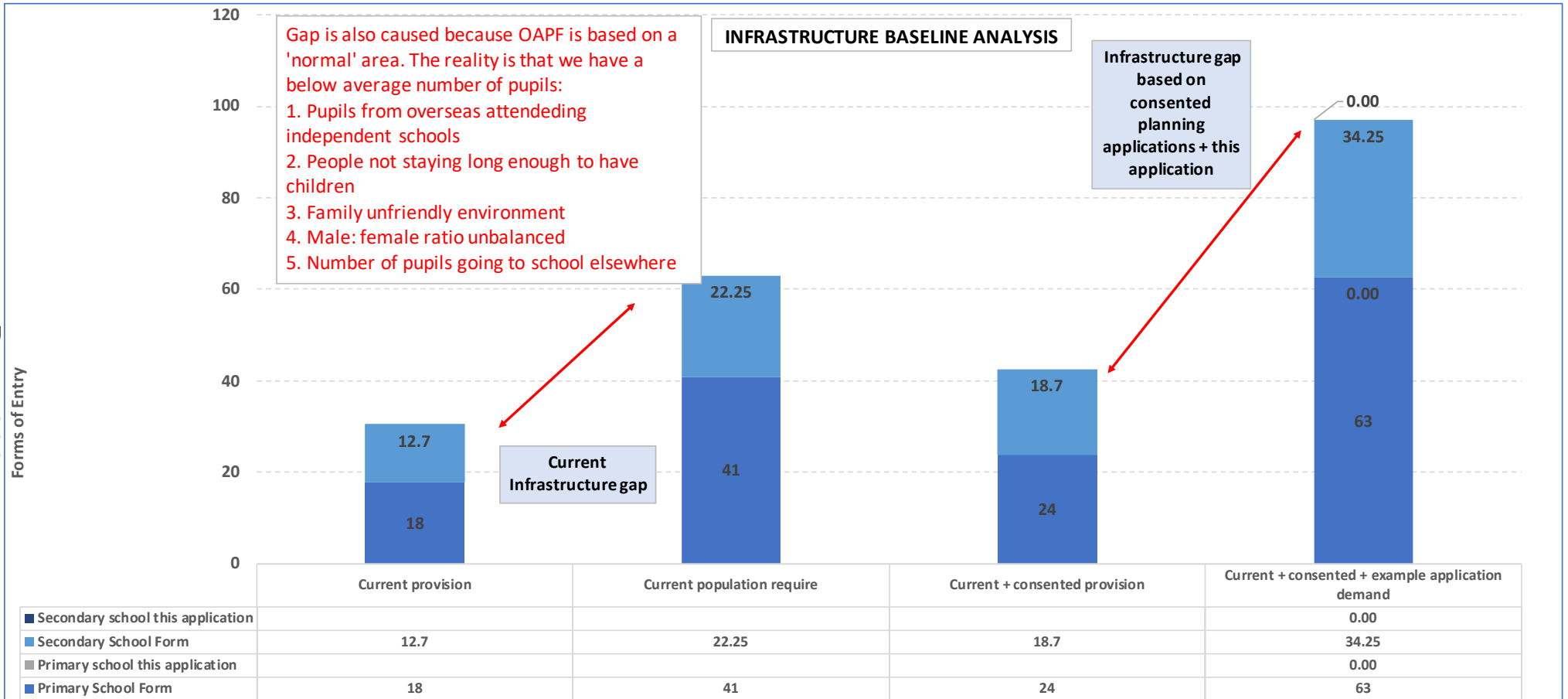
OAPF
 see OAPF tab

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Primary & Secondary schools (based on forms of entry to reflect different size of schools)

Primary 3 form	3 form school per	2,160	units	OAPF
Secondary school 6 form	6 form school per	7,920	units	OAPF

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IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis
NHS GP Surgery, Birthing centre & Pharmacy infrastructure

Targets			Source
GP's	One GP per 1,800	1,800	people OAPF
Pharmacy	One pharmacy per	8,094	people Proportional to current allocation
Dentist	One dentist per	6,475	people Proportional to current allocation
Birth centre	One facility per	64,754	people Proportional to current allocation

Questions
 Working population at CW impact? Given GP surgery boundary removal & services like GP At Hand
 Capacity at birthing centre?

Location	Comment	Ward	Street	Date of delivery	GP Space	Pharmacy	Dentist	Birth centre	Practise List Size 2016	Comment
Current GP Surgery										
Barkantine	& birth centre	CW	Westferry	2011	10				18,165	Need to check space numbers
Docklands Medical	Spindrifft	IG	Westferry	2011	4				7,775	Need to check space numbers
Island Medical	Roserton st	BCT	Manchester	2011	4				5,813	Need to check space numbers
Island Health	ASDA	BCT	Manchester	2011	12				11,613	
Dentist				2011			10			
Future GP surgery										
Barkantine	Conversion	CW	Westferry	2018	5					Expansion complete
Island Medical	Expansion	BCT	Manchester	2019	4					Expansion approved
Wood Wharf	New build	BCT	Canary Wharf		9					Approved but unknown delivery date
Alpha Square	Potential satellite office	CW	Marsh Wall							Five spaces but not recognised by LBTH
Current Pharmacy										
Barkantine	Westferry	CW	Westferry	2011		1				
Docklands Medical	Spindrifft	IG	Spindrifft	2011		1				
Allens	Castleton	BCT	Manchester	2011		1				
Britannia ASDA	In ASDA	BCT	Manchester	2011		1				
Cubitt Town	Near George Greens	IG	Manchester	2011		1				
Boots	Jubilee	CW	Canary Wharf	2011		1				Also serves CW working population
Boots	Canary	CW	Canary Wharf	2011		1				Also serves CW working population
Pharmacy	Poplar	Pop	Poplar High st	2011		1				
Future Pharmacy										
None planned										
Current Birth Centre										
Barkantine		CW	Westferry	2011				1		
Total					48	8	10	1	43,366	People in Blackwall walk to Aberfeldy, also international staff o
Current spaces					30	8	10	1		
Target					1,800	8,094	6,475	64,754		
Population					Population					
Current population					64,754	35.97	8.00	10.00	1.00	
Current + Forecast Population in approved planning applications					96,448	53.58	11.92	14.89	1.49	
This planning application					0	0.00	0.00	0.00	0.00	
Total of above					96,448	53.58	11.92	14.89	1.49	
Current Planning Gap					(5.58)	(3.92)	(4.89)	(0.49)		
Total population including all applications in system + in consultation					110,400	61.33	13.64	17.05	1.70	
Gap					(13.33)	(5.64)	(7.05)	(0.70)		
Maximum population including speculation					124,200	69.00	15.34	19.18	1.92	
Gap					(21.00)	(7.34)	(9.18)	(0.92)		
Expected future population increase requirements					59,446	33.03	7.34	9.18	0.92	
Site Allocations in Local Plan										
GP surgery allocated in										
	Wood Wharf	Planned			1					
	Millharbour	None planned			1					
	Millharbour South	None planned			1					
	Marsh Wall West	None planned but see Alpha Square			1					
	Marsh Wall East	None planned			1					
	Crossharbour ASDA	Re-provision								
	Total				5					
Pharmacy & Birthing centre not mentioned										
OAPF										
see OAPF tabs										

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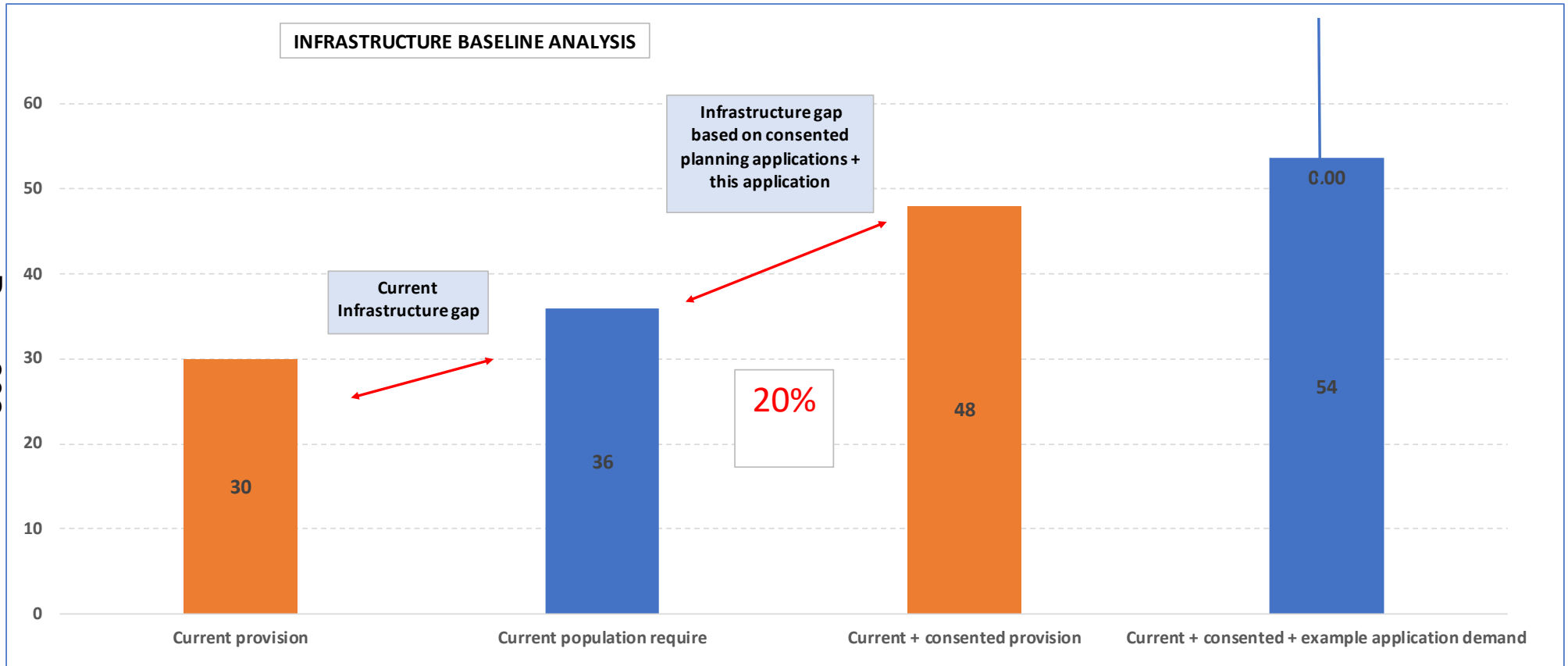
IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

NHS GP Surgery - number of surgery rooms

GP's	One GP per	1,800	people	OAPF
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Grey box is an example of demand from a very large planning application

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IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Publicly Accessible Open Space & Playground

Targets			Source	
Open Space	Space per 1,000 people	1.20	hectares	Local Plan IDP
External play space	Space per child	10	square meter	GLA target

Issues
 Most developments have enough play space for younger children but not for older children
 Playground space are all estimates

Location	Comment	Ward	Street	Owner	Date of delivery	Open Space Hectare	Playground Space Sq Me	Comment
Publicly Accessible Open Space								
Millwall	18.83 acre	IG	Manchester	LBTH	2011	7.62	80	
Island Gardens	2.64 acre	IG	Island Gardens	LBTH	2011	1.07	0	
St Johns	2.62 acre	BCT	Canary Wharf	LBTH	2011	1.06	80	
Sir John McDougall Park	5.02 acre	CW	Canary Wharf	LBTH	2011	2.03	80	
Poplar Recreation Ground	2.85 acre	Pop	Poplar High St	LBTH	2011	1.15	80	
Mudchute Park & Farm	13 acre	BCT	Manchester	LBTH	2011	5.26		
Virginia Quay Park	0.61 acre	BCT	Blackwall	OHG	2011	0.25	20	
Rosefield Gardens	1.78 acre	Pop	Poplar High St	LBTH	2011	0.7		
The Workhouse	0.42 acre	Pop	Poplar High St	?	2011	0.2		
East India Dock	3.5 acre	BCT	Blackwall	Public	2011	1.42		
Robin Hood Gardens	1.8 acre	Pop	Poplar High St	LBTH	2011	0.7		
Playgrounds separate								
Barkantine various		CW		OHG	2011		200	
Timber Wharves		IG		?	2011			
New Providence Wharf		BCT		Ballymore	2011		40	
Future publicly accessible open space								
Wood Wharf	8.9 acres	BCT	Canary Wharf	CWG	?	3.6		
Millharbour		CW	Canary Wharf	Ballymore	?	1		Estimate
Westferry Printworks		CW	Canary Wharf	N&S	?	1		Depends on which scheme approved
London City Island	Size?	BCT	Blackwall	Ballymore	2019			
Private Open Space								
Canary Wharf various	Used mainly lunchtime	CW						Not fully publicly accessible
Indecon Square	Rarely used	CW						Not fully publicly accessible
Total						27.08	580	
Current Provision:						21.48	580	
						Hectare	Square Meter	
Target						1.20	10	
Population								
		Population	Children					
Current population		64,754	11,950			78	119,503	
Current + Forecast Population in approved planning applications		96,448	15,856			116	158,555	
This planning application		0	0			0	0	
Total of above		96,448	15,856			116	158,555	
Current Planning Gap						(89)	(157,975)	
Total population including all applications in system + in consultatio		110,400	17,775			132	177,749	
Gap						(105)	(177,169)	
Maximum population including speculation		124,200	19,638			149	196,379	
Gap						(122)	(195,799)	
Expected future population increase requirements		59,446	7,688			71	76,876	

Site Allocations in Local Plan

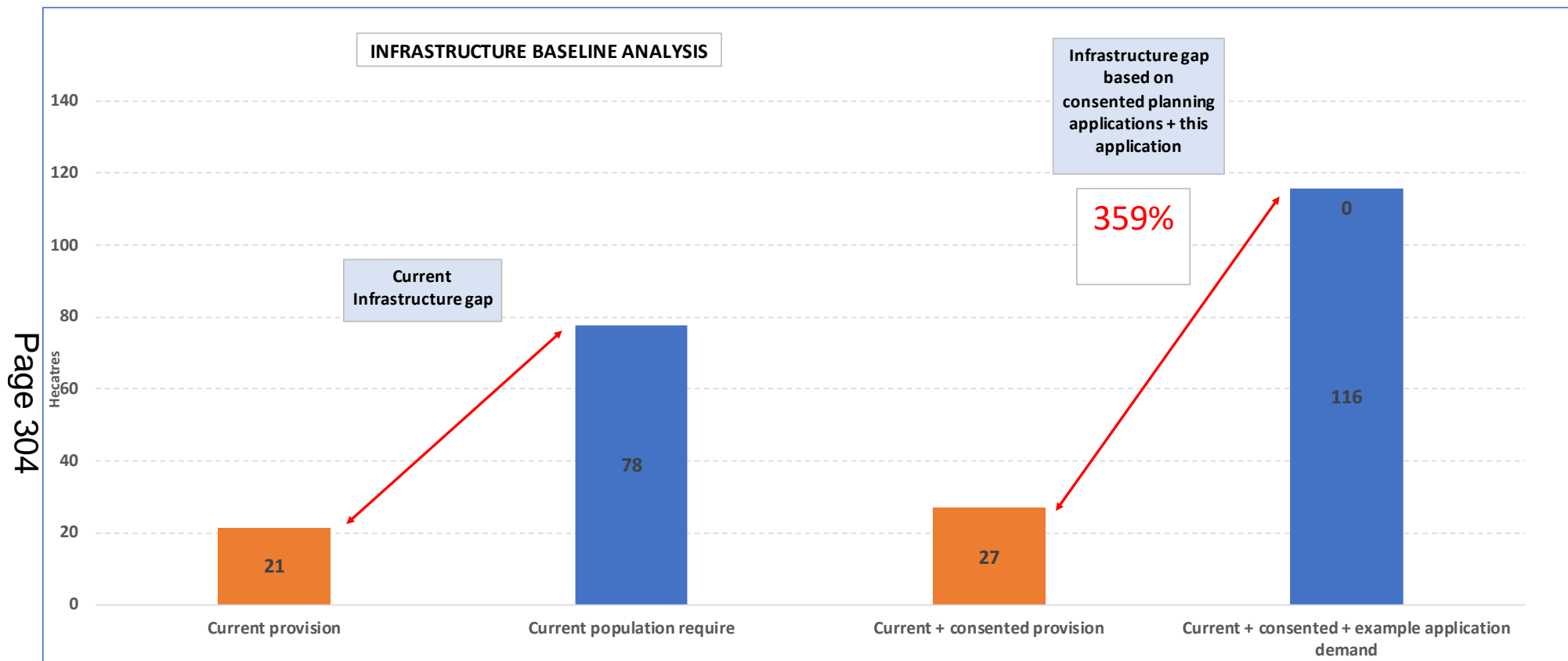
To do

OAPF

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Publicly Accessible Open Space

Open Space	Space per 1,000 people	1.20	hectares
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IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Infrastructure Model - Library, Sports & Leisure Facilities

Note in Tower Hamlets libraries are called Ideas Stores

Targets		Source	
Sports Hall	Four courts per	5,430	units
Other sports facilities	One facility per	9,251	people
Library (Ideas store)	1,000 people =	30	square meter
Swimming pool	International swimming pool per	109,000	people

OAPF One sports hall = 4 courts
 OAPF Proportional to existing - 6 facilities for 54,000 people
 OAPF Size = 50 meter by 25 meter size = 1,250 sq m

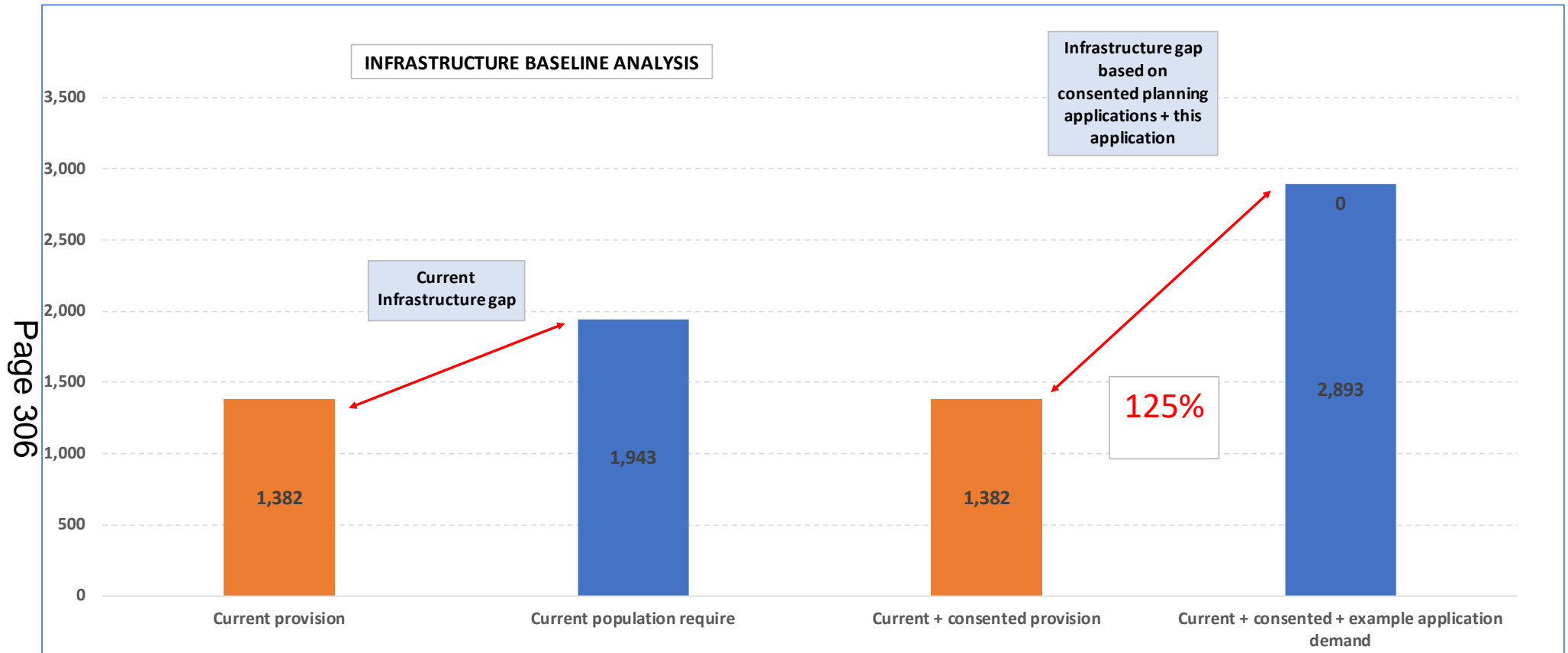
Location	Comment	Ward	Street	Date of delivery	Number of Courts in Sports Hall	Other sports facilities	Swimming Pool sq m	Library size sq m	Assumptions
Current Sports Hall & Swimming Pools									
Tiller road leisure centre	Swimming pool & sports centre	CW	Millharbour	2011	4		312.5		Needs rebuild
Poplar Baths	Swimming pool & sports centre	Poplar	Poplar High street	2015	5		312.5		Newly refurbished
N Greenwich Bowls club	Grass external	IG	Manchester	2011		1			
Poplar Bowls club	Grass external	Pop	Poplar High Street	2011		1			
Tennis St Johns park	2 external courts	BCT	Manchester	2017		1			
Poplar Blackwall & District Rowing Club		IG	Manchester	2011		1			
Millwall Rugby club		IG	Manchester	2011		1			
Docklands Sailing & Watersports centre		CW	Westferry	2011		1			
Tower Hamlets College	External sports & sports hall	Pop	Poplar High Street	2011		0.25			Only available out of hours/weekend but even then not every day
George Greens school	External sports & sports hall	IG	Manchester	2011		0.25			Only available out of hours/weekend but even then not every day
Future Sports Hall									
Westferry Printworks Second	External sports pitches & hall	CW	Westferry	2021		0.25			Will only available out of hours/weekend but even then not every day
Current Library (Ideas Store)									
Idea store CW	Also used by workers at CW	BCT	Canary Wharf	2011				797	
Cubitt town library	Library	BCT	Manchester	2011				585	
Future Library (Ideas Store)									
Wood Wharf	Library, not counted as not guaranteed move	BCT	Canary Wharf	2028					
ASDA	Not counted as not approved	BCT	Manchester	2028					
Total					9	6.75	625	1,382	
Current provision:					9	6.5	625	1382	
					Units	People	People	Sq Meter	
					5,430	9,251	109,000	30	
Population					Courts	Facilities	Sq Meter	Sq Meter	
Current population		64,754	29,370		21.64	7.00	742.59	1,942.62	
Current + Forecast Population in approved planning applications		96,448	45,214		33.31	10.43	1,106.05	2,893.44	
This planning application		0	0		0.00	0.00	0.00	0.00	
Total of above		96,448	45,214		33.31	10.43	1,106.05	2,893.44	
Current Planning Gap					(24.31)	(4)	(481)	(1,511)	
Total population including all applications in system + in consultation		110,400	52,190		38.45	11.93	1,266	3,312	
Gap					(29.45)	(5.18)	(641)	(1,930)	
Maximum population including speculation		124,200	59,090		43.53	13.43	1,424	3,726	
Gap					(34.53)	(6.68)	(799)	(2,344)	
Expected future population increase requirements		59,446	29,719		21.89	6.43	682	1,783	
Planned Expansion									
LBTH looking at a rebuild of Tiller road									
Site Allocations in Local Plan									
Ideas Store	Wood Wharf	Planned but as a move from CW to Wood Wharf so would only result in a larger space							
Sports & leisure none allocated									

OAPF
see OAPF tab

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Library Ideastore space Sq M

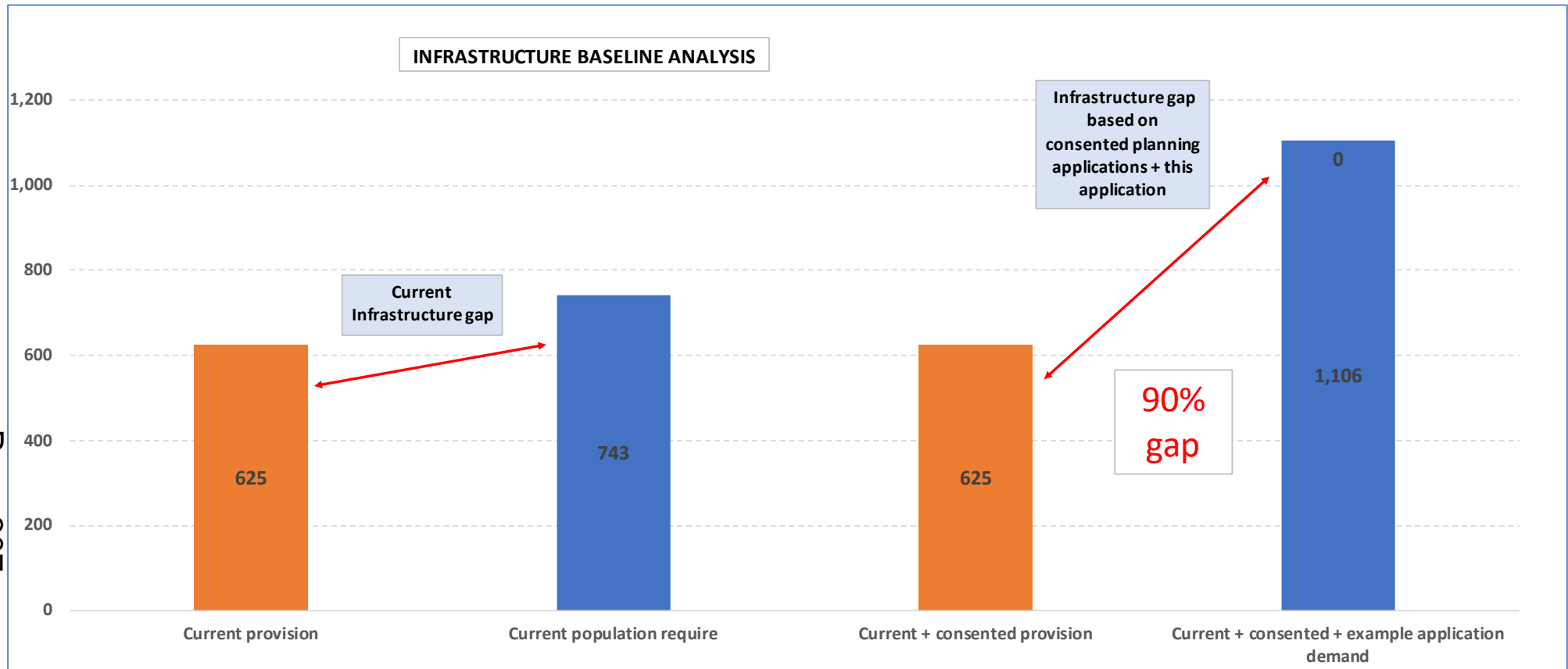
Library (Ideas store)	1,000 people	30	square mete OAPF
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IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Swimming pool space

Swimming pool International swimming pool per 109,000 people OAPF Size = 50 meter by 25 meter size = 1,250 sq m



IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis



Sports England supply an online calculator, you can input the Borough name (for demographics) and the new population expected and it will calculate the sports facilities required

<https://www.activeplacespower.com/reports/sports-facility-calculator>

Sport Facility Calculator

The SFC results presented below are based on the following criteria:

Area of Interest	Tower Hamlets
Population	63,056
Population Profile	Tower Hamlets
Date generated	18/11/2018
Build Costs	Q2 2018
BCIS	May 2018

Population

Projection for 2018, based on 2011 Census data and modified by 2014-based Subnational Population Projections for Local Authorities. Adapted from data from the Office for National Statistics licensed under the Open Government Licence v.3.0. London boroughs modified by GLA 2016 -based Demographic Projections - ward projections, SHLAA-based, © Greater London Authority, 2017

Facility Requirements:

Sports Halls	
Demand adjusted by	0%
Courts	19.94
Halls	4.99
vpwpp	4,355.00
Cost	£14,779,060

Swimming Pools	
Demand adjusted by	0%
Square meters	722.41
Lanes	13.6
Pools	3.40
vpwpp	4351
Cost	£15,384,823

Artificial Grass Pitches	
Demand adjusted by	0%
Pitches	2.59
vpwpp	1914
Cost if 3G	£3,069,917
Cost if Sand	£2,767,697



DISCLAIMER: Sport England has made all reasonable endeavours to ensure the accuracy of the material contained in the Sport Facility Calculator.

The Calculator has been produced in good faith and Sport England does not accept any liability that may come from the use of it.

The use of the Calculator is entirely at the user's own risk and Sport England does not accept any liability caused from its use.

SFC uses: BCIS (November 2014), Build costs (Q1 2015), and Population: 2011 Census data modified by interim 2012-based subnational population projections for 2015. London Boroughs modified by © GLA 2013 Round Demographic Projections.

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis
Emergency Services - Police, Fire Station, Ambulance, CCTV requirements

Targets				Source
Fire Station	One station per	51,000	people	OAPF
Police Station	One station per	85,000	people	OAPF
Ambulance Station	One station per	117,000	people	OAPF

Location	Comment	Ward	Street	Date of delivery	Police stations	Fire stations	Ambulance stations	Assumptions
Current Police Station								
Manchester	Due to be sold?	IG	Manchester	2011	0			Site to be sold
Limehouse	Not used currently by TH Police	Poplar	Poplar High Street	2011	1			Assume site only used by SCO19
Current Fire Station								
Millwall	Active	CW	Westferry	2011		1		
Poplar	Active	Pop	East India Dock	2011		1		
Current Ambulance Station								
Mile End	Called Poplar but is in Mile End	Not in area	n/a	2011				
Total					1	2	0	
Current					1	2	0	
Target					51,000	85,000	117,000	
Population								
Current population					1.27	0.76	0.55	
Current + Forecast Population in approved planning applications					1.89	1.13	0.82	
This planning application					0.00	0.00	0.00	
Total Population					1.89	1.13	0.82	
Current Planning Gap					(0.9)	0.9	(0.8)	
Total population including all applications in system + in consultation					2.16	1.30	0.94	
Gap					(1.2)	0.7	(0.9)	
Maximum population including speculation					2.44	1.46	1.06	
Gap					(1.4)	0.5	(1.1)	
Expected future population increase requirements					1.2	0.7	0.5	

Planned Expansion

There are no current plans to build new facilities
 £50m is being spent to refurbish Limehouse police station (in Poplar ward), it is currently being used by the Police fire arms command SCO19
 We understand there are plans to close Manchester road police station, despite its size it has limited facilities and a poor layout

Site Allocations in Local Plan

None allocated

OAPF

see OAPF tab

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Youth & Community Facilities

Targets			Source
Youth centre	One centre per	2,988	children Proportional to current allocation
Community centre	One centre per	8,094	people " "
Adventure playground	One station per	11,950	people " "
Allotment space	One plot per	177	people " "
Old Peoples centre	One facility per	64,754	people " "

Issue
Does not include religious buildings which have some other uses

Location	Comment	Ward	Street	Date of delivery	Youth facility	Community Centre	Adventure Playground	Allotment Plots	Old Peoples Centre	Assumptions
Current Youth Facility										
St Andrews Wharf	With skateboard park	IG	Westferry	2011	1					
The Workhouse	Poplar Harca facility	Pop	Poplar High street	2011	1					
Scout, Cadet Facility										
Sea Scout Lord Amery		BCT	Manchester	2011	1					Serves wider London area
2nd East London Scout	On Samuda estate	BCT	Manchester	2011	1					
Police cadets	At Georges Green	IG	Manchester	2011						Not counted as only use small part
Current Community Centre										
St Johns OHG	Single hall + offices + bar + Hist	BCT	Manchester	2011		1				Showing age
Samuda Selmo OHG	Active	BCT	Manchester	2011		1				Showing age
Island House independent	Hall + offices	BCT	Manchester	2011		1				Showing age
Barkantine Hall OHG	Single hall + offices	CW	Westferry	2011		1				Not a large space
Alpha Grove independent	Single hall + upstairs hall	CW	Westferry	2011		1				Showing age
Phoenix Heights OHG	Hall + offices + music space + ro	CW	Marsh Wall	2011		1				
St Matthias Community Ce	Hall + offices	Pop	Poplar High Street	2011		1				
Virginia Quays OHG	Hall + offices		Blackwall	2011		1				
Future Community Centre										
Calders Wharf	Not protected in S106	IG	Manchester	2019		1				
Westferry Printworks	Part of approved planning applic	CW	Westferry	?		1				
Millharbour 2	Not counted as space is quite sm	CW	Millharbour	2020						
Millharbour 3	Not counted as space as not corr	CW	Millharbour	?						Lanterns Dance Studio is not techni
ASDA	Not counted as not approved	BCT	Manchester	?						
Current Adventure Playground										
None in area							0			None in area
Current Allotment Space										
Mudchute allotments		IG	Manchester	2011				365		
Current Old Peoples Facility										
Friendship club	Strafford st	CW	Westferry	2011					1	
Total						4	10	0	365	1
Current facility:						4	8	0	365	1
						Children	People	People	Plot	People
Target						2,988	8,094	11,950	177	64,754
Population										
Current population					64,754	11,950			365	1.00
Current + Forecast Population in approved planning applications					96,448	15,856	5.31	8.00	1.33	1.49
This planning application					0	0	0.00	0.00	0	0.00
Total Population					96,448	15,856	5.31	11.92	1.33	1.49
Current Planning Gap										
						(1.31)	(1.92)	(1.33)	(543.65)	(0.49)
Total population including all applications in system + in consultation					110,400	17,775	5.9	13.6	1.5	1.7
Gap						(1.9)	(3.6)	(1.5)	(622.3)	(0.7)
Maximum population including speculation					124,200	19,638	6.6	15.3	1.6	1.9
Gap						(2.6)	(5.3)	(1.6)	(700.1)	(0.9)
Expected future population increase requirements					59,446	7,688	2.6	7.3	0.6	0.9
Planned Expansion										
There is some D1 space in new developments but only Westferry										
Site Allocations in Local Plan										
Community/local presence facility in Crossharbour ASDA										
No other allocations										
OAPF										
None in OAPF										

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Retail - Grocery store, Petrol station

Issues
Grocery Store square meter an estimate

Targets		Source	
Grocery Store	Square meter per	0.11	person
Vehicle fuel station		1	car
		Proportional to current allocation	

Location	Comment	Ward	Street	Date of delivery	Grocery Store Sq Meter	Fuel Station	Comment
Supermarkets							
ASDA		BCT	Manchester	2011:	4,000		
Waitrose		CW	Canary Wharf	2011:	1,000		
Tesco Canary Wharf		CW	Canary Wharf	2011:	500		
Marks & Spencer		CW	Canary Wharf	2011:	500		
Convenience Stores							
NISA		BCT	Blackwall	2011:	100		
Tesco Express		BCT	Manxhester	2011:	100		
NISA		BCT	Samuda	2011:	100		
Tesco Express		BCT	Pepper Street	2011:	100		
Tesco Express	To be demolished	CW	Marsh Wall	2011:	100		
Tesco Express		CW	Millharbour	2011:	100		
Tesco Express		CW	Westferry	2011:	100		
Co-Op		CW	Cassillis	2011:	100		
Clifton Express		CW	Westferry	2011:	100		
Island Gardens	Opposite Island Gardens	IG	Manchester	2011:	50		
Oriental Supermarket		Pop	Poplar High st	2011:	80		
Tesco Express		Pop	Poplar High st	2011:	100		
Corner Shops							
Not counted as too small to offer a wide range of foods							
New Retail							
Fuel Stations							
ASDA	To close when re-develop	BCT	Limeharbour	2011:		1	
Texaco	Pepper Street	Pop	Pepper	2011:		1	
Total					7,130	2	
Current					7,130	2	
Target					0.11	1	
Population							
Current population			64,754		7,130		
Current + Forecast Population in approved planning applica			96,448		10,620		
This planning application			0		0		
Total of above			96,448		10,620		
Current Planning Gap					(3,490)		
Total population including all applications in system + in co			110,400		12,156		
Gap					(5,026)		
Maximum population including speculation			124,200		13,676		
Gap					(6,546)		
Expected future population increase requirements			59,446		6,546		

Fuel station calculation		
Number of vehicles in OAPF area census 2011		10,479
Number of vehicles in UK		37,500,000
Number of fuel stations in UK		8,459
Number of fuel stations per vehicle in UK		4,433
Number of fuel stations required in OAPF area		2.4
Number of new parking spaces with planning permission in Area		3,000
Proposed number of new parking spaces in this application		0
Number of fuel stations this application		0.00
Total number of vehicles expected		13,479
Number of fuel stations required		3.0

Site Allocations in Local Plan
Not mentioned

OAPF
Not mentioned

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IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

DLR Transport

Developments using South Quay station to get on the DLR in AM peak (model would be repeated for Crossharbour, Mudchute, Island Gardens stations in both directions)

Analysis from Skylines planning analysis (PA/17/01597) shows that South Quay would be at peak capacity 99.7% therefore South Quay DLR station is at capacity based on current and all approved applications in the area based on testimony from developer. The analysis is by Transport Planning Practise and is based on DLR capacity using new trains from 2023.

Source: Skylines transport analysis

https://development.towerhamlets.gov.uk/online-applications/files/D45ED127981AD7C991D60EC91F1142DE/pdf/PA_17_01597_A1--1300076.pdf

Direction	Total Frequency both directions		Future Baseline	Ratio of Demand to Capacity		
		Planning Capacity	Link Loads*			
Inbound AM Peak Hour						
From South: Crossharbour to South Quay	23	12,015	11,745			97.8%
From West / North: Heron Quays to South Quay	23	12,015	5,014			41.7%
Outbound AM Peak Hour						
To South: South Quay to Crossharbour	23	12,015	2,843			23.7%
To West / North: South Quay to Heron Quays	23	12,015	11,984			99.7%
Number of passengers per train		522				
Future planning		0				
Person trip rate (per unit)		0.55				
Passenger capacity required		0				
Number of trains required		0.00				
AM peak (0800 – 0900)	PM peak (1800 – 1900)					
	In	Out	Total	In	Out	Total
Person trip rate (per unit)	0.046	0.504		0.55	0.311	0.113
						0.423

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Transport

Targets		Source	
Bus	Trips at rush hour 7am - 9am	0.51	per apartment
Docking stations			people
			Skylines planning application
			Proportional to current allocation

Bus Capacity

Route	Bus Type	Frequency 8am-9am	Average Frequency 8am-9am	Number of buses per hour	Passenger Capacity per bus	Passenger Capacity per hour
15	Double	7-10 minutes	8.5	7.1	87	614
135	Double	9-13 minutes	11	5.5	87	475
277	Double	5-8 minutes	6.5	9.2	87	803
D3	Single	9-11 minutes	10	6.0	40	240
D6	Double	7-11 minutes	9	6.7	87	580
D7	Double	6-7 minutes	6.5	9.2	87	803
D8	Double	11-14 minutes	12.5	4.8	87	418

48.4	Per hour	3,932
	Over 2 hours rush hour	7,865

Current Population	64,754
Number of people per single place on a bus 1 hour at rush hour	16
Current + Forecast Population in approved planning applications	96,448
This planning application	0
Total of above	96,448
Bus capacity required - at rush per hour	
Current + Forecast Population in approved planning applications	5,857
This planning application	0
Total of above	5,857
Gap	1,925

Santander Cycle dock capacity

Location	Capacity	Location
Alpha Grove	22	Residential area
Millthorpe	19	Residential area
Lighthamans	57	Residential area
Spiggott	35	Residential area
Steeple	29	Residential area
Eastfield	16	Residential area
Saunders Ness	33	Residential area
Jubilee Crescent	53	Residential area
St John's Park	30	Residential area
Napier Avenue	20	Residential area
Prescott	26	Residential area
Lancaster Drive	27	Residential area
Westferry Circus	36	Residential area
East India	51	Residential area
Newby Place	17	Residential area
Naval Row	21	Residential area

Total	492
--------------	------------

Current Population	64,754
Number of people per docking station	132
Current + Forecast Population in approved planning applications	96,448
This planning application	0
Total of above	96,448
Number of docking stations in residential areas	
Current + Forecast Population in approved planning applications	733
This planning application	0
Total of above	733
Gap	241

Newby Dock	39	Office
Fishermans Walk	36	Office
South Quay East	36	Office
Upper Bank Street	36	Office
Jubilee Plaza	63	Office

Total	210
--------------	------------

Total	702
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IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Other categories

These categories of infrastructure will be required (even if not within the area) but they are

Employment Centre Job Centre

Council One Stop Shop Partially covered by Ideas Store modelling but awaiting Council str

Training/Adult Education Partially covered by community centres

Public Toilets

Water Fountains

Broadband

EV Chargers

Sewer

Waste

Recycling

Hostel

Religious facilities

What else?

IoD Neighbourhood Basic Plan - Infrastructure Baseline Analysis

Fresh Water Requirements

Assuming average new apartment contains 2 people = 276 litres per apartment per day

Source: <https://www.statista.com/statistics/827278/liters-per-day-household-water-usage-united-kingdom-uk/>

The Forum has had numerous discussions with Thames Water about water demand on the IoD
 In late 2018 a new district water meter was installed by Westferry Circus to measure water pressure 247
 Once this data is available to the Forum this section will be updated

Targets						Source
Fresh water residential	Per apartment	276	litres per day	100,740	litres per annum	Statista.com
Fresh water hotel	Per guest	209	litres per day			Scandic hotels
Fresh water business	Per office worker	50	litres per day	14,300	litres per annum	South Staffs Water
Sewage	Per apartment	276	litres per day	100,740	litres per annum	South Staffs Water

Number of homes	Number of homes	Water Requirement residential Litres per annum	Sewage Requirement residential Litres per annum
In planning application	0	0	0
Current population 2018	29,370	2,958,769,924	2,958,769,924
+ Approved application	45,214	4,554,833,032	4,554,833,032
+ In Planning system	46,326	4,666,855,912	4,666,855,912
+ In consultation	52,190	5,257,595,272	5,257,595,272
+ Speculation Maximum	59,090	5,952,701,272	5,952,701,272

M&T Financial Services, Ltd. - Six Months ended 01/31/2019 and the Six Months ended 01/31/2018

Company's financial performance is presented on a consolidated basis. All amounts are in US Dollars unless otherwise specified.

Category	Description	Balance	2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Assets		2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Total Assets		10,518,225	10,204,117	10,204,117	10,204,117	10,204,117	10,204,117	10,204,117
Liabilities		2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Total Liabilities		10,518,225	10,204,117	10,204,117	10,204,117	10,204,117	10,204,117	10,204,117
Equity		2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Total Equity		0	0	0	0	0	0	0

Financial Performance - Six Months Ended

Category	Description	Balance	2017-2018	2018-2019	2018-2019	2018-2019	2018-2019
Income		2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Total Income		1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
Expenses		2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Total Expenses		1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
Net Income		0	0	0	0	0	0

Capital Resources and Liquidity

Category	Description	Balance	2017-2018	2018-2019	2018-2019	2018-2019	2018-2019
Capital Resources		2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Total Capital Resources		10,518,225	10,204,117	10,204,117	10,204,117	10,204,117	10,204,117

Operating Expenses

Category	Description	Balance	2017-2018	2018-2019	2018-2019	2018-2019	2018-2019
Operating Expenses		2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Total Operating Expenses		1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000

Income Tax Expense

Category	Description	Balance	2017-2018	2018-2019	2018-2019	2018-2019	2018-2019
Income Tax Expense		2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Total Income Tax Expense		0	0	0	0	0	0

Operating Profit (Loss)

Category	Description	Balance	2017-2018	2018-2019	2018-2019	2018-2019	2018-2019
Operating Profit (Loss)		2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Total Operating Profit (Loss)		0	0	0	0	0	0

Income Statement Summary

Category	Description	Balance	2017-2018	2018-2019	2018-2019	2018-2019	2018-2019
Income Statement Summary		2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Total Income Statement Summary		10,518,225	10,204,117	10,204,117	10,204,117	10,204,117	10,204,117

Balance Sheet Summary

Category	Description	Balance	2017-2018	2018-2019	2018-2019	2018-2019	2018-2019
Balance Sheet Summary		2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Total Balance Sheet Summary		10,518,225	10,204,117	10,204,117	10,204,117	10,204,117	10,204,117

Income Statement - Three Months Ended

Category	Description	Balance	2017-2018	2018-2019	2018-2019	2018-2019	2018-2019
Income Statement - Three Months		2017-2018	2018-2019	2018-2019	2018-2019	2018-2019	2018-2019
Total Income Statement - Three Months		1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000

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Targets in Planning Documents

Tower Hamlets Council draft Local Plan 2031	Minimum target	New Homes 30,641	by 2031
London Plan draft	Minimum target	29,000	

OAPF assumptions

Scenario	Status	2017/18 to 2021/22	2022/23 to 2026/27	2027/28 to 2031/32	2032/33 to 2036/7	2037/38 to 2041/42	Total	Total
Low growth	With permission	12,695	6,876	-	-	-	19,571	
	Potential growth	-	4,224	5,564	1,531	472	11,791	31,362
High growth	With permission	12,695	6,876	-	-	-	19,571	
	Potential growth	-	4,396	7,300	3,154	2,128	16,978	36,549
Maximum growth	With permission	12,695	6,876	-	-	-	19,571	
	Potential growth	-	6,448	10,220	7,241	5,517	29,426	48,997

Isle of Dogs Neighbourhood Planning Forum - Ward Profiles & Total for Forum Area

Data sourced from Tower Hamlets Ward Profiles issued by Corporate Research Unit, based on 2011 Census

Population

Years	Canary Wharf	Blackwall & Cubitt Town	Island Gardens	Poplar	Total - Forum Area (incl Poplar)	Total - Forum Area (excl Poplar)	Tower Hamlets Total
						Poplar	Total
0-15	1,971	2,256	2,291	1,797	8,315	6,518	
as a % of total	15.8%	16.7%	16.1%	25.8%	17.6%	16.2%	19.7%
16-64	10,101	10,790	11,215	4,766	36,872	32,106	
as a % of total	80.8%	79.7%	78.9%	68.5%	78.1%	79.8%	74.1%
65+	428	485	714	394	2,021	1,627	
as a % of total	3.4%	3.6%	5.0%	5.7%	4.3%	4.0%	6.1%
Total	12,500	13,531	14,220	6,957	47,208	40,251	

Ethnic Mix

All other	24.0%	24.0%	20.0%	12.0%	21.0%	22.6%	11.0%
Black	6.0%	7.0%	4.0%	10.0%	6.3%	5.6%	7.0%
Bangladeshi	15.0%	15.0%	14.0%	41.0%	18.5%	14.6%	32.0%
Mixed	6.0%	4.0%	4.0%	4.0%	4.5%	4.6%	5.0%
White other	20.0%	18.0%	19.0%	10.0%	17.7%	19.0%	12.0%
White British	29.0%	32.0%	39.0%	23.0%	32.0%	33.5%	33.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Housing Tenure

Living rent free	1.6%	1.3%	1.6%	1.1%	1.4%	1.5%	1.2%
Private rented	49.0%	46.1%	42.4%	27.2%	43.0%	45.7%	32.6%
Social rented	22.4%	24.5%	22.1%	50.9%	27.1%	23.0%	39.6%
Owner occupier	27.0%	28.1%	33.9%	20.8%	28.5%	29.8%	26.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Religion - I cannot get the granular detail of other religions - will update once available

Religion not stated	22.7%	18.6%	15.3%	15.5%	18.2%	18.7%	15.4%
No religion	20.7%	22.1%	23.8%	12.3%	20.8%	22.3%	19.1%
Other religion					0.0%	0.0%	
Sikh					0.0%	0.0%	
Muslim	19.5%	18.3%	16.6%	44.0%	21.9%	18.1%	34.5%
Jewish					0.0%	0.0%	
Hindu		5.2%			1.5%	1.7%	
Buddhist			1.8%		0.5%	0.6%	
Christian	29.6%	32.8%	36.9%	24.8%	32.0%	33.3%	27.1%
Total	92.5%	97.0%	94.4%	96.6%	95.0%	94.7%	96.1%

Labour market participation

In employment	69.1%	68.9%	68.2%	51.9%	66.2%	68.7%	57.6%
Unemployed	5.4%	5.3%	5.6%	8.9%	5.9%	5.4%	6.7%
Student	3.1%	3.6%	3.9%	5.3%	3.8%	3.6%	5.5%
Retired	3.2%	2.9%	4.4%	4.7%	3.7%	3.5%	4.7%
Student	8.0%	8.2%	7.0%	9.0%	7.9%	7.7%	9.9%
Looking after home	5.8%	5.1%	5.3%	10.2%	6.1%	5.4%	7.0%
Long term sick	2.4%	3.0%	2.8%	5.1%	3.1%	2.7%	4.5%
Other	2.9%	3.0%	2.8%	4.9%	3.2%	2.9%	4.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Qualification

No qualification	8.9%	9.4%	10.7%	21.9%	11.5%	9.7%	15.6%
Level 1	6.6%	7.0%	7.5%	13.0%	7.9%	7.1%	9.8%
Level 2	6.3%	7.2%	7.6%	10.5%	7.6%	7.1%	9.2%
Apprenticeship	0.6%	0.8%	1.0%	1.1%	0.9%	0.8%	0.8%
Level 3	7.6%	8.8%	8.9%	9.2%	8.6%	8.5%	10.8%
Level 4 and above	60.1%	56.9%	54.5%	32.2%	53.4%	57.0%	43.6%
Other	9.9%	9.9%	9.8%	12.1%	10.2%	9.9%	10.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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Isle of Dogs Neighbourhood Plan Consultation Statement 2019 - 2031



This draft Consultation Statement of The Isle of Dogs Neighbourhood Plan, which will (once adopted) have effect until 31st December 2031, is published following a Regulation 14 public consultation, for submission to Tower Hamlets Council.

Version dated: 26th October 2019

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1. INTRODUCTION

BASIC CONDITIONS AND TESTS TO BE MET

This Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012. Section 15(2). Part 5 of the Regulations sets out what a Consultation Statement should contain:

- (a) contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
- (b) explains how they were consulted;
- (c) summarises the main issues and concerns raised by the persons consulted;
- (d) describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

BRIEF HISTORY

The Forum started in the autumn of 2014 when local Councillors distributed letters across the Isle of Dogs inviting residents to discussions about the scale of development underway. Conversations were also had with major local businesses.

It was quickly decided to set up a Neighbourhood Planning Forum for the Isle of Dogs. There were no pre-existing groups which covered the whole area nor did we have a Parish/Town Council in place.

At that point in time LBTH only had two applications windows a year so we had to very quickly apply to be recognised otherwise we would have had to wait another six months.

We had numerous meetings across the area culminating in a meeting on Tuesday 25th November 2014 where we agreed our constitution, area and to apply to be recognised.

We submitted our application to LBTH to be recognised on the 1st December 2014. The LBTH consultation on our application ran between Monday 5th January 2015 and Monday 16th February 2015.

From February 2015, onwards we waited for recognition while the Council discussed various permutations of the area. First suggesting that the Area exclude site allocations until we pointed out that would dis-enfranchise both the Chair of the Forum and a then Deputy Mayor for Tower Hamlets.

In November 2015, it was suggested by LBTH that we add the rest of Poplar ward to the Area (therefore making it congruous with the OAPF area). As no public consultation had taken place either with the new area or the original area we declined the suggestion.

We were finally recognised by Mayor John Biggs in Cabinet on the 6th April 2016

But the northern third of the applied for area was removed by the Council and a new smaller Area was imposed on the Forum whose northern boundary was the docks.

In the summer of 2016 we took the decision to follow an unusual strategy having lost time while waiting for recognition. We decided to undertake a two-stage process;

2. A 'quick' Neighbourhood Plan with urgent policies to deal with the applications we expect in the new few years. A more limited Plan with a limited number of policies.
3. To then be replaced by a 'long' Neighbourhood Plan with a full set of policies, in effect a normal Neighbourhood Plan.

We consulted with AECOM who were then providing technical support on this option and they agreed that this was a viable strategy.

This plan became known as a quick Neighbourhood Plan. A Regulation 14 and Regulation 16 consultation then followed in 2017 and 2018.

A key piece of evidence for one of our keys policies (D1) policy was a presentation given to Councillors and some developers on the Isle of Dogs & South Poplar Opportunity Area Planning Framework (OAPF) in summer 2017. The OAPF process started in autumn 2014 and the Forum first discussed it with the GLA in 2015.

Repeated promises were made in 2017 that the draft document would be released that year for consultation including at our AGM in October 2017. We submitted the Neighbourhood Plan for Regulation 16 consultation believing that the OAPF documents were to be released shortly. Confirmed by a member of the OAPF board who expected it be released by the end of November 2017 but nothing was published and communication ceased.

In March 2018 a member of the Forum submitted a Freedom of Information request to the GLA requesting a copy of the Isle of Dogs and South Poplar Opportunity Area Planning Framework Development Infrastructure Funding Study (DIFS) as the OAPF had not been published.

It was refused in April on the basis that the document was incomplete.

When the Development Infrastructure Funding (DIFS) was published the evening before the public examination in May 2018. It was clearly dated and marked as complete as at November 2017.

Had the DIFS been released when complete or even in response to the FOI it is possible that we could have published and consulted on it before the public examination.

The public Examination took place on the 8th May 2018. In June 2018 the Examiner John Parmiter recommended that the Neighbourhood Plan not be made and that it should not proceed to referendum. More information and his report can be found in the link below:

https://www.towerhamlets.gov.uk/lgnl/planning_and_building_control/planning_policy_guidance/neighbourhood_planning/Isle_of_Dogs.aspx

Subsequently the Neighbourhood Planning Forum decided to resubmit a new Neighbourhood Plan called the basic Plan to distinguish it from the earlier quick Plan. It would be based on the first Quick Neighbourhood Plan but taking on points made by the Examiner and others.

The post Brexit slowdown in development applications has given us more time than we originally thought to get a Neighbourhood Plan passed although we did miss several planning applications like Skylines which were approved in the meantime. For example in 2018 five Strategic Development Committee meetings were cancelled due to a lack of business.

Following a change in the governments guidance on non-land use policies in a Neighbourhood Plan annex a number of policies have now been described as aspirations in an annex document to more clearly indicate that they were not Land Use policies, which had also been recommended in the examiner's report.

The Policy RB1 was added following the Regulation 14 consultation in response to suggestions made by LBTH. Encouraging ballots in advance of any estate regeneration has been a clear policy objective for both the quick and basic Neighbourhood Plan. How that was to be achieved in Policy terms has been revised.

2. CONSULTATION METHODS

TWO CONSULTATIONS

This has been an unusual 2 step process with a quick Neighbourhood Plan followed by a very similar basic Plan. Much of the consultation for the earlier quick Plan is therefore directly relevant to the basic Plan given the similarity of many of the policies as well as the objectives of the Plan.

So below we show the consultation up to September 2017 and then again up to October 2019 so that both the cumulative amount of consultation can be seen as well as that done specifically for this basic Neighbourhood Plan.

PHYSICAL DELIVERY OF LETTERS

We started in 2014 delivering letters from Councillors using LBTH headed paper to advertise meetings, why and what we were doing. This was before we had an agreed name, area and logo.

SOCIAL MEDIA

From the beginning the Forum has actively used social media. Given that the population of the area is both younger and more educated than average in the UK we believe that social media use is higher than average in the UK. It has therefore been an important part of our communication and consultation strategy. We know that across Tower Hamlets 93% of families have access to the Internet.

Facebook

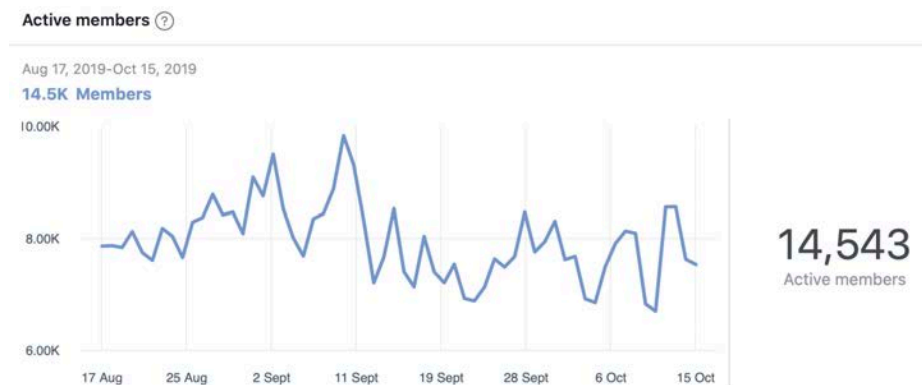
We have used Facebook extensively as a communication and consultation tool.

Canary Wharf and Isle of Dogs Residents Group – was set up by and then administered by two members of the Forum committee. It was set up around the same time that the Forum started for many of the same reasons, to help build a community. It has been an important consultation tool and has allowed us to have conversations across the community about a wide range of subjects.

<https://www.facebook.com/groups/1458438024296291/>

8,378 members as at September 2017

17,050 members as at October 2019, 14,543 of those members have been active in the last 28 days up to the 15th October 2019.







Isle of Dogs Neighbourhood Planning page – specifically set up for the Forum to advertise Forum specific events.

353 likes as at September 2017. In the first week of October 2017 we had 2,190 reaches. 633 likes as at October 2019. In the week ending 14th October 2019 our messages reached people 3,989 times.

Paid Facebook adverts

The last 4 paid Facebook campaigns we are paid for are below showing how many people we reached for each advert.

Recent ads on Isle of Dogs Neighbourhood Planning Forum				+ Create Ad
Ad activity is reported in the time zone of your ad account.				
	Post engagements Westferry Printworks planning appeal, an extr... Promoted by Andrew Wood on Aug 16, 2019 Completed	4,838 People reached	548 Post engagement	£12.00 Spent out of £12.00 View results
	Post engagements How much publicly accessible open space sh... Promoted by Andrew Wood on Apr 20, 2019 Completed	2,525 People reached	66 Post engagement	£12.00 Spent out of £12.00 View results
	Post engagements New Neighbourhood Plan launched for the Isl... Promoted by Andrew Wood on Apr 11, 2019 Completed	552 People reached	16 Post engagement	£11.79 Spent out of £12.00 View results
	Post engagements Development update, formal notice for our A... Promoted by Andrew Wood on Nov 22, 2018 Completed	2,006 People reached	21 Link clicks	£12.00 Spent out of £12.00 View results

This was a popular post in August 2019 about the Westferry Printworks, which reached more people than just those through paid advertising. So for example 7,075 people saw the post, 4,800 of whom saw it directly because of paid adverts.

7,075
People reached

835
Engagements

[Boost again](#)

Boosted on 16 Aug 2019
By Andrew Wood

Completed

People reached

4.8K

Post engagement

548

[View results](#)

Twitter

We have our own Twitter account at

<https://twitter.com/IsleofDogsForum>

350 followers as at September 2017 but some of our Tweets are re-tweeted
597 followers as at October 2019 but some of our Tweets are re-tweeted

293 tweets as at October 2019. Below is a summary of activity in the week ending 14th October 2019. Despite only tweeting 3 times we had 5,116 impressions (how often seen) and 168 profile visits suggesting people wanted to find out more about us.



Email newsletter

We use Mailchimp to send emails to people signed up to receive our newsletters

As at September 2017 have 727 subscribers to our newsletters and had sent 62 newsletters since the beginning of 2015.

As at October 2019 we have 796 contacts. 732 of these are currently subscribers. An additional 25 emails have been sent since September 2017.

We know many of these emails have been re-broadcast within other email groups.

Nextdoor.co.uk

A local communication website which is geographically organised

425 members as at September 2017 all in the OAPF area

967 members as at October 2019 all in the OAPF area

Streetlife

The predecessor to Nextdoor with thousands of residents as members. It was an important communication tool as it complemented Facebook. It closed in early 2017 when it was taken over by Nextdoor.

Website

Our website is

<http://www.isleofdogsforum.org.uk>

We currently average about 200 unique visitors a week

Other

Our YouTube video – has been viewed over 1,490 times by October 2019

<https://www.youtube.com/watch?v=JH57RTK-esk>

NEWS MEDIA

We had two main local newspapers in the area which are also free to pick up in certain locations within the Area.

East London Advertiser newspaper (our main local newspaper)

They have run fourteen stories mentioning the Forum specifically

<http://www.eastlondonadvertiser.co.uk/home/search?submitted=true&searchSlot=true&q=isle+of+dogs+neighbourhood+planning+forum&Submit=true>

The Wharf newspaper

They have run eight stories mentioning the Forum specifically, this paper has changed its business model in 2018 so old stories are no longer available online but we can provide copies if requested.

<http://www.wharf.co.uk/search/?q=isle%20of%20dogs%20neighbourhood%20planning%20forum>

But they have both covered wider development stories as well which are useful to us or the work of individual Forum members.

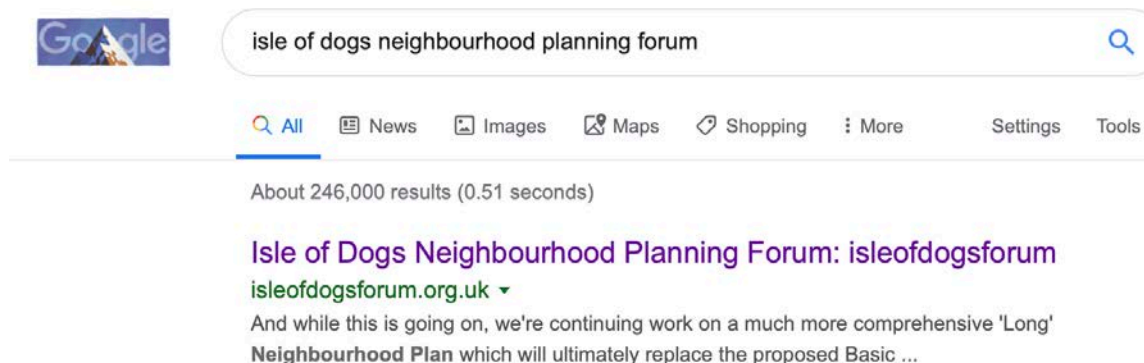
Evening Standard newspaper

Two stories in 2018 mentioned the work the Forum is doing including this story:

<https://www.standard.co.uk/news/uk/resident-plan-to-help-plug-1bn-infrastructure-funding-gap-for-isle-of-dogs-goes-to-public-a3836971.html>

GOOGLE SEARCH

If you search Google for the term 'isle of dog's neighbourhood planning forum' you get 246,000 results from a variety of different sources. This provides some evidence of our wider engagement on the internet.



EVENTS

But here are some of the main events we have helped organise or have attended.

Queen's 90th Birthday Street Party 4th June 2016 Glengall Grove

Although not explicitly a Forum event it was organised by members of the Committee Forum as a way of meeting lots of people.

The Forum had a stall at the event advertising what it did, asking people to fill in our survey and answering questions. Up to 300 people passed through the event.

Mudchute Farm Agricultural Show 2017 & 2019

Saturday 1st July 2017 - Sunday 2nd July 2017

Saturday 29th - Sunday 30th of June 2019

We had a stall for both days between 11am and 5pm both years. Several thousand people passed our stall and a large number stopped to ask questions.

Church fete 2016

Christ Church, Isle of Dogs Fete Sunday 17th July, between 2 and 5pm in the garden of Christ Church Vicarage

We had a stall at the fete and several hundred people attended and many stopped at our stall to ask questions

Summer Fete Canary Wharf College 2016, 2017 & 2019

Attended the summer fete at Canary Wharf College which was open to the wider community, several thousand people attended each year and we had a stall running both in 2016, 2017 & 2019.

Hustings

We organised as the Forum three hustings events in elections which were chaired by the Chair of the Forum, Richard Horwood.

By-election to elect the Mayor of Tower Hamlets – Tuesday 9th June 2015 at St Johns Community Centre

Approximately 70 people attended the husting including the main party candidates and the eventual winner of the election John Biggs

General Election 2017 – 31st May 2017 at Seven Mills Primary school. Approximately 40 people attended including the main party candidates and the winner of the election Jim Fitzpatrick MP

Mayor of Tower Hamlets 24th April 2018 at Seven Mills Primary school. Approximately 50 people attended including the main party candidates and the winner of the election John Biggs.

There were 2,200 views of the Facebook live video that we broadcast from the event.

Ask the Mayor Spring 2017 two events

The Mayor of Tower Hamlets has regular Q&A sessions across the Borough. It was decided that the Isle of Dogs Ask the Mayor session would include the GLA, TfL and the Forum. The GLA & TfL were there to talk about the Opportunity Area Planning Framework for the Isle of Dogs and South Poplar.

The first one on the 8th February was at Jack Dash House. The Mayor, Deputy Mayor, Council, GLA & TfL officers attended.

150 people turned up but the capacity of the room was only 100 so 50 people were turned away. As a result, a 2nd meeting was offered at George Green a month later at which 200 people attended.

Our video was shown at the event and we were also asked to contribute to the initial speeches with our Chair speaking last.

We extensively advertised the event through social media and local Councillors delivered letters advertising the event. Due to the importance of these events we cancelled our own meetings in this period so as to not conflict.

George Green School 7th March 2017 2nd Ask the Mayor event

This time 200 people attended, all the tickets were sold out. We live-streamed the event through social media and had around 1,000 page views (although some of them were repeat views by the same people). We also loaded the video onto Facebook for people to view. Again, the Mayor, Deputy Mayor, Council, GLA & TfL officers attended as well as local Councillors.

This time the Forum presented first and our video was also shown. We extensively advertised the event through social media and local Councillors delivered letters advertising the event.

External audience

While the main purpose of the Forum is to engage, people based on the Isle of Dogs it is also important to raise more widely issues that we have. The following is a sample only;

New London Architecture - Neighbourhood Tour - Isle of Dogs Cycling Tour Wednesday 31 May 2017 10:30-12:30

Two members of the Forum helped arrange the route and helped guide the tour which was led by Peter Murray of the NLA

Sir Peter Hendy Red Bus Tour 17th July 2017 – charity tour of development sites in East London organised by Peter Murray of the NLA

We gave David Gauke MP, Chief Secretary to the Treasury (at the time of the visit) a tour of the Isle of Dogs on the 13th February 2017 – which also included Mayor John Biggs, Berkeley Homes, Canary Wharf Group and a civil servant from the Treasury Housing team.

New London Architecture - Isle of Dogs: London's emerging metropolis On Location 26th June 2018

Half day event in the Isle of Dogs. We gave a presentation and helped with the tours of the area.

<https://www.newlondonarchitecture.org/whats-on/events/2018/june-2018/isle-of-dogs-londons-emerging-metropolis>

You can see the presentation we made here:

https://www.newlondonarchitecture.org/docs/andrewwood_iod_neighbourhood.pdf

London Irish Town Planners Seminar on Densification of Urban Centres 17th October in Spitalfields, Tower Hamlets at which the Forum was mentioned as well as a list of issues locally.

Other meetings

Members of the Forum attend other events on the Isle of Dogs in which the work of the Forum is mentioned even if not the main purpose of the meeting for example meetings of the local island GP surgeries.

3. COMPOSITION OF THE COMMUNITY

The area generally has a population which is among the most mixed in the country, it is younger, more international and more educated than most areas. It also has a high turnover of residents.

The only data available on the demographic, religious, educational breakdown date is from the 2011 Census data available by 2014 wards (which match the Area that the Forum applied for in 2014). We believe that the smaller area approved in April 2016 has the same characteristics.

Isle of Dogs – Demographic Composition

Data sourced from Tower Hamlets Ward Profiles issued by LBTH Corporate Research Unit, based on 2011 Census

Population

Years	Canary Wharf	Blackwall & Cubitt Town	Island Gardens	Total	LBTH
0-15	1,971	2,256	2,291	6,518	
as a % of total	15.8%	16.7%	16.1%	16.2%	19.7%
16-64	10,101	10,790	11,215	32,106	
as a % of total	80.8%	79.7%	78.9%	79.8%	74.1%
65+	428	485	714	1,627	
as a % of total	3.4%	3.6%	5.0%	4.0%	6.1%
Total	12,500	13,531	14,220	40,251	

Ethnic Mix

All other	24.0%	24.0%	20.0%	22.6%	11.0%
Black	6.0%	7.0%	4.0%	5.6%	7.0%
Bangladeshi	15.0%	15.0%	14.0%	14.6%	32.0%
Mixed	6.0%	4.0%	4.0%	4.6%	5.0%
White other	20.0%	18.0%	19.0%	19.0%	12.0%
White British	29.0%	32.0%	39.0%	33.5%	33.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Housing Tenure

Living rent free	1.6%	1.3%	1.6%	1.5%	1.2%
Private rented	49.0%	46.1%	42.4%	45.7%	32.6%
Social rented	22.4%	24.5%	22.1%	23.0%	39.6%

Owner occupier	27.0%	28.1%	33.9%	29.8%	26.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Religion

Religion not stated	22.7%	18.6%	15.3%	18.7%	15.4%
No religion	20.7%	22.1%	23.8%	22.3%	19.1%
Other religion				0.0%	
Sikh				0.0%	
Muslim	19.5%	18.3%	16.6%	18.1%	34.5%
Jewish				0.0%	
Hindu		5.2%		1.7%	
Buddhist			1.8%	0.6%	
Christian	29.6%	32.8%	36.9%	33.3%	27.1%
Total	92.5%	97.0%	94.4%	94.7%	96.1%

Labour market participation

In employment	69.1%	68.9%	68.2%	68.7%	57.6%
Unemployed	5.4%	5.3%	5.6%	5.4%	6.7%
Student	3.1%	3.6%	3.9%	3.6%	5.5%
Retired	3.2%	2.9%	4.4%	3.5%	4.7%
Student	8.0%	8.2%	7.0%	7.7%	9.9%
Looking after home	5.8%	5.1%	5.3%	5.4%	7.0%
Long term sick	2.4%	3.0%	2.8%	2.7%	4.5%
Other	2.9%	3.0%	2.8%	2.9%	4.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Qualification

No qualification	8.9%	9.4%	10.7%	9.7%	15.6%
Level 1	6.6%	7.0%	7.5%	7.1%	9.8%
Level 2	6.3%	7.2%	7.6%	7.1%	9.2%
Apprenticeship	0.6%	0.8%	1.0%	0.8%	0.8%
Level 3	7.6%	8.8%	8.9%	8.5%	10.8%
Level 4 and above	60.1%	56.9%	54.5%	57.0%	43.6%
Other	9.9%	9.9%	9.8%	9.9%	10.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

MEMBERSHIP DATA

In 2014, we collated membership data as part of the preparation for our submission to the Council to be recognised. But we stopped asking for and collating this data after the end of the consultation period so will not be wholly representative almost three years later.

Male	45%
Female	55%

Ethnic Mix

Arab	1	1%
Bangladeshi	10	9%
Black British	1	1%
Chinese	3	3%
Indian	3	3%
Other white	13	11%
Turkish	1	1%
White & Black	1	1%
White & mixed	0	0%
White British	77	68%
White other	3	3%
Yugoslavia	1	1%

International Mix – where a nationality was declared

Cypriot	1	7%
French	2	13%
Hungarian	2	13%
Italian	3	20%
Lithuanian	1	7%
Polish	3	20%
South African	1	7%
Spanish	2	13%

Age Composition

19 to 29	12
30 to 39	24
40 to 49	26
50 to 59	20
60 to 69	14
70 +	15

SURVEY – COMPOSITION OF RESPONDENTS

We asked people in 2015/16 to complete a survey, the following tables are a reflection of the respondents who did volunteer demographic data.

Female/Male ratio

	Ratio	Number of respondents
Male	41.39%	137
Female	58.01%	192
Other	0.60%	2

Age/Range

Age Range	Ratio	Number of respondents
0-9	0.00%	0
10-19	0.90%	3
20-29	6.93%	23
30-39	33.43%	111
40-49	31.02%	103
50-59	14.46%	48
60-69	8.73%	29
70-79	4.22%	14
80+	0.30%	1

Ethnic Origin

Ethnic Origin	Ratio	Number of respondents
White British	52.31%	170
White Irish	2.15%	7
White: Traveller of Irish Heritage	0.00%	0
White: Gypsy/Roma	0.00%	0
White: Other	28.92%	94
Black or Black British: African	0.31%	1
Black or Black British: Caribbean	0.62%	2
Black/Black British/Other Black Background	0.62%	2
Asian or Asian British: Bangladeshi	0.92%	3
Asian or Asian British: Pakistani	0.92%	3
Asian/Asian British/Other Asian Background	2.15%	7
Mixed/Dual Heritage: White & Black Caribbean	0.31%	1
Mixed/Dual Heritage: White & Black African	0.00%	0
Mixed/Dual Heritage: Any other mixed background	1.54%	5
Other ethnic groups: Vietnamese	0.31%	1
Other ethnic groups: Chinese	2.15%	7
Other ethnic groups: Any other Group	1.23%	4
Prefer not to say	5.54%	18
If other, please state if you wish:		25
	Answered	325

Religion

Religion	Ratio	Number of respondents
No religion	32.52%	106
Agnostic	3.68%	12
Muslim	2.76%	9
Christian	50.31%	164
Jewish	0.61%	2
Buddhist	1.23%	4
Sikh	0.00%	0
Hindu	0.61%	2
Humanist	1.23%	4
Prefer not to say	4.60%	15
Other religion	2.45%	8

Disability?

Disabled	Ratio	Number of respondents
Yes	6.13%	20
No	93.87%	306

4. SURVEY

In July 2016, we launched a detailed survey with 33 questions. We made it available to residents online and on paper (the results were then transcribed to the online version).

410 people completed the survey, the last submission was in July 2018.

Appendix 1 shows a summary of the results.

We have also on Facebook run other smaller surveys about specific issues

Quick Plan

Started on the 8th March 2017 and officially ended on the 19th April 2017 but we never formally closed any of the consultation periods and continued to receive and include comments after the formal end date.

Basic Plan

Started Wednesday 3rd April 2019, it was due to end Sunday 16th May 2019. But because of the EU elections on the 23rd May, we extended it to Sunday 26th May.

The following tables describe the main events that took place after we were recognised in April 2016.

2016 Meeting Dates

Action Location

Tuesday 14 th June 7pm	Meeting	St Johns	Consultation meeting – 45 attendees
Thursday 7 th July 7pm	Meeting	Alpha Grove CC	Consultation meeting follow on to 14 th June meeting – 8 attendees
Saturday 9 th July 3pm-4.30pm	Meeting	CW Idea	Consultation meeting follow on to 14 th June meeting – 5 attendees
16 th September	Email		Release of draft Vision statement
Wednesday 23 rd November 7.30pm	Meeting	Alpha Grove CC	Meeting to discuss detail of the plan – 30 attendees
Wednesday 30 th November 7.30pm	Meeting	Canary Wharf College	Meeting to discuss detail of the plan – 6 attendees
Tuesday 6 th December, 3pm	Meeting	CW Idea	Meeting to discuss detail of the plan – 8 attendees
Thursday 8 th December, 5-8pm	Drop in	CW Idea	Drop in session
12 th December	Email		Start of public consultation of V2 of the Neighbourhood Plan
Tuesday 13 th December	Meeting	St Johns CC	Forum AGM and agreement on core policies – 25 attendees + 9 proxy votes

Meeting Locations

Alpha Grove CC – Alpha Grove Community Centre, Alpha Grove

CW Idea – Canary Wharf Ideas Store, Canary Wharf

St Johns CC – St Johns Community Centre, Glengall Grove

Attic Bar – Pan Peninsula, Millharbour

Jack Dash – Jack Dash House, Marsh Wall

George Green – George Green Secondary school, Manchester Road

Seven Mill – Seven Mills Primary school, Barkantine

Galloway House - Millharbour

2017 Dates

	Action	Location	
Thursday 26 th January 11am	Meeting	Attic bar	Meeting with developers and stakeholders – about 20 attendees
Wednesday 8 th February 7pm	Meeting	Jack Dash	1 st Ask the Mayor meeting – 100 people able to enter, 150 tried to enter
Tuesday 7 th March	Email		Start of Regulation 14 consultation – email sent 4pm to members
Tuesday 7 th March 7pm	Meeting	George Green	2 nd Ask the Mayor meeting – 200 attendees
Wednesday 8 th March	Email		Email sent to statutory consultees and stakeholders
Friday 7 th April 4pm – 6pm	Drop in	CW Idea	Consultation drop in sessions – 23 people attended the sessions between the
Saturday 8 th April 3pm-5pm	Drop in	CW Idea	“ “ 7 th April and the 18 th April
Wedn. 12 th April 10am-12pm	Drop in	CW Idea	“ “
Thursday 13 th April 4pm-7pm	Drop in	CW Idea	“ “
Tuesday 18 th April 6pm-8pm	Drop in	CW Idea	“ “
Wednesday 19 th April	Deadline		Technically the end of Reg 14 consultation but we kept consultation open after this date
Thursday 27 th April 4pm-7pm	Drop in	CW Idea	Consultation drop in sessions
Saturday 29 th April 3pm-5pm	Drop in	CW Idea	“ “
Saturday 6 th May 3pm-5pm	Drop in	CW Idea	“ “
Wednesday 31 st May 7pm	Husting	Seven Mill	General Election Husting organised by Forum – about 40 attendees
13 th July 2017	Email		Release of updated policies following Reg 14 consultation
Thursday 20 th July 2017 7pm	Meeting	Seven Mill	General Meeting to discuss plan at Seven Mills school – Mayor John Biggs and Council planning officer in attendance – about 50 attendees
Friday 21 st July 12-2pm	Drop in	CW Idea	Consultation drop in sessions at CW Ideas Store -
Saturday 22 nd July 3-5pm	Drop in	CW Idea	“ “ “
Monday 24 th July 7pm	Meeting	St John	Joint meeting with St Johns TRA to discuss ASDA planning application – about 35 attendees

Monday 30 th October 7-9pm	AGM	George Gr	TH Council to talk about the Local Plan, GLA officers in attendance to talk about the OAPF, Forum to talk about the Neighbourhood Plan – 118 attendees
Tuesday 31 st October 2-4pm	Drop in	CW Idea	For those who could not attend the AGM
Saturday 4 th November 3-5pm	Drop in	CW Idea	For those who could not attend the AGM

2018 Dates

	Action	Location	
11 th of January 2018 - 22 nd of February 2018	Reg 16 consultation		Regulation 16 consultation
Tuesday 13 th February 7-9pm	Meeting	Barkantine Hall	Rotherhithe Bridge meeting to discuss TfL proposals for new river crossing – 50 attendees including TfL officers and local London Assembly member
Tuesday, 6 th March - 6pm to 9pm	Drop in	Galloway	Public drop in sessions on long Neighbourhood Plan
Thursday, 8 th March -2pm to 5pm	Drop in	Galloway	“ “
Saturday, 10 th March 2pm to 5pm	Drop in	Galloway	“ “
Monday, 12 th March 11am to 1:30pm	Drop in	CW Idea	“ “
Tuesday 24 th April 7-9pm	Husting	Seven Mills	Husting in advance of local election. Main party candidates attended including Mayor John Biggs
Thursday 10 th May all day	Examination	Jack Dash House	Public examination of quick Neighbourhood Plan
Wednesday 25 th July 7-8pm	EGM	Canary Wharf College	Extraordinary meeting to discuss the NP rejection by the examiner and what to do next
Saturday 28 th July 3-5pm	EGM	CW Idea	Follow on to EGM for those who could not attend
Wednesday 5 th December 7-9pm	AGM	Sailing centre	AGM

2019 Dates

	Action	Location	
12 th April Friday 10am-12pm	Drop in	CW Idea	Drop in session part of Regulation 14 – 5 attendees including 1 landowner
13 th April Saturday 3pm-4:45pm	Drop in	CW Idea	Drop in session part of Regulation 14 – 3 attendees including local PC
16 th April Tuesday 5pm-7pm	Drop in	CW Idea	Drop in session part of Regulation 14 – 5 attendees
24 th May Friday 10am-12 noon	Drop in	CW Idea	Drop in session part of Regulation 14
25 th May Saturday 3-5pm	Drop in	CW Idea	Drop in session part of Regulation 14
23 rd July evening	Meeting	St Johns	Discussion of ASDA planning application organised by local residents
20 th August Tuesday	Examination	Town Hall	Evening session of the Westferry Printworks planning examination at the Council Town Hall, a number of members of the Forum attended and spoke
10 th October Thursday 10am	Discussion group	Cubitt Town library	Library organised discussion session on local issues
Planned future dates			
18 th December Monday -7-9pm	Meeting	St Johns	Joint meeting with St Johns TRA to discuss ASDA planning application
4 th December Wednesday	AGM	Alpha Grove	AGM

Advertising of Consultation

Facebook, Twitter, Nextdoor and email were all used to advertise the start of the Regulation 14 consultation.

We also used the Facebook advertising facility to boost our posts.

For example, at the start of the quick Plan Regulation 14 consultation we reached 2,998 people on Facebook, 42 of whom then engaged with the post, this cost us £30

For the basic Plan we also used Facebook, Twitter, Nextdoor and email to advertise the consultation. For example on Facebook:

11th April 2019 £11.79 paid to reach 552 people

12th April 2019 £12 paid to reach 2,552 people

The image displays two screenshots of Facebook posts from the 'Isle of Dogs Neighbourhood Planning Forum'. Both posts are boosted and include detailed analytics and charts.

Left Screenshot (Boosted on 11 Apr 2019):

- Post Content:** Lists recommendations (ER6-ER9) and mentions 'plus recommendations on how Community Infrastructure Levy should be spent'. Includes a link to the forum website.
- Boosted On:** 11 Apr 2019 by Andrew Wood.
- Performance:** 794 People reached, 34 Engagements.
- Boosted Results:** 552 People reached, 16 Post engagement.
- Chart:** 'Infrastructure Baseline Analysis' showing a 327% gap between 'Current infrastructure' and 'Infrastructure needed to meet planning requirements'.

Right Screenshot (Boosted on 20 Apr 2019):

- Post Content:** Similar to the first post, but with a different boost date.
- Boosted On:** 20 Apr 2019 by Andrew Wood.
- Performance:** 2,788 People reached, 100 Engagements.
- Boosted Results:** 2.5K People reached, 66 Post engagement.
- Chart:** 'Population Growth by year by ward' showing a steady increase in population over time.

Developer and stakeholder meeting

On the 28th January 2017 at 11am we offered a meeting to local stakeholders. It was held in the Attic Bar at the top of Pan Peninsula on Millharbour.

The following groups /stakeholders were invited and most sent attendees;

One Housing Group	Local housing association
LBTH Planning Team & Councillors	
Queen Mary University	
Berkeley Homes	Developer active in the Area
Chalegrove	“ “
Argent	“ “
Ballymore	“ “
Canary Wharf Group	“ “
Greenland	“ “
Mace	“ “
Galliard	“ “
London Communications Agency	PR / Communications organisation with clients in the Area
Your Shout	“ “
Bell Pottinger	“ “
Newington Comms	“ “
DP9	“ “
Curtin & Co	“ “
Met Police	Local policing teams invited
UKPN	Electricity supplier
Thames Water	Water & sewage supplier

This was for the quick Neighbourhood Plan but it does show how we have engaged with stakeholders.

Statutory & Stakeholder Consultee's

On the 3rd April 2019 an email was sent to statutory consultees and stakeholders, 118 people in total to advertise the Regulation 14 consultation. It advertised the first 3 drop in sessions.

Local Councillors	Seven
Mayor of Tower Hamlets	
Homes and Communities Agency	
Transport for London	Various
Natural England	
English Heritage	
Coal Board	
Sport England	
Port of London Authority	
Greater London Assembly Planning Team	Various
Southwark Council	
Newham Council	
Marine Management Organisation	

Port of London Authority	
Greenwich Council	
City of London	
Hackney Council	
Natural England	
Environment Agency	
Canal & River Trust	
London Fire Brigade	
Metropolitan Police	
Various trade magazines	
Unmesh Desai	London Assembly Member
Jim Fitzpatrick MP	Local MP
One Housing Group	Local housing association
LBTH Planning Team	
London Councils	
Queen Mary University	
Berkeley Homes	Developer active in the Area
Chalegrove	“ “
Argent	“ “
Ballymore	“ “
Canary Wharf Group	“ “
Galliard	“ “
Greenland	“ “
Mace	“ “
Galliard	“ “
London Communications Agency	PR / Communications organisation with clients in the Area
Your Shout	“ “
Bell Pottinger	“ “
Newington Comms	“ “
DP9	“ “
Curtin & Co	“ “
Snapdragon	“ “
UKPN	Electricity supplier
Thames Water	Water & sewage supplier

Ten Regulation 14 consultation responses were received:

Natural England
Canal & River Trust
DP9 on behalf of Ashbourne Beech (developer of ASDA site)
Environment Agency
Greater London Authority (GLA)
London Borough of Tower Hamlets (LBTH)
One Housing Group (OHG) – local housing association
Port of London Authority
Transport for London Commercial Development
Westgroup investment – property owner

Other Statutory Stakeholders

Network Rail – no assets, property or operation in the Area or close to it

Highways Agency – no assets, property or operation in the Area or close to it

NHS – our main involvement with the NHS has been through the Healthy Island Alliance, Isle of Dogs Stakeholders Network, a network of the local GP surgeries on the Isle of Dogs. We have attended several of their meetings over the years updating them on progress and our email list includes several local Doctors. We also had a meeting with Tower Hamlets CCG a few years ago to discuss new medical centres locally. Members of the Forum also attend some of the patient panels on the Isle of Dogs and are fully aware of what the CCG is planning locally.

Telecomm companies – over the last few years we have had meetings with Hyperoptic, one of the main broadband companies locally (at their offices in west London), Virgin Media, via email and a conference call and O2 at the Novotel hotel. The main objective was discuss the communication problems we were having locally and how we could work together.

Voluntary bodies – members of the Forum are members of or attend many local voluntary bodies especially the many residents associations active locally.

We have no bodies representing the interests of different racial, ethnic or national groups active in the Area but our membership and the residents who have attended our events or seen our information represent a variety of different racial, ethnic or national groups.

The Area is now a predominantly residential area as businesses are displaced by new residential developments. Our most important local business, Canary Wharf Group has been kept fully up to date.

We have talked to representatives of various Christian groups (including Priests who are based in the Area) & Muslim Mosque groups on the Isle of Dogs and members of those groups are also members of the Forum.

Real, a local disabled charity follow us on Twitter.

6. REGULATION 14 RESPONSES

This chapter provides a digest of the Consultation response from each organisation and the Forum's resulting revisions.

Regulation 14 & 16 comments in the quick Plan Consultation Statement are also relevant to this Neighbourhood Plan.

SUMMARY OF RESPONSES

Natural England – “Natural England does not consider that this Neighbourhood Plan poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation.”

Canal & River Trust – Object mainly to former policy ER9, given that is now explicitly a Community Aspiration in a non-land use Annex we believe that their concerns have been satisfied.

DP9 on behalf of Ashbourne Beech (developer of ASDA site) – Do not consider the plan compliant with the NPPG, NPG, the Local Plan and the principle of sustainable development (see comments below)

Environment Agency – General points about flood risks, flood defences and watercourses.

One Housing Group (OHG) - Object mainly to the estate regeneration policies, given that these are now all explicitly Community Aspiration in a non-land use Annex we believe that their concerns have been satisfied. They also object to D1 and D2 policies (see comments below)

Port of London Authority (PLA) – wish to emphasis the use of barges in the construction process, the need to open up the Thames river path and to the use of the docks.

Transport for London Commercial Development (TfL DC)– have a number of sites in the Area or nearby which they wish to develop. They have a comment on Policy D2.

Westgroup Investment – see comments below

Greater London Authority (GLA) – see comments below. But note that unlike their response to the quick Neighbourhood Plan they only have issues with individual policies and not the overall NP.

LBTH – “We consider the draft Neighbourhood Plan to be in general conformity with the current Local Plan and the emerging Local Plan, as per the requirements of one of the Neighbourhood Planning ‘Basic Conditions’.” But see comments below.

A general point is that both the new Local Plan 2031 and this Neighbourhood Plan have run late, it was unclear when this NP started as to which would complete first. It is why we some policies may appear duplicative; they may well be but at the start of the process it was unclear as to which would come first.

D1 – INFRASTRUCTURE IMPACT ASSESSMENT

SUMMARY OF RESPONSES

DP9 - The policy will merely add to the extensive list of planning application documents that are already required. Who defines what the Infrastructure Impact Assessment is? Who assesses the inputs to this? It is unrealistic to require that, if there is a deemed shortfall in infrastructure provision, that potential improvements are assessed etc. Who determines what is proportionate? This further requirement will unnecessarily delay schemes being brought forward and is likely to prove a bar to sustainable development contrary the guidance in the NPPF. At the present local planning authorities have a list of application document requirements to accompany planning submissions. This list is regularly reviewed and updated. All applications for planning permission are subject of statutory consultation processes including with infrastructure providers who will provide comment and feedback in relation to individual schemes and their likely impact on existing infrastructure.

Westgroup - D1 should be amended accordingly to make clear that whilst the applicant can contribute to local infrastructure, the responsibility is with the borough for its delivery.

GLA - The draft Neighbourhood Plan's requirement for Infrastructure Impact Assessments is not considered to be a positive and proactive approach and would only confirm what has already been evidenced and could ultimately result in the reduced delivery of affordable housing. The requirement for infrastructure impact assessments should therefore be removed from the NP.

The up-to-date study identifies the required infrastructure needed to support plans for growth in the area and acknowledges the funding gap that will need to be addressed.

OHG - One Housing considers the updated requirements of Policy D1 to be an overly onerous requirement which contradicts paragraph 16 of the NPPF (February 2019) and implies the need for additional unjustified contributions towards pre-existing infrastructure shortfalls. The Community Infrastructure Levy (CIL) and Section 106 agreements are the correct mechanisms to address the infrastructure impacts of a proposed development.

LBTH

1. It is not in keeping with the plan-led approach. That developers only requirements is to pay CIL & S106.
2. It seeks to make onerous requirements on developers, which they are unable to influence. They can only deliver infrastructure via S106 & CIL.
3. It establishes a different infrastructure baseline from existing documents.

FORUM RESPONSE

- An Excel model was provided to show how the infrastructure impact assessment would work in practise to answer any questions on the process
- That given the shortage of publicly owned land in the Area that CIL and S106 money cannot be spent locally on new or replacement infrastructure without the assistance of landowners.
- That historically S106 and CIL money has either not been spent or has not been spent in the Area (see Property Week for report on delays in spending CIL & S106) <https://www.propertyweek.com/news/councils-fail-to-spend-billions-of-s106-and-cil-money/5104453.article>
- That developers are already providing some infrastructure on site (primary schools primarily) but that has resulted in a situation whereby we may have too many schools and not enough other types of social infrastructure.
- That Council infrastructure planning documents are not specific to the Area. They are Borough wide documents and do not reflect the scale of development locally.
- Development cannot be sustainable without the full range of social infrastructure that a community needs.

D2 – HIGH DENSITY DEVELOPMENTS

SUMMARY OF RESPONSES

DP9 - This states that development schemes at over 1,100hrha with a PTAL of 5 or less should specify how they conform to the GLA Housing SPG. Why the focus on a density figure? The GLA in the emerging London Plan removes reference to any density matrix. In any event, the matrix referred to PTAL areas 4 - 6 and a density of 1,100hrha. Why the reference to PTAL 5 or less? It is unhelpful to focus assessment of the acceptability of a development based on a density calculation. Overall quality of design and character of the space and place being proposed should be the focus.

Westgroup - does not comply with the emerging London or Local Plans, as required by the NPPF.

OHG – not appropriate to effectively elevate the status of this policy to planning policy.

GLA – density matrix has been removed from the London Plan. Draft New London Plan in Policy D6 states the higher the density of proposed residential development the greater the level of scrutiny that is required of its design. The draft new London Plan sets out density thresholds by PTAL for when increased design scrutiny and management plans are to be submitted as part of planning applications.

LBTH - The policy as drafted still fails to adequately translate what is currently drafted as guidance on applying a policy, into the language of an actual policy. That the concept of exceptional is subjective.

TfL CD - Development proposals should make the most effective use of sites through optimising development densities through a design-led approach. Reference to a fixed density figure which once exceeded triggers additional requirements should be removed.

FORUM RESPONSE

We simply want planning applications to demonstrate how they conform to the Housing SPG. If they are unable to do so they should be rejected as this is an important standard. We have removed the exceptional term. No area in the Area has a PTAL higher than 5.

ES1 – USE OF EMPTY SITES

SUMMARY OF RESPONSES

DP9 believe this is unreasonable, unnecessary and unrealistic and should not be a blanket policy. That 6 months is too short.

LBTH is supportive of the Policy objective but have issues on how to deliver it.

GLA are supportive of this Policy and believe that it reflects a number of new London Plan policies.

FORUM RESPONSE

We have made a large number of changes to the Policy as well as the introductory and descriptive text after the Regulation 14 to the extent that this almost a new policy but with the same objectives.

CC1 – CONSTRUCTION COORDINATION

SUMMARY OF RESPONSES

DP9 The policy is too onerous in what it requires. It is unrealistic to require no changes to construction management plans. Where such changes are material then, as now, a revised CMP would be submitted to the Council for approval. Any revised document will be subject of consultation. At that stage interested parties can comment in relation to any changes.

LBTH objected to the communication method using Forum members.

FORUM RESPONSE

We do not disagree with the DP9 comment, we just wish that it was made clearer to the local community that a revised CMP has been submitted. We also changed the method of communication to allowing Councillors to use proxies.

CC2 – DENSITY AND INFRASTRUCTURE

SUMMARY OF RESPONSES

DP9 This is an onerous requirement that effectively duplicates processes already in place. Any application to vary working hours or conditions must be approved by the Council and subject to submission of an application/ correspondence to this effect.

LBTH cannot condition a requirement which sits outside the planning system.

FORUM RESPONSE

It is clear that some developers do a good job in this area we are just asking for a consistent approach.

CC3 – CONTROL OF DUST AND EMISSIONS DURING CONSTRUCTION AND DEMOLITION

SUMMARY OF RESPONSES

LBTH state already a Policy in the new Local Plan.

FORUM RESPONSE

We ask how they will do it. LBTH policy just says they have to do it.

SD1 – SUSTAINABLE DESIGN

SUMMARY OF RESPONSES

DP9 the NP should not duplicate existing local and regional policy. It is inappropriate for applications to have to state compliance or not with this standard.

LBTH BREEAM standards are duplicative, that Neighbourhood Plans cannot require compliance with standards like Home Quality Mark.

FORUM RESPONSE

At the time of the start of the Neighbourhood Plan it was not clear which Plan would complete first, Local Plan or Neighbourhood Plan. Both have taken longer than originally planned for.

We are not requiring compliance with Home Quality Mark, simply asking developers to make clear whether they are compliant or not. This seems to be a reasonable request.

AQ1 – AIR QUALITY

SUMMARY OF RESPONSES

DP9 the NP should not duplicate existing policy and that they believe this policy does so.

LBTH believe this policy conflates climate change and air quality. That WHO standards are not recognised in the UK. Lack of clarity over what happens when we leave the EU. That air quality in Knightsbridge is worse than on the IoD.

FORUM RESPONSE

We accept some of this points but were unwilling to depart too much from the made Knightsbridge Neighbourhood Plan. Air quality in the northern part of the area is as bad as Knightsbridge and are likely to get worse given the increasing amount of development and of construction.

3D1 – 3D MODEL FOR APPLICATIONS

SUMMARY OF RESPONSES

DP9 believes policy to be un-necessary and unreasonable. But also say that developers typically supply a 3D model to the Council (we believe they mean a physical model) and that this policy will affect scheme viability.

Westgroup believes that this should be a Local Plan policy and not a Neighbourhood Plan policy and that the new London Plan does not require the use of 3D models.

LBTH state this already a requirement in the Local List and that this policy is not required.

FORUM RESPONSE

We could not find on the Council website in the list of documents to be submitted with a full or outline planning application any reference to a 3D model. We know the Council have a license to the Vu.City 3D model.

We believe given the number of other Councils now using 3D models that this is an appropriate policy given the scale and density of development.

ANNEX – ESTATE REGENERATION & GR1

SUMMARY OF RESPONSES

A number of responses objected to the use of the word Policy in relation to a number of policies in the Annex believing that they conflict with land use policies.

FORUM RESPONSE

Following the change in the governments Neighbourhood Planning Guidance in May 2019 and the description of non-land use policies changing to the term community aspiration, we have replaced the term Policy with Aspiration throughout the Annex. We believe that this plus an explicit statement that these are not Land Use policies will satisfy objections.

“Wider community aspirations than those relating to the development and use of land, if set out as part of the plan, would need to be clearly identifiable (for example, set out in a companion

document or annex), and it should be made clear in the document that they will not form part of the statutory development plan.

Paragraph: 004 Reference ID: 41-004-20190509

Revision date: 09 05 2019”

7. APPENDICES

Appendix 1 – Survey Results – collected via SurveyMonkey – the last response received was in July 2018

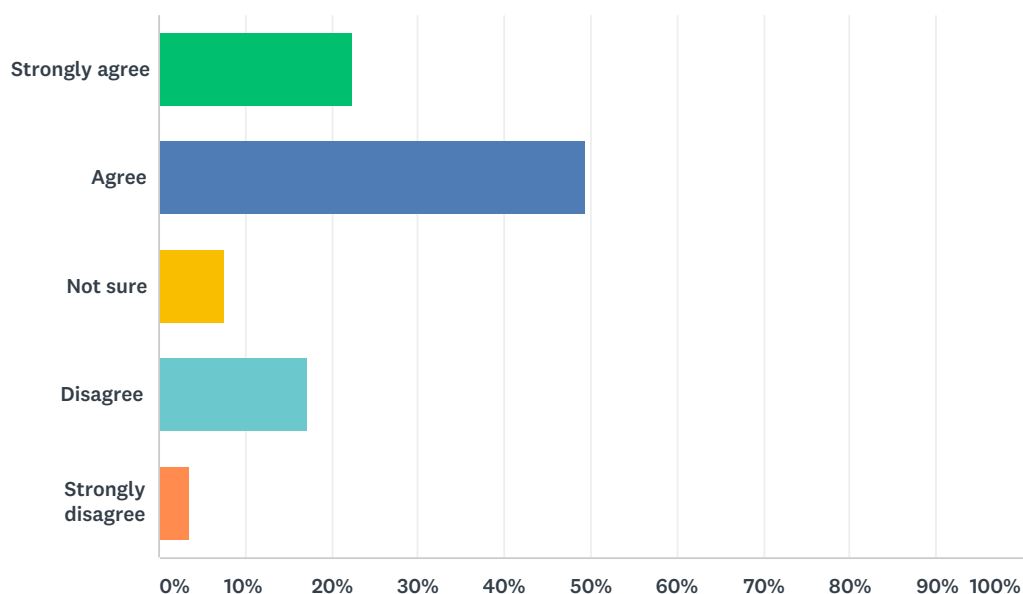
Appendix 2 – Newspaper articles since quick Plan

Appendix 3 – Copy of Forum emails since quick Plan

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Q1 To what extent do you agree with the statement: 'My home satisfies my household's needs'

Answered: 410 Skipped: 0



ANSWER CHOICES	RESPONSES
Strongly agree	22.44% 92
Agree	49.27% 202
Not sure	7.56% 31
Disagree	17.07% 70
Strongly disagree	3.66% 15
TOTAL	410

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	i think that because the lange on the question does not make sense	5/23/2018 12:08 PM
2	Too small.	3/21/2018 10:12 PM
3	Our home is fine while our children are small but will be too small once they are teenagers	4/17/2017 4:32 PM
4	is too small	4/8/2017 5:45 PM
5	It is small but has nice views. It is warm, safe and clean. I have lots of neighbours who I see and interact with daily.	3/11/2017 10:08 PM
6	Could do with 3 bedrooms but there are very few 3 bed houses (not flats) on the island	1/15/2017 8:08 PM
7	The building is well-built (not made of 'cardboard' walls) with decent sized rooms as opposed to the new 'rabbit hutches' being put up. I have sufficient outdoor space and obstructed views (gradually being destroyed by steel and glass monstrosities).	1/15/2017 4:06 PM
8	I am happy with my property room size, and location	1/15/2017 4:04 PM
9	It's classified as temporary accommodation and requires further refurbishment despite initial one	1/6/2017 8:11 AM
10	2 bedroom flat and 2 people!	1/1/2017 2:33 PM
11	It's to expensive renting on The Isle of Dogs	1/1/2017 9:25 AM
12	No garden. Not enough storage space.	12/30/2016 7:39 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

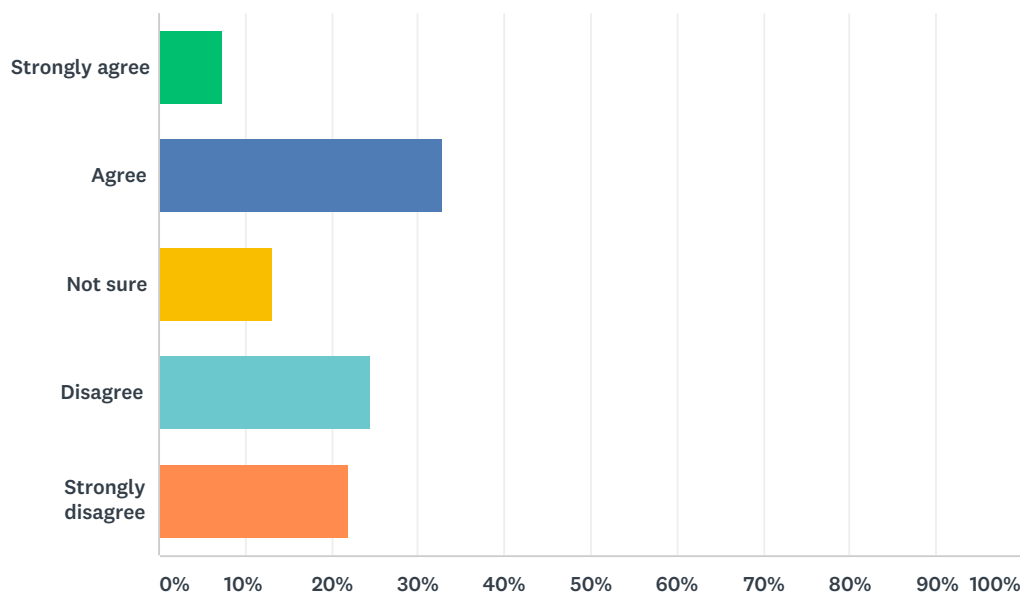
13	I am happy with its location and it provides sufficient means in terms of room size and storage.	12/30/2016 2:48 PM
14	We would like to make an extension, but being in a conservation area that makes it highly unlikely to be approved.	12/30/2016 7:44 AM
15	An extra room would be ideal	12/29/2016 8:56 PM
16	Would like more soundproof windows, csn hear helicopters flying frequently	12/29/2016 7:44 PM
17	Not enough bedroom for the size of my family.	12/29/2016 5:58 PM
18	Renting in an apartment were I cannot change decor, furniture etc so couldn't really call it 'home'	12/29/2016 5:44 PM
19	Not enough family and children friendly activities/area, schools, medical clinic etc compare to all the corporate complex/offices around me.	12/29/2016 5:11 PM
20	6 children 2 adults in a 4 bedroom	12/29/2016 4:16 PM
21	Need extra space	12/29/2016 4:05 PM
22	I am 19 sharing a bedroom with my little sister and have no chance of getting a council home for my own private space as an adult.	12/29/2016 3:24 PM
23	Lack of nursery spaces and primary schools in the area mean that we will need to move elsewhere in a couple of years time.	12/29/2016 3:14 PM
24	Rented house. Not double glazed so cold in winter	12/29/2016 2:50 PM
25	I have run out of space! I also have 2 kids and only 2 bedrooms	12/29/2016 1:18 PM
26	I would like more storage and living space but square footage is too expensive in E14	12/23/2016 6:15 PM
27	We are managing at present, but worry we'll outgrow it as our children get older	11/30/2016 10:32 PM
28	I have 3 children but only 2 bedrooms	11/30/2016 10:28 AM
29	I have everything at Pan Pen. I spent most of my spare time in the pool or at home sleeping and watching TV. I do not go out unless it is to work or once a week when I play squash.	11/27/2016 10:20 PM
30	My flat is suitable for the time being but as family grows the cost of housing is making it very expensive to move to the bigger home we will need.	11/14/2016 11:57 AM
31	If it had a garden it would be even better	11/13/2016 9:16 PM
32	Limited communal areas	11/13/2016 8:44 PM
33	We have had our communal bike shed broken into as in as many weeks and our landlord Notting Hill has failed to action this in a timely manner	11/11/2016 10:22 PM
34	My purpose built flat first floor meets my current need however my mobility will deteriorate with arthritis	11/11/2016 8:24 PM
35	We live in a 2 bedroom flat with 2 children. Would ideally like a 3 bedroom house/flat in the loD area but it is quite unaffordable at this stage.	10/4/2016 10:44 AM
36	Too small and high rental price	9/21/2016 7:23 PM
37	Home too small.	9/21/2016 3:29 PM
38	But I financially pushed myself to achieve this!	9/21/2016 9:28 AM
39	Too little storage space, even for a single occupant of a one bedroom apartment .	9/18/2016 5:33 AM
40	rent is too expensive, infra-structure under-developed.	8/15/2016 12:18 PM
41	Too small for number of ppl	8/15/2016 6:33 AM
42	Too many anti-social behaviour in South Quay area because the council overloads this expensive area with foreign social tenants.	8/8/2016 10:08 AM
43	I have no garden or space outside.	7/31/2016 12:06 AM
44	I have a Severely Disabled Daughter with multiple medical needs and the house is adapted for her needs.	7/29/2016 5:15 PM
45	I would like for there to be more shops, amenities, schools, farmers market etc for local residents i.e. not just sandwich shops for those who work in the offices nearby. There isn't much of a community feel in the area.	7/29/2016 4:09 PM
46	My home does satisfy my needs but the increases being imposed by the super expensive properties - high service charges which long standing developments think they have to match are making it unaffordable to live here. As a 'key worker' I haven't had a pay increase that meets inflation etc. for over 5 years.	7/29/2016 2:23 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

47	Freehold townhouse property. Limited outdoor space.	7/28/2016 10:35 PM
48	Would love it to be bigger yet the truth is in the fact there is not an appropriate school for my children to attend. We want our children to attend a senior school where there is a diverse group of children not one where they will be in the minority. Plus there is less and less green and clean space that is safe. The air is polluted. It's dirty, the roads and docks are filthy. It is not setting a good example. Behind doors it's fine.	7/28/2016 8:51 PM
49	I live in a 1 bedroom which I rent of the council and am forced to pay £190 a week for it as it is affordable rent I have a daughter so eventually my family will outgrow the property which took me 10 years to even get via tower hamlets bidding!	7/28/2016 8:27 PM
50	Extremely concerned about lack of educational provision and resistant (still corrupt) council.	7/25/2016 11:24 AM
51	After lots of renovation	7/20/2016 2:47 AM
52	Too small	7/18/2016 8:13 AM
53	not big enough	7/16/2016 10:34 PM
54	Most of the flats on the Isle of Dogs, including mine, are awfully small. Not family friendly whatsoever.	7/16/2016 9:51 AM
55	In front of my house in harbinger road are a number of trees, i love trees, however these are huge and block my sky satellite reception. Sky say theres nothing they can do and the council refuse to do anything as they don't have budget. At the back of my in the neighbours garden at the back is a 100 ft silver birch which sheds stuff all over my garden blocks the sun and rain.	7/16/2016 7:18 AM
56	I'm renting, I'm a tenant. But I've lived in the isle for 3 years by now	7/15/2016 6:40 PM
57	More space would be nice but its at a premium.	7/15/2016 5:26 PM
58	My home is much too small even if just for me	7/15/2016 2:06 PM
59	I have no outside space for my daughter to play. Its to unsafe for her at 5 to play on her own in communal areas	7/15/2016 10:16 AM
60	Its damp. The building is disgusting and vandalised. I have no balcony, not even a small one. No storage space. No natural light in my kitchen or the communal areas of the building. Its stinks of weed and other unsavory smells and since there's no windows its stagnates.	7/15/2016 9:18 AM
61	Not big enough amd suffer with mould and draft which has not been fixed by the landlord	7/15/2016 9:07 AM
62	Andrew Wood test	7/15/2016 8:02 AM

Q2 To what extent do you agree with the statement: 'I can afford a home suitable to my household's needs in the Isle of Dogs'

Answered: 408 Skipped: 2



ANSWER CHOICES	RESPONSES
Strongly agree	7.35% 30
Agree	32.84% 134
Not sure	13.24% 54
Disagree	24.51% 100
Strongly disagree	22.06% 90
TOTAL	408

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	I can't agree in full as the price I find is beyond reason though I believe I can still afford it by compromising on other things.	5/5/2017 11:22 AM
2	already expensive prices have doubled since 2010. This is not sustainable on a fundamental level even before considering the effect of Brexit that will reduce the number of employees in Canary Wharf. Salaries have increased only of a few percentage points and today even a Managing Director of a Canary Wharf bank will really struggle to buy a flat in CW with a mortgage suitable to a small family and pay school fees. I have seen many nice flats but with stamp duty they all cost not far from 2 million £!!!. I have been offered an ex council house that I could afford but with due respect at my age and position I aspire to something better. May be I will also take the Brexit excuse to get relocated in another country!	4/8/2017 5:45 PM
3	I am a housing association tenant. I could not afford even the 80% of market rates for this property.	3/11/2017 10:08 PM
4	I could not afford to pay what our house is worth now.	1/23/2017 12:22 PM
5	I bought my house 17 years ago, would not be able to today.	1/16/2017 3:02 PM
6	I purchased my home before E14 became a sought after post code	1/15/2017 4:24 PM
7	Not if I wanted to move here now. Even so-called affordable homes are out of my financial reach and are poor value for money for the space available. The Isle of Dogs is for the very well off/investment buyers and is no longer an area for 'normal' people/families.	1/15/2017 4:06 PM
8	Single parent would not be able to afford a house	1/15/2017 4:04 PM

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9	Prices of new studio flats are out of reach for most of residents and these projects are future problems in making The expansion should be stopped immediately and only facilities being built	1/6/2017 8:11 AM
10	I have lived here for a number of years and bought the flat after we both worked and saved	1/1/2017 2:33 PM
11	I am retired and have paid off my mortgage	1/1/2017 12:21 PM
12	I bought my house - Ex council 1995. I couldnot afford to buy a house on the IOD today!	1/1/2017 8:09 AM
13	Only because I live in a council house otherwise I'd strongly disagree	12/31/2016 3:36 PM
14	I rent from Rsl	12/31/2016 12:46 PM
15	Cant afford to buy	12/31/2016 9:11 AM
16	Do not earn enough to buy	12/30/2016 10:00 PM
17	They are far too expensive!	12/30/2016 2:48 PM
18	Without a shared ownership scheme buying property in London would be impossible and rent is extortionate	12/30/2016 1:42 PM
19	I'm 23 and renting, can't afford a deposit, not to mention legal fees.	12/29/2016 7:44 PM
20	Homes are extremely expensive. My husband and I don't earn enough to afford to buy on the iod	12/29/2016 5:58 PM
21	With the price tag attached to the apartments can anyone?	12/29/2016 5:44 PM
22	Would love to stay here but it is unaffordable and only flats.	12/29/2016 4:05 PM
23	The rent is too high to rent privately and the waiting list is too long on the council.	12/29/2016 3:24 PM
24	Very expensive properties	12/29/2016 3:14 PM
25	I would like my parents to live near me on the island but the island is now very expensive	12/29/2016 2:08 PM
26	Council or housing association not private could not afford it	12/29/2016 2:07 PM
27	New builds are increasingly pricing out the locals, at some of the prices on offer, for example; Warden @ >£1100 per sq ft, it's almost as expensive as central london.	12/29/2016 2:01 PM
28	No I go without to pay my rent	12/29/2016 1:19 PM
29	Three bedroom flats are out of my price then a lot of them are in the new developments which I don't like as my kids need some space and a backyard	12/29/2016 1:18 PM
30	I have been fortunate enough to own the lease on my property which is ex-council however I would never be able to buy a similar property on the Isle of Dogs now. Indeed properties of this size and with front and back gardens do not exist on the island anymore	12/23/2016 6:36 PM
31	Rent is my income.	11/30/2016 10:44 AM
32	We bought what we could but space is a premium and I have 3 young children and a 2 bedroom property, the 2 nd room is quite small so I am squeezed	11/30/2016 10:28 AM
33	Housing is extremely expensive in London and we desperately need more of it. We have to be very careful to ensure our rules and policies do not slow down or restrict the construction of much needed housing.	11/14/2016 11:57 AM
34	Currently the cost per sq ft is so expensive on the loD it is no longer affordable	11/13/2016 10:56 PM
35	But not if I bought it today	11/13/2016 9:36 PM
36	I can't afford anything on loD I can only live here because I came 30 years ago and stayed put	11/13/2016 9:16 PM
37	Only with help from family	11/13/2016 8:44 PM
38	I own my flat purchased in 2000. I would not be able to afford it at todays prices	11/11/2016 8:24 PM
39	I'm a teacher, my partner works for London underground. We could get a mortgage for £250,000. Not enough to buy a house. Only enough to buy share in an overpriced shared ownership flat with no garden for my children.	9/21/2016 7:23 PM
40	Cannot afford to purchase a bigger house.	9/21/2016 3:29 PM
41	Financially this was hard	9/21/2016 9:28 AM
42	In order to live on the isle of dogs and provide for my children I have had to seek help from my family as there is no way I could come close to surviving the costs on a normal wage	9/19/2016 10:16 AM
43	If I needed to buy instead of having a social housing property then I would not be able to afford the current "affordable" rents.	9/16/2016 11:45 PM

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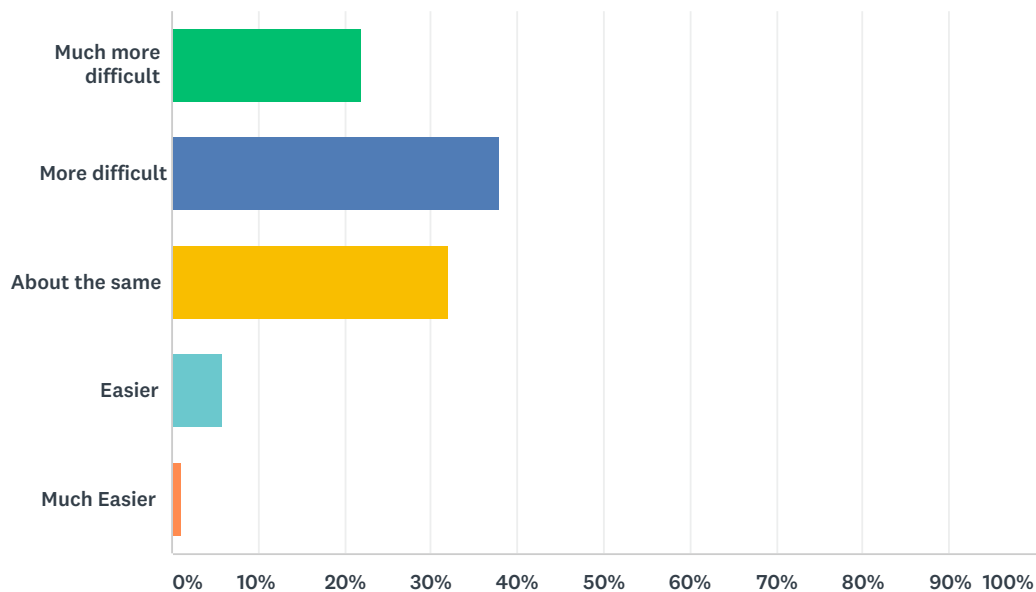
44	I am a high earner compared to an 'average' salary - so am fortunate in that respect.	9/16/2016 11:40 PM
45	We bought a suitable house 16 years ago but would probably be unable to do so now.	8/25/2016 4:12 PM
46	Rent is just about the limit of what I can afford. No possibility for savings.	8/15/2016 12:18 PM
47	Both my partner and I have full time jobs, have a deposit saved, but cannot afford to buy somewhere to live, we love living here but have to move our life if we want to own somewhere, which would be nice as we have a baby.	8/15/2016 8:09 AM
48	It's another £200-300 000 for one extra bedroom	8/15/2016 6:33 AM
49	have never been able to afford to buy, and now at retirement age so feel bottom of pile	7/31/2016 4:32 PM
50	I earn £31,000 a year. i can never own a property in E14	7/31/2016 12:06 AM
51	i live in one housing property as an elderly retired resident, but could never ever have afforded to buy property previously or now	7/30/2016 10:02 AM
52	There are not if ant affordable ho.using on the Isle of Dogs unless you are earning £100k	7/29/2016 5:15 PM
53	Moved here in 1996 and in my forties. If I moved here in 2016, then no way could we afford to be here. Any planning forum must consider that obscene prices in E14 and consider the impact it has on the younger generation who have not got any realistic hope of owning a home here.	7/29/2016 3:31 PM
54	If moving to the area now - well I couldn't afford to move here. When I did as a key worker the area was affordable. Not now and the increasing service charges on flats is threatening to force me out. Rapid increase just to 'match' other properties in the area when service bears no resemblance to the super expensive being approved. If anything I am being forced out of the area so the rich can move in	7/29/2016 2:23 PM
55	I live in a flat here I bought 12 years ago, but I could not afford it if I bought now.	7/29/2016 9:02 AM
56	I can not afford a home with a garden	7/29/2016 7:55 AM
57	Cannot afford to buy on th isle Of dogs, despite two good incomes.	7/29/2016 6:34 AM
58	Its turning into a very expensive area to live	7/29/2016 4:50 AM
59	Because I bought my home a decade ago	7/29/2016 1:51 AM
60	Because we would need a four bedroom house in a safe and aesthetically pleasing neighbourhood because it has been proven that it is good for nurturing children. We are looking at over £1m. We have worked, in senior positions, but have paid out so much in taxes and mortgage that have very little left to stump up a deposit and certainly wouldn't get a new mortgage to that amount.	7/28/2016 8:51 PM
61	I pay £190 a week for my flat now what would I pay for a 2 bedroom? I just about afford this at a stretch because my family needed something. The amount of car free new builds going up is ridiculous as these are expensive high rises not suited to a family like mine. Whilst bidding I found it very hard to even get an offer as all were car free which does not make sense as I struggle to park in my flat now because all the people who live up the road in the car free homes park on my road so does car free make sense???? When I pay for a permit and am unable to park with my young daughter	7/28/2016 8:27 PM
62	If my partner and I had not worked all our lives it would not be feasible.	7/25/2016 11:24 AM
63	We can afford our current mortgage. However, I'm not at all sure we could afford our current house if we were buying it now.	7/21/2016 3:53 PM
64	I couldn't afford my own house at today's inflated prices - I bought it in 1988.	7/20/2016 9:01 AM
65	The current market prices exceed our budget	7/20/2016 2:47 AM
66	I can afford it because I bought it a long time ago. I couldn't do it now.	7/16/2016 4:51 PM
67	I couldn't afford to buy my flat today	7/16/2016 3:02 PM
68	Whilst I am fortunate that housing we would like is affordable, i would of course be happy if it became more affordable	7/16/2016 2:25 PM
69	As above, flats are very small and very expensive. It is almost impossible to buy a flat due to the really high service charges and there aren't make houses to consider.	7/16/2016 9:51 AM
70	Only because we bought our home 18 years ago.	7/15/2016 9:33 PM
71	Generally speaking the housing prices are abusive	7/15/2016 6:40 PM
72	My home is much too small even if just for me	7/15/2016 2:06 PM
73	I can afford a suitable home only because I bought it 20 years ago	7/15/2016 12:01 PM

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74	The only way I can afford to live here is in social housing. I am a working single parent my salary wouldnt be enough to rent privately or buy here	7/15/2016 10:16 AM
75	Under Regen and heating and hot water is from a company called vpro had no choice in decision do cost 75p a day standing charge,its extortion	7/15/2016 9:02 AM
76	Ideally we would need an additional room (study) but it is hard to find family homes in the area.	7/15/2016 9:00 AM
77	My rental is affordable as my landlord has kept it low. But I don't feel like I can afford to buy a house in London.	7/15/2016 8:57 AM
78	Andrew Wood test	7/15/2016 8:02 AM

Q3 How has access to key services, for example getting a doctor's appointment, changed in the last ten years?

Answered: 354 Skipped: 56



ANSWER CHOICES	RESPONSES	
Much more difficult	22.03%	78
More difficult	37.85%	134
About the same	31.92%	113
Easier	5.93%	21
Much Easier	1.13%	4
TOTAL		354

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	Waiting a month for an appt with one of your preferred GPs is ridiculous...largely down to the fact that no GP at my practice works full time patient facing	6/6/2017 7:36 PM
2	Don't have a local doctor	6/1/2017 8:38 PM
3	GP became more busy, early booking is required, hard to get a quick appointment, time spent with GP was cut	5/5/2017 11:32 AM
4	reference the last 6 years not 10 years	4/18/2017 4:54 PM
5	Barkantine clinic currently has a one week wait for a doctor's appointment, but just last year was able to provide appointments within the following 48 hours.	4/17/2017 4:45 PM
6	Getting the doctor I want to see is very very difficult. Getting any doctor is about the same it has always been.	3/11/2017 10:30 PM
7	I have never had any problems getting dr app.	1/15/2017 8:16 PM
8	Waits are much longer - if you can get past the receptionist. A wait of 2 weeks to see a specific doctor is normal now; to see any doctor takes a week (usually a locum) and so continued care is non-existent. Sadly most of the doctors speak limited English which makes care even more difficult - my totally inaccurate records are proof of this and may one day compromise my healthcare.	1/15/2017 4:40 PM
9	Extended hours are great but can take weeks to get an appointment with my usual doctor.	1/1/2017 4:46 PM

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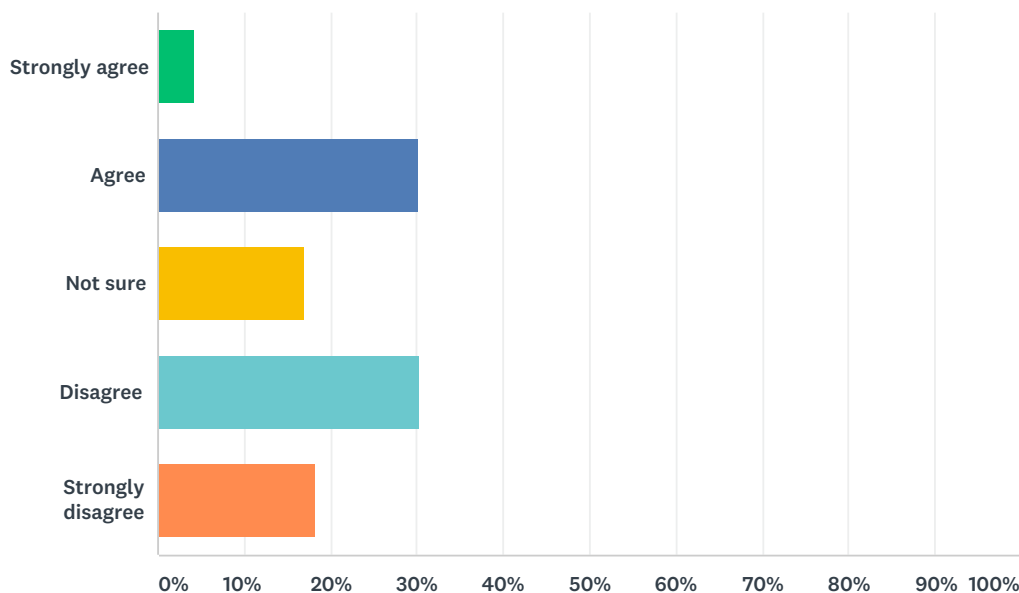
10	Because Tower Hamlets Council have not insisted in the past that new builds are supported by additional infrastructure then there is a huge gap in infrastructure provision including services like doctors which puts huge pressure on existing services and leads to higher wait times.	1/1/2017 2:57 PM
11	Note - I haven't been a resident for 10 years so unable to comment	1/1/2017 1:58 PM
12	Rely more on drop in centres	1/1/2017 1:08 PM
13	I have changed doctors because I was having to wait 3 weeks for an appointment that was the doctors at ASDA	1/1/2017 8:34 AM
14	Internet booking and telephone consultations make it much easier	12/31/2016 3:45 PM
15	Based on doctor alone I have found no change. Further afield, hospital apt's you have to wait a while for.	12/31/2016 11:38 AM
16	I've only lived here since 2010.	12/31/2016 8:48 AM
17	Takes ages to get through. Have to have a phone appointment which if you miss the call you have to call back and explain. It's a faff. Difficult to get to actually see a doctor at short notice.	12/30/2016 10:01 AM
18	Have only been on the IoD for 2 years so can't give an answer	12/29/2016 8:04 PM
19	Island Health are excellent!	12/29/2016 6:33 PM
20	For non emergency I have to wait a week.	12/29/2016 6:11 PM
21	At least three weeks for one with a requested Doctor	12/29/2016 5:45 PM
22	10 years ago I could get my baby an appointment the same day now I can't	12/29/2016 4:23 PM
23	It is nearly impossible to get a doctors appointment in a timely manner at my GP. Five days to a week's waiting is too long of a wait.	12/29/2016 3:35 PM
24	Waiting times have drastically increased.	12/29/2016 3:31 PM
25	I live here for 5 years now so really do not know	12/29/2016 2:31 PM
26	DOCKLANDS medical centre opens longer hours than it used to. The walk in centre near the barkantine didn't exist in the past	12/29/2016 2:31 PM
27	You can wait weeks to see your doctor	12/29/2016 1:32 PM
28	It is as bad as it has ever been. It's odd having to wait over a week for a doctors appointment.	12/29/2016 1:24 PM
29	Online appointments make it easier	11/30/2016 10:36 PM
30	In 2009 I could get an appointment same day or next day, now unless it's an emergency it is at least a week	11/30/2016 10:34 AM
31	Little new capacity appears to have been added, despite continuing growth in new flats being built and completed.	10/30/2016 10:50 PM
32	I've been living here for 3 years.	10/19/2016 10:53 PM
33	Only moved in the iOd 2 y ago	9/21/2016 9:17 PM
34	I wait 3 weeks for a gp appointment.	9/21/2016 7:25 PM
35	Not applicable.	9/19/2016 10:13 AM
36	My previous experiences were outside of London so the service here at the barkantine is better than elsewhere with the walk in setup.	9/16/2016 11:51 PM
37	I have only been here three years	8/9/2016 7:25 AM
38	My GP is outside Tower Hamlets.	8/1/2016 1:50 PM
39	I prefer to use my freedom pass to travel off the island to attend clinics or doctors as the waiting time locally is extreme, having to sit with so many ill people when you just need to get advise.	7/31/2016 4:42 PM
40	I travel about off the island to Bethnal green to get my doctors appointment as have been with same doctor for 50 years	7/30/2016 10:15 AM
41	To get to call a GP you are held in a que and being told where you are and could wait for ages. If you ask for an appointment it is at least 2 week wait	7/29/2016 5:30 PM
42	Never ill, 2 visits in 20 years. No issue with dentist as I book 6 months ahead.	7/29/2016 3:41 PM
43	Almost impossible and has led to a decrease in our usual way of life that we are accustomed to.	7/29/2016 3:00 PM

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44	Have been asked to make an apt with a specific GP. No availability on line and unable to get through to the surgery on the phone. This is very common. To see any doctor the wait is at least a week; for a specific doctor I have been told to call back in 2 weeks as they do not make appointments more than 2 weeks in the future!	7/29/2016 2:41 PM
45	not resident long enough	7/29/2016 2:18 PM
46	It's now possible to book a doctor's appointment online at Barkantine. I don't use many other local services.	7/29/2016 9:14 AM
47	Before I could get a next day appointment, now it's about 3 week minimum wait, and that's not even guaranteed to be with my own Doctor	7/29/2016 8:07 AM
48	We have only lived here for 4.5 years.	7/28/2016 10:45 PM
49	Pretty much impossible to get a doctors appointment, way too few schools	7/28/2016 9:15 PM
50	I can get an appointment but I would never see the same doctor twice. I've had to meet with the practice manager to complain about five misdiagnosis from temp doctors, and one practice doctor. They don't read our historic records so it's always a quick fix solution. There's no personal care.	7/28/2016 9:04 PM
51	We leave right across from the Barkantine and have had a great experience since they moved into the purpose built building years ago. Although recently it seems to get more difficult to get an appointment on the same day. Luckily we didn't have to request one for a while.	7/28/2016 8:15 PM
52	Extremely hard to get a GP appointment at the Barkantine Practice, even for my young children!	7/22/2016 9:15 AM
53	2 week wait for an appointment these days	7/22/2016 8:16 AM
54	I've only been here 3 years but the availability of making online appointments etc has improved.	7/21/2016 4:05 PM
55	Lived here since 2012	7/19/2016 2:46 PM
56	Longer waiting lists and the doctors are running late. I have to wait 20-40 mins after my booked appointment. If I'd like to be seen by my trusted doc I get an appointment 4-5 days later only.	7/17/2016 3:31 PM
57	I don't live here that long	7/17/2016 10:26 AM
58	I can get an appointment but I need to wait days. Weeks for a named doctor.	7/16/2016 4:59 PM
59	I am registered with the Barkantine and even though it's not that difficult to get an appointment (compared to other areas of London), I do feel it has got more difficult to get an appointment in the following 24-48 hours within the last 7 years I've been on the Island.	7/16/2016 9:58 AM
60	I have no idea I don't use local medical facilities i have a private gp.	7/16/2016 7:28 AM
61	I'm not a local but I haven't had many problems to get appointments	7/15/2016 9:57 PM
62	Even though island gardens health is open longer it is difficult to get on the day or soon appointment	7/15/2016 9:06 PM
63	Rang recently and was told there were no appointments! But been v pleased with speed I had appointments for baby when on maternity leave	7/15/2016 6:15 PM
64	All but impossible to get an appointment. My doctor has told me the practice is under huge strain.	7/15/2016 3:01 PM
65	I still go to Islington to my GP	7/15/2016 2:11 PM
66	Doctors appointments for my actual gp can be anything up to 2weeks. Having to wait 9 months for a referral for my daughter isnt on either. 3 months for an eye examination in the hospital is also ridiculous.	7/15/2016 10:27 AM
67	Takes several weeks to get an appointment	7/15/2016 9:38 AM
68	Andrew Wood test	7/15/2016 8:05 AM

Q4 To what extent do you agree with the statement: 'I am able to access the key services, such as getting a doctor's appointment, quickly and easily' ?

Answered: 353 Skipped: 57



ANSWER CHOICES	RESPONSES	
Strongly agree	4.25%	15
Agree	30.03%	106
Not sure	17.00%	60
Disagree	30.31%	107
Strongly disagree	18.13%	64
TOTAL		353

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	See above	6/6/2017 7:36 PM
2	My doctor is in Lambeth	6/1/2017 8:38 PM
3	As per below, I can't say I can get it quickly but I can still get it.	5/5/2017 11:32 AM
4	For the most part, Barkantine is still very efficient.	4/17/2017 4:45 PM
5	School places are hard to get	4/8/2017 5:52 PM
6	As above.	3/11/2017 10:30 PM
7	As for the previous question - long waits for locum doctors not even your own GP are the norm now as is the receptionist telling you to go to A&E if you want to be seen by a doctor sooner.	1/15/2017 4:40 PM
8	I don't have great experience so I use private service abroad in Estern Europe	1/6/2017 8:19 AM
9	fortunately we don't require GP services so often so can't comment with better judgement	1/1/2017 5:45 PM
10	As above	1/1/2017 4:46 PM
11	I use the drop in centre if necessary and have always been able to see someone	1/1/2017 2:57 PM
12	I haven't used any services to comment	1/1/2017 1:58 PM
13	Now I have changed doctors yes	1/1/2017 8:34 AM

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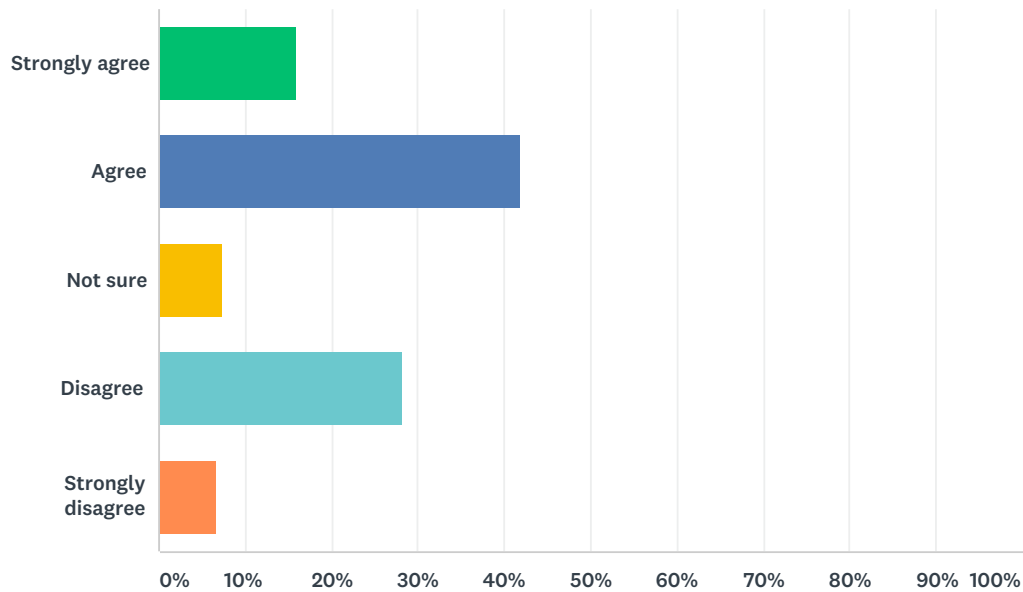
14	same day appointments as long as i don't mind which doctor i see	12/31/2016 12:52 PM
15	You may be able to get an appt with a locum but if you have chronic long term conditions it is difficult to see someone to ensure continuity of care..	12/29/2016 7:14 PM
16	See above	12/29/2016 6:11 PM
17	See comments on q. 3 above	12/29/2016 3:35 PM
18	Waiting times for walk ins are 4 hours it can take a very long time for other services.	12/29/2016 3:31 PM
19	Barkantine walk in service is good - more like this please!	12/29/2016 3:03 PM
20	We have to wait longer for appointments	11/30/2016 10:48 AM
21	See above	11/30/2016 10:34 AM
22	If one misses the 8.30am call to make an appointment, then may have to wait a week	11/27/2016 10:26 PM
23	Dr appointment take a long time, cannot get on the buses in the morning	11/13/2016 11:05 PM
24	More residents means these are at threat	11/13/2016 9:42 PM
25	Barkantine clinic is very accessible and quick	11/13/2016 9:20 PM
26	GP waiting times seem to have increased as more new developments have sprung up on the island	11/13/2016 9:09 PM
27	I recently requested a non-emergency GP appointment and the earliest was a 3 week wait - and was then cancelled due to the GP not being available	11/11/2016 8:30 PM
28	In order to get a doctor's appointment within a reasonable time frame the only option provided is to take an emergency app which you have to sit and wait around for hours on end	9/19/2016 10:25 AM
29	there are no cheap parking facilities.	8/8/2016 10:20 AM
30	As above	8/1/2016 1:50 PM
31	I can if I wish access but do not wish to unless absolutely desperate as waiting times are appalling.	7/31/2016 4:42 PM
32	I can see a doctor ok, but I can't easily see MY doctor	7/31/2016 12:12 AM
33	can only speak for myself as I try not to use any of the services on the island but prefer to travel via London transport to other services in the borough as the waiting times on island are extreme.	7/30/2016 10:15 AM
34	Never struggled to get an appointment	7/29/2016 8:30 PM
35	That's really not true	7/29/2016 5:30 PM
36	See above box	7/29/2016 3:41 PM
37	It's easy to quickly get a doctor's appointment in a few week's time, but I don't know if it's possible to get one in a few day's time, or on the same day.	7/29/2016 9:14 AM
38	See answer 3	7/29/2016 8:07 AM
39	As per above. There is an online booking which is great but it's a two week wait. I don't want to think I'm going to be sick in two weeks. I'm normally sick and have to see someone that day or the next. I don't trust the doctors at the surgery so I very rarely go. As a consequence goodness knows what's happening to my ailing health.	7/28/2016 9:04 PM
40	waiting 3 weeks for a nearest GP appointment (ANY available appointment, not evening or weekend) is definitely not "quick and easy"	7/28/2016 8:51 PM
41	The walk in centre at barkantine is really helpful and find myself accessing this when unable to get appointment	7/28/2016 8:32 PM
42	Have not needed key services much in the recent past but getting the impression that the easy and timeliness are worsening.	7/28/2016 8:15 PM
43	I can get an appointment but at a very long wait which does not help if you are ill and in need of a doctor. Very ineffective	7/22/2016 8:16 AM
44	I've only been here 3 years but even in that time I've noticed there's usually a longer lead time for getting "non-urgent" doctor's appointments.	7/21/2016 4:05 PM
45	Depends on the key service	7/19/2016 2:46 PM
46	getting one is not a problem. Getting one today/tomorrow is a problem	7/16/2016 4:59 PM

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47	My experience of the doctors service is ok, but we gave up on dental and went private (which isn't much better)	7/16/2016 2:35 PM
48	I have no idea.	7/16/2016 7:28 AM
49	Too many people too much development of flats with no real key service upgrade. School places are a real worrie for all parents of the island	7/15/2016 10:27 AM
50	It varies. The barkentine is than it was a year ago, but the docklands medical centre is terrible for appointment, as is asda opticians.	7/15/2016 9:26 AM
51	Mostly agree but you sometimes can't which is stressful especially where children are ill.	7/15/2016 9:09 AM
52	Private healthcare in Canary Wharf	7/15/2016 9:01 AM
53	Andrew Wood test	7/15/2016 8:05 AM

Q5 To what extent do you agree with the statement: 'Everything I need on a day to day basis I can reach on foot.'

Answered: 354 Skipped: 56



ANSWER CHOICES	RESPONSES
Strongly agree	15.82% 56
Agree	41.81% 148
Not sure	7.34% 26
Disagree	28.25% 100
Strongly disagree	6.78% 24
TOTAL	354

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	Where rae the independent greengrocers, butchers etc? Nowwhere	6/6/2017 7:36 PM
2	I work 6 miles away so have to use the dlr which I reach on foot. Everything else (ASDA) I can also reach on foot.	3/11/2017 10:30 PM
3	I am dependent on the bus to get me around. Canary Wharf is my nearest shopping centre and so prices are that bit more expensive. The shop nearest in walking terms is only a 'corner shop' and can't meet all needs. Being less able adds to the problem and the recent bus route changes and timings have had a detrimental impact. This will be worsened with the ludicrous cycle lane proposal for Manchester Road - totally unnecessary, not needed and a waste of money.	1/15/2017 4:40 PM
4	Asda working distance Drs and dentist walking distance Post office walking distance	1/15/2017 4:09 PM
5	The area near the bottom of Manchester road is woefully lacking. It's all residential jones with the odd off license and chicken shop. The few shops look run down and there are very few restaurants and cafes. It would be great if there was a real "high street" instead of blocks and blocks of flats	1/15/2017 12:54 PM
6	Not a great choice of bakery	1/6/2017 8:19 AM
7	construction work at Canary Wharf makes it difficult and unpleasant to walk to the Wharf	1/2/2017 8:31 PM
8	This will change when ASDA is demolished. Without a car grocery shopping will become difficult	1/1/2017 2:57 PM
9	I usually need to take the bus.	1/1/2017 2:47 PM

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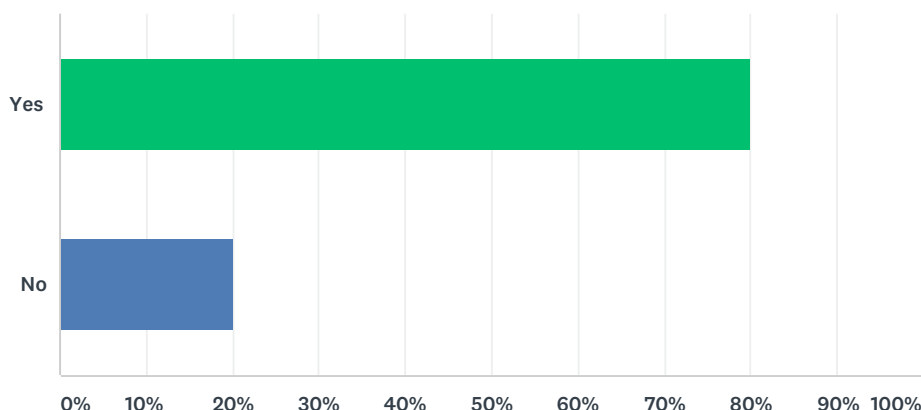
10	I am able to walk so for me the answer is yes	1/1/2017 8:34 AM
11	Baker, butcher (local) not on the island. Local shops.	12/31/2016 11:38 AM
12	Thanks to the Asda, Tesco and, most importantly, grocery home delivery services.	12/31/2016 8:48 AM
13	I have to go to Lewisham to get reasonably priced shoe repairs. Also no charity shops to donate to	12/30/2016 10:01 AM
14	Severe lack of services on the Isle of Dogs, particularly decent supermarkets. Local newsagents do not offer value for money or the right variety of products.	12/29/2016 11:27 PM
15	We live near island gardens and there are very few shops around here.	12/29/2016 7:40 PM
16	Changing though as now not so many little cafes, shops etc rely on Asda	12/29/2016 5:45 PM
17	I am walking distance from Canary Wharf. Would like to see more of a 'high street' on the island, this would be a good use of areas under the DLR, DLR stations or dock edges	12/29/2016 3:03 PM
18	Doctors Asda all close by	12/29/2016 1:32 PM
19	If I miss a delivery I must travel miles to the collection office	12/23/2016 6:20 PM
20	Work is 8 minute walk, Tesco & Asda are 10 minute walk	11/27/2016 10:26 PM
21	Grocery and other delivery services continue to make it much easier for people to obtain the goods they need	11/14/2016 12:02 PM
22	Except for weekly shopping and petrol	11/13/2016 11:05 PM
23	Public transport is used to travel to markets and entertainment e.g. cinemas and theatre in Greenwich	11/11/2016 8:30 PM
24	I need to drive to my Doctor	11/11/2016 7:51 PM
25	The walk to and from Canary Wharf station (Waitrose, Reebok gym) increased from 7 min to 20 min because the Preston Road path was closed by CWG.	10/19/2016 10:53 PM
26	There is no where to buy white goods or furniture on the island.	9/16/2016 11:55 PM
27	Need more 'local' shops, high street with a range of services / options. It must be difficult compared to chains like Pret, Tesco so this needs support eg section 106 support for local businesses. Example it's a shame 'Ernie's' never found a home and became unviable for the owner.	9/16/2016 11:51 PM
28	I am fit and able to walk the island, but on the south of the island there is a lack of shops, affordable food shopping, services and Childcare options,	8/15/2016 8:17 AM
29	south quay area needs more retail shops not just overloading empty streets with residential developments. this way the area becomes a ghetto. this area needs more restaurants and shops.	8/8/2016 10:20 AM
30	I have to cross the river to work.	7/31/2016 12:12 AM
31	We still have some local shops thank goodness	7/29/2016 5:30 PM
32	While Canary Wharf is close by, I'd like for there to be more facilities, farmers markets, pubs, independent shops (e.g. newsagents), cafes, schools, sports studios and independent businesses for the area. There isn't much of a community feel and many of the small restaurants cater to the office workers and not the community. I.e. what's needed is something to get people out onto the streets, and not just running up into their apartment blocks.	7/29/2016 4:20 PM
33	Walking is one of the things that the human body is specifically designed to do, people must do more of it to help relieve the pressure on the services mentioned above.	7/29/2016 3:41 PM
34	Tesco at Beckton as the local Asda is overwhelmingly busy and doesn't meet the needs of locals ie: regularly running out of essential items	7/29/2016 3:00 PM
35	I have mobility problems and as such have to be wary of when I use the buses; early mornings (before 9:30 is out) and after 3:30 till 7pm is also out as the buses are just far too full. The recent proposed changes to bus services on the island will make getting about even more difficult	7/29/2016 2:41 PM
36	There are no small specialist shops such as greengrocer, butcher and etc locally.	7/28/2016 10:45 PM
37	There are absolutely no amenities on the island for residents, no sense of community. No consideration has been taken into account for the needs of residents, I.e markets for food (just a plethora of cheap off licenses) and there is ok space for shops and cafes etc. There is just an endless stream of new developments without consideration for making the IoD a viable community where residents can spend time	7/28/2016 9:32 PM

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38	It is getting harder and harder to get around with all the building work	7/28/2016 9:15 PM
39	Although I can't stand being tied to Tesco.	7/28/2016 9:04 PM
40	I could reach most things by foot but for the past two years have preferred to take buses as I don't enjoy walking through building sites everywhere.	7/28/2016 8:15 PM
41	I am disabled	7/20/2016 2:56 AM
42	Ever since Canary Wharf Group closed the path connecting Preston's road to Canary Wharf it has become increasingly difficult to reach things I need on a daily basis - like proper groceries without the mark up and more variety than that found at an express store (which charges more for the "convenience" factor). Since its now about a mile or so to get to Canary Wharf estate it makes a lot more difficult to pick up things from shops.	7/18/2016 4:54 PM
43	There are no markets and affordable shops for household items, gardening stuff, fruits and vegetables, fish, everyday clothes, toys etc. around. I have to travel to Greenwich or Shadwell or Stratford to find these..	7/17/2016 3:31 PM
44	The walking routes are appalling. There is also a dearth of high quality shopping, cafes etc once you leave Canary Wharf, despite many of the new developments having large amounts of unused ground floor retail space	7/16/2016 2:35 PM
45	Depends where you do your shopping i suppose. There are certainly no clothes stores within walking distance. Unless you count canary wharf but its a bit of a hike.	7/16/2016 7:28 AM
46	Normal items such as milk, bread etc are not freely available due to the limited convenience shops close to burrells Wharf	7/16/2016 7:14 AM
47	It would be useful to have another grocery store that is closer and easier to get to then ASDA. There are also limited restaurant options.	7/16/2016 5:03 AM
48	There is a lack of small local shops	7/15/2016 9:57 PM
49	no childrens clothes and shoe shops nearby- have to go to Canada Water for Clarks shoe fitting.	7/15/2016 6:15 PM
50	No Banks. It would be nicer to have better quality shops like Greenwich.	7/15/2016 5:49 PM
51	Yes generally. Need more cash points at the bottom of the island which don't charge you to use them	7/15/2016 4:07 PM
52	Shopping, GP, nursery are too far away to be reached on foot	7/15/2016 1:01 PM
53	Lots of services not represented in the Canary Wharf / isle of dogs area	7/15/2016 10:59 AM
54	Very little for small children in comparison to places in essex or kent. The canary wharf estate through to the bottom of the island is geared up for young professionals who will in due time add the the growing number of children. For example we have no toy shop for educational toys etc or a play zone. The soft play at tiller is the only one but its tiny	7/15/2016 10:27 AM
55	Many children's activities are further afield.	7/15/2016 9:09 AM
56	Albeit in some danger given the construction versus footpaths issue!	7/15/2016 9:01 AM
57	Andrew Wood test	7/15/2016 8:05 AM
58	Much of it is at Canary Wharf which is easily reached by bus	7/13/2016 5:17 PM

Q6 Are there local shops that you use on a regular basis?

Answered: 353 Skipped: 57



ANSWER CHOICES	RESPONSES
Yes	79.89% 282
No	20.11% 71
TOTAL	353

#	IF YES, COULD YOU NAME THEM?	DATE
1	West Quay Food & Wine The Ship Little Kebab House Soleil Dry Cleaners	4/10/2018 4:35 PM
2	Tesco Crossharbour	3/21/2018 10:34 PM
3	tesco asda	2/5/2018 2:17 PM
4	Asda, Tesco's at Baltimore	9/29/2017 6:24 PM
5	24h shops dont sell what i need. I ahve to go to asda or waitrose	6/6/2017 7:36 PM
6	Asda, New Kwan Wah	6/1/2017 8:38 PM
7	Tesco and Laudnry on Millharbour, Waitrose and Asda. Though Asda is a bit inconvenient for me.	5/5/2017 11:32 AM
8	ASDA	4/25/2017 9:51 PM
9	Tesco, mark spencer, waitrose, asda	4/18/2017 8:08 PM
10	Hair E14 Equinox shop Various places in Canary Wharf mall	4/17/2017 4:45 PM
11	Tesco Metro	4/8/2017 5:52 PM
12	ASDA. NISA.	3/11/2017 10:30 PM
13	Waitrose, Canary Wharf Asda Cubitt Town Pharmacy Manchester Road Post Office	1/23/2017 12:28 PM
14	Tesco Metro, ADSA	1/15/2017 10:00 PM
15	Hair e14, fish and chip shop, gay lord restaurant, memb saab- all restaurants	1/15/2017 8:16 PM
16	Asda	1/15/2017 4:09 PM
17	Convenience Store Barkantine estate	1/15/2017 3:42 PM
18	John shop, roses food and wine, windmill house dry cleaners and shop	1/15/2017 1:12 PM
19	Asda and waitrose	1/15/2017 12:54 PM
20	Tesco express	1/15/2017 10:25 AM
21	Asda, dry cleaners,	1/9/2017 8:17 PM
22	Greenwich market and shops	1/6/2017 8:19 AM
23	Nisa	1/5/2017 3:14 PM

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24	Westferry Metro, Dry cleaners in Westferry Road, local pubs and restaurants	1/2/2017 8:31 PM
25	mainly asda	1/1/2017 5:45 PM
26	Newsagent on Westferry Road by Harbinger School.	1/1/2017 4:46 PM
27	Tesco Express	1/1/2017 3:02 PM
28	Tesco Express sometimes but predominantly ASDA	1/1/2017 2:57 PM
29	Mainly waitrose and ASDA.	1/1/2017 2:47 PM
30	24 hour store on Westferry Road by Byng Street, Ace Barbers	1/1/2017 1:58 PM
31	waitrose canary wharf, tesco westferry road	1/1/2017 1:32 PM
32	John's next to the Westferry road post office	1/1/2017 12:28 PM
33	Nisa E14 hairdressers post office local chip shop	1/1/2017 8:34 AM
34	Westferry Metro	12/31/2016 2:59 PM
35	Equinox for milk if I run out. Asda for larger shopping. Laundrette on Manchester road. Post office on Manchester Road. Cubit town pharmacy. Lilies. E14.	12/31/2016 11:38 AM
36	Co op Clifton	12/31/2016 10:36 AM
37	Asda, Nisa, Post Office	12/31/2016 9:17 AM
38	There are none, apart from the dry cleaners. I would love to see a proper butcher and bakery.	12/31/2016 8:48 AM
39	The Post office	12/31/2016 8:35 AM
40	Post office and shop on Manchester Road, ASDA, Tesco Metro and Nisa on Manchester Road by blue bridge roundabout, Firezza pizza by Crossharbour DLR, Mudchute Farm cafe	12/31/2016 6:50 AM
41	Waitrose	12/31/2016 4:00 AM
42	Candy shellii	12/30/2016 10:05 PM
43	Asda & equinox	12/30/2016 7:45 PM
44	Asda Calista square	12/30/2016 2:53 PM
45	Asda, Waitrose	12/30/2016 1:46 PM
46	Asda castalia square shops tesco	12/30/2016 1:08 PM
47	Johns shop westferry road	12/30/2016 12:53 PM
48	Equinox Asda	12/30/2016 10:01 AM
49	Asda, Waitrose, Dry Cleaners, Tesco	12/30/2016 7:12 AM
50	Asda	12/30/2016 2:29 AM
51	asda local sweet shop	12/30/2016 12:45 AM
52	Westferry Metro, Hubbub, Asda	12/29/2016 11:27 PM
53	Tesco	12/29/2016 11:18 PM
54	Equinox, Waitrose	12/29/2016 9:27 PM
55	Asda Tesco express	12/29/2016 9:26 PM
56	Asdak	12/29/2016 9:01 PM
57	Post office	12/29/2016 8:57 PM
58	Tesco crossharbour, equinox, asda, ros w food and wine	12/29/2016 8:04 PM
59	Waitrose, boots	12/29/2016 8:04 PM
60	Equinox only	12/29/2016 7:40 PM
61	Tesco express	12/29/2016 7:17 PM
62	Asda	12/29/2016 7:00 PM
63	Post office Nisa Asda Tesco local	12/29/2016 6:33 PM
64	Asia and canary Wharf shopping centre.	12/29/2016 6:11 PM
65	Canary Wharf shops and occasionally equinox opposite island gardens dlr	12/29/2016 6:09 PM

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66	Only Asda as local shops almost non existent	12/29/2016 5:45 PM
67	Cubitt Launderette and the post office, both on Castalia Square	12/29/2016 5:07 PM
68	Equinox	12/29/2016 4:56 PM
69	Equinox Johns Sinfields	12/29/2016 4:39 PM
70	Tesco, Asda etc	12/29/2016 4:11 PM
71	Asda Tesco Tian Tian	12/29/2016 4:08 PM
72	Asda, including petrol	12/29/2016 3:11 PM
73	Baguette express, pret, Tesco in south quay. Also use local takeaways (delivery).	12/29/2016 3:03 PM
74	Waitrose, asda	12/29/2016 2:52 PM
75	Asda, equinox, the post office. It would be nice to have more local shops - e.g. a green grocer, baker, butcher	12/29/2016 2:31 PM
76	Equinox	12/29/2016 2:11 PM
77	The gun, asda, barkantine pharmacy	12/29/2016 2:07 PM
78	Local newsagents, Asda, Tesco, co-op	12/29/2016 2:00 PM
79	Co op	12/29/2016 1:32 PM
80	Asda isle of dogs	12/29/2016 1:31 PM
81	Tesco, Local Nisa, Waitrose (Canary Wharf), ASDA	12/2/2016 5:19 PM
82	Asda & Canary Wharf	12/2/2016 3:48 PM
83	waitrose, boots, gay Lord	12/2/2016 1:52 PM
84	Asda, Tesco at Crossharbour	11/30/2016 10:36 PM
85	Tesco and other local shops around Crossharbour	11/30/2016 10:48 AM
86	Asda, post office,	11/30/2016 10:34 AM
87	Should be more local markets & choice	11/27/2016 9:59 PM
88	ASDA & Greenwich market	11/14/2016 12:02 PM
89	Yes, we need more local shops rather then mega Tescos	11/13/2016 11:05 PM
90	in Greenwich	11/13/2016 10:06 PM
91	Chrip St	11/13/2016 9:20 PM
92	Lewisham, Greenwich	11/11/2016 8:30 PM
93	Tesco Expres	11/11/2016 7:51 PM
94	The laundry shop and the hairdresser, both within walking distance	10/9/2016 9:54 PM
95	Asda, Tesco, M&S at Canary Wharf, Waitrose	10/4/2016 10:50 AM
96	Tesco Express Clifton supermarket	9/25/2016 12:39 PM
97	There are no local shops or markets in the iod	9/21/2016 9:17 PM
98	Asda	9/21/2016 7:25 PM
99	Dry cleaning	9/21/2016 6:44 PM
100	Equinox	9/21/2016 3:31 PM
101	Asda	9/21/2016 1:10 PM
102	Waitrose Tesco	9/21/2016 11:28 AM
103	Other than asda and the express shops the island lacks having local fresh produce such as butchers etc	9/19/2016 10:25 AM
104	Not enough local business	9/19/2016 10:13 AM
105	Asda store and petrol station	9/17/2016 7:58 AM
106	Asda, Post office, local News agent, local Hairdressers,	9/16/2016 11:55 PM
107	Canary Wharf shops, Pret, Tesco, due to lack of local/non chain options. Try to use smaller companies is Admirals Way stalls where they offer alternatives.	9/16/2016 11:51 PM

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108	Tesco Express, Waitrose	9/6/2016 3:46 PM
109	Mainly shops in Canary Wharf/South Quay, the cafe in New Providence Wharf, dry cleaners in Pan Penisular	8/20/2016 4:36 PM
110	Equinox and westferry news, however both are expensive	8/15/2016 8:17 AM
111	Equinox, Tesco, newsagent near harbinger school	8/15/2016 6:40 AM
112	waitrose, marks & spencer, tesco	8/8/2016 10:20 AM
113	CO OP Cassilis Road	8/2/2016 7:21 PM
114	Asda	8/2/2016 12:03 PM
115	Waitrose/John Lewis M&S Simply Foods Tesco Metro	8/1/2016 1:50 PM
116	local newsagents, asda.	7/31/2016 4:42 PM
117	ASDA. NISA Manchester Rd	7/31/2016 12:12 AM
118	Manchester road launderette	7/30/2016 7:04 PM
119	Asda, Rose Food and Wine	7/30/2016 2:54 PM
120	small local shops 2 mins away, this is used also by my elderly neighbours who are not able to walk to the shop so neighbours deliver for them	7/30/2016 10:15 AM
121	Manchester rod area is very residential. Almost no local shops available	7/30/2016 6:26 AM
122	tesco express.	7/29/2016 11:31 PM
123	Tesco, co-operative	7/29/2016 9:52 PM
124	Quarterdeck convenience, waitrose, tesco, canary wharf stores...	7/29/2016 8:30 PM
125	Post Office. Local News agent which sells Bread milk Etc	7/29/2016 5:30 PM
126	The flower shop, barber shop and nail salon on Pepper Street. We do go to the Co-op, Pret, Tesco, Asda, Firezza but these are of course chains. I'd like to see more small independent businesses.	7/29/2016 4:20 PM
127	ASDA, Waitrose and the Henry Addington.	7/29/2016 3:41 PM
128	I use the local Nisa for my newspaper weekly. I use Waitrose because they will deliver and thus no heavy shopping to carry. Otherwise I have been forced to shop online	7/29/2016 2:41 PM
129	Tesco, Clifton supermarket	7/29/2016 9:14 AM
130	Asda	7/29/2016 6:21 AM
131	Asda	7/29/2016 5:01 AM
132	Dock lands food & wine, Hubub , laundry Westferry road	7/29/2016 1:57 AM
133	Rose food and wine, Westferry Stores, Westferry pair office and the shop next to it.	7/28/2016 10:45 PM
134	Just 1 - the Caribbean (st Lucian) cafe in island gardens	7/28/2016 9:32 PM
135	Equinox, a life saver	7/28/2016 9:21 PM
136	Canary Wharf but I'd rather avoid the throng of workers and the security scares. I get food and pretty much every thing else delivered.	7/28/2016 9:04 PM
137	Asda, Nisa, Tesco	7/28/2016 9:03 PM
138	Asda and tesco	7/28/2016 8:32 PM
139	Tesco, Cliftons, Asda and pharmacy	7/28/2016 8:15 PM
140	Equinox. Dry Cleaners in Westferry Road. E14 hairdressers. Post Office next door.	7/25/2016 11:30 AM
141	Asda	7/24/2016 12:10 PM
142	Waitrose, International Supermarket, Tesco	7/23/2016 8:56 PM
143	Waitrose, Tesco, Boots	7/22/2016 4:31 PM
144	I travel to Waitrose	7/22/2016 8:16 AM
145	Post Office on Westferry Rd, the convenience store next to it (don't actually know its name), Soleil dry cleaners, Hair E14	7/21/2016 4:05 PM
146	Asda, Waitrose, M&S	7/20/2016 9:06 AM

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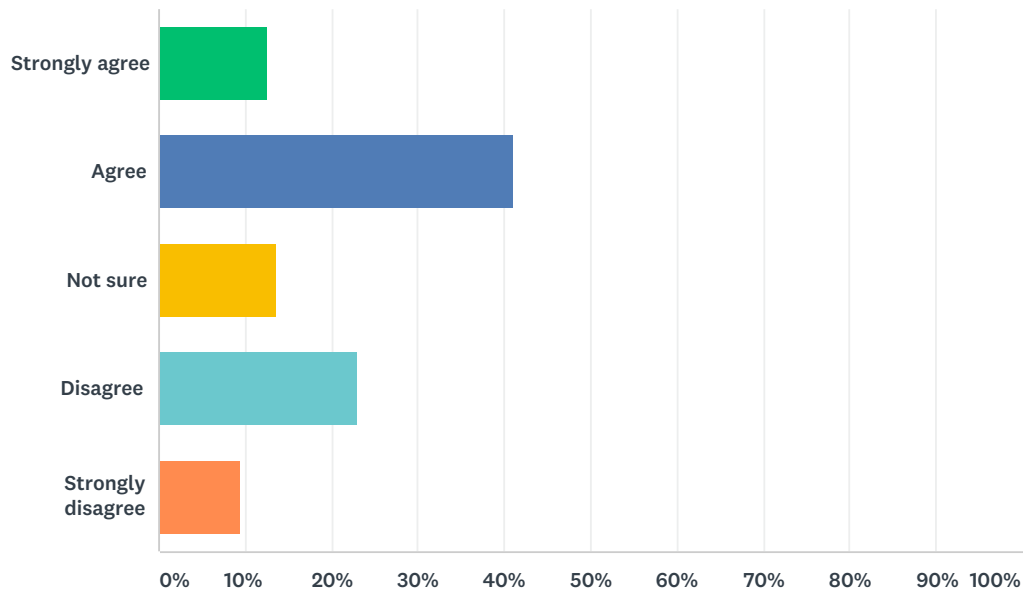
147	mini market on Westferry road near Harbinger School	7/19/2016 2:46 PM
148	Tesco.	7/18/2016 4:54 PM
149	Only for food.	7/17/2016 3:31 PM
150	Tesco metro, ASDA, co-op, Nisa	7/17/2016 1:42 PM
151	Asda	7/17/2016 11:55 AM
152	ASDA, canary wharf shopping mall	7/17/2016 10:26 AM
153	WESTFERRY METRO. ROSE FOOD & WINES.	7/17/2016 9:42 AM
154	the little shop and the post office on westferry rd	7/16/2016 10:41 PM
155	Tesco express	7/16/2016 9:55 PM
156	Asda	7/16/2016 4:59 PM
157	Tesco Clifton Shop near sailing club	7/16/2016 3:22 PM
158	Tesco (Millharbour), Asda.	7/16/2016 9:58 AM
159	Waitrose, tesco	7/16/2016 9:37 AM
160	Equinox, Post Office, Hair E14	7/16/2016 8:34 AM
161	Drycleaners	7/16/2016 7:28 AM
162	John's shop	7/16/2016 7:14 AM
163	Docklands Dry Cleaning and Laundry Services, Equinox convenience store	7/16/2016 5:03 AM
164	Waitrose, Tesco Express, Co-operative food	7/15/2016 10:54 PM
165	Tesco, asda, nisa	7/15/2016 10:49 PM
166	Asda, tesco	7/15/2016 9:57 PM
167	Asda	7/15/2016 9:39 PM
168	Canary wharf because I work there. Begrudgingly Tesco express because they are taking over the island. I will also walk to crissp st market and love that coop has opened on the island. Would be fantastic to have a butchers, bakers, fish monger	7/15/2016 9:06 PM
169	Asda, Tesco	7/15/2016 8:15 PM
170	Asda! (The only shop nearby!!!) and post office on Manchester road. Always use cafe at mudchute	7/15/2016 6:15 PM
171	Waitrose tesco	7/15/2016 6:11 PM
172	Post Office, Mudchute Farm Shop.	7/15/2016 5:49 PM
173	Nisa	7/15/2016 4:22 PM
174	Yes but I would like to see more cafes or independent shops	7/15/2016 4:07 PM
175	Tesco, coop, waitrose, boots	7/15/2016 3:51 PM
176	Asda	7/15/2016 3:01 PM
177	Skanutis	7/15/2016 1:01 PM
178	Tesco Express, Cascades Drycleaner	7/15/2016 1:00 PM
179	Lidl, Tesco, local independent	7/15/2016 12:53 PM
180	Tescos (no alternative!), ernie's (until closed) plus frequent user of local restaurants, take away, Canary Wharf shops	7/15/2016 10:59 AM
181	The shops along Manchester road next to george green school	7/15/2016 10:27 AM
182	Asda	7/15/2016 10:19 AM
183	Nisa Local	7/15/2016 10:09 AM
184	Tesco, although it would be nice if the local councillor who stops voting to allow one in the forge down the bottom of the island leaving me at the mercy of the local shop who charge to use cards could come to his sense and vote for a tesco at the forge.	7/15/2016 9:21 AM
185	Post Office near Harbinger School Nisa Manchester Rd	7/15/2016 9:11 AM
186	Asda, Tesco, dry cleaner.	7/15/2016 9:09 AM

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187	Manchester Road Post office. New Kwun Wah takeaway The Bhaji takeaway The Little Kebab House Supermarkets at Canary Wharf (Tesco and Waitrose) Asda	7/15/2016 9:09 AM
188	Tesco IOD - others in Canary Wharf	7/15/2016 9:01 AM
189	Waitrose	7/15/2016 8:05 AM
190	Island Garden Newsagents	7/13/2016 5:17 PM

Q7 To what extent do you agree with the statement: 'I find travelling to and from work safe and comfortable'

Answered: 352 Skipped: 58



ANSWER CHOICES	RESPONSES	
Strongly agree	12.50%	44
Agree	40.91%	144
Not sure	13.64%	48
Disagree	23.01%	81
Strongly disagree	9.38%	33
TOTAL		352

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	Poor road layouts. Lack of speed calming measures. Development hoardings removing pavement space and restricting.	3/21/2018 10:34 PM
2	The DLR is overcrowded at South Quay station and the walk and the land between Ability Place and 41 Millharbour is badly effected by gangs of people drug taking openly and selling said drugs that this makes me and other residents feel unsafe.	1/21/2018 10:07 AM
3	I cycle to Westminster along cycle superhighway. Would welcome better cycle links from East to West if Island.	9/29/2017 6:24 PM
4	I have to leave at 9am in order to stand a chance of a seat on the dlr...and i avoid jubilee line as its too crowded...looking forward to elizabeth line for first few months anyway until it too is overcapacity!	6/6/2017 7:36 PM
5	I find tube and DLR packed, sometimes it's hard to get in. But it is safe.	5/5/2017 11:32 AM
6	OK in 2010-2014 but end 2016 has become almost intolerable on DLR and Jubilee between 7am and 9.30am	4/18/2017 4:54 PM
7	definitely not comfortable. The Jubilee and DLR are always full and not safe either thanks to ISIS!	4/8/2017 5:52 PM
8	DLR very uncomfortable and overcrowded.	3/11/2017 10:30 PM
9	Currently not working	1/16/2017 3:09 PM

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10	DLR is becoming overcrowded such that people are unable to board trains at peak time at Cross Harbor and South Quay.	1/15/2017 10:00 PM
11	135 door to door	1/15/2017 8:16 PM
12	Early buses are crowded and often drive past the stop. School children using the bus for 1-2 stops cause huge congestion and the children themselves very intimidating; blocking the entrance/exit and jostling those older and less able as a form of fun. Complaints to the schools fell on deaf ears. The DLR is also overcrowded and the lifts are not reliable making this non-viable for those less able.	1/15/2017 4:40 PM
13	Only time is when major traffic incidents cause hassle to get on to isle of dogs	1/15/2017 4:09 PM
14	Cyclist	1/15/2017 3:42 PM
15	Retired	1/15/2017 12:56 PM
16	I don't feel like the eastern side of the island is safe though especially by the Nisa and St Johns Park - I tend not to go there at night	1/15/2017 12:54 PM
17	I cycle and the cycle routes aren't great	1/9/2017 8:17 PM
18	Worked on it for years so I deserve it	1/6/2017 8:19 AM
19	The buses are still a nightmare even with the new timetable - there are long gaps and sometimes the bus is already full. The drivers change their view on which stops to use. The constant roadworks on Westferry Road make the bus journey difficult. The loss of the Heron Quay access adds about 10 minutes to every journey	1/2/2017 8:31 PM
20	no so much of the safety aspect but the comfortability DLR is exploding even after the 3-carriage upgrade and getting worse	1/1/2017 5:45 PM
21	Safe but uncomfortable. I arrange my day so I leave home before 6am and don't get home until 6:30 - 7:00 pm to avoid the worst of the crush on the dlr.	1/1/2017 4:46 PM
22	Easy as I work from home! However, my wife complains that morning and evening on the DLR and Tube is becoming unbearable due to overcrowding. These 2 main transport systems have basically reached capacity here. Crossrail will only bring limited relief and yet still the endless building continues.	1/1/2017 2:57 PM
23	Safe yes, but public transports(DLR...) are overcrowded.	1/1/2017 2:47 PM
24	Safe yes however increasingly busy on dlr	1/1/2017 1:08 PM
25	DLR and jubilee severely overcrowded at peak time.	1/1/2017 12:38 PM
26	I'm retired but I used to commute by boat, which was amazing	1/1/2017 12:28 PM
27	I work on the IOD my husband works at Canary Wharf	1/1/2017 8:34 AM
28	I don't work but go to my dads twice a week.	12/31/2016 12:52 PM
29	Not always comfortable - getting more congested	12/31/2016 9:17 AM
30	The DLR is safe, but very over crowded between 08.00 and 09.30 (into the City) and evenings (back).	12/31/2016 8:48 AM
31	Too much construction and traffic	12/31/2016 4:00 AM
32	DLR TOO BUSY, Boat too expensive AND TAXI apps Gett and Hailo radius circles don't take in bottom of island!	12/30/2016 12:53 PM
33	Working in CW	12/30/2016 7:49 AM
34	The car park in the Isle of Dogs asda is not the most appealing place at night	12/30/2016 7:12 AM
35	This should be split into two questions 1 safety and 2 comfortable	12/30/2016 12:23 AM
36	We don't use the DLR as the walk from Windmill House takes us through Copeland Drive/Ashdown Walk where there is regularly groups of youths hanging around, sometimes showing aggression. This is also the route to our doctors, dentist and pharmacy. Instead we get the bus to Canary Wharf but, due to the developments, this journey takes far longer than it should.	12/29/2016 11:27 PM
37	Coming home in the dark makes me feel more vulnerable than 10 years ago	12/29/2016 9:26 PM
38	Used to find this easy but now hard due to the sheer number of people crossing the foot bridge at heron quays.	12/29/2016 8:57 PM
39	Safe yes but comfortable no, DLR to bank you usually need to wait for a few full trains to pass by before getting in	12/29/2016 8:04 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

40	Cannot get a seat and usually cannot get on the first couple of trains at mudchute..and buses are either full or dont turn up	12/29/2016 7:14 PM
41	Bus come in three, and next buses in about ten mins, even on busy times	12/29/2016 7:10 PM
42	I drive to work outside of London, dangerous driving by other road users is a regular occurrence	12/29/2016 7:00 PM
43	I only work in Poplar	12/29/2016 6:33 PM
44	Traffic is a nightmare and too many silly drivers. Dangerous to cycle on the roads especially at night.	12/29/2016 5:45 PM
45	I cycle to work every other day and the lack of segregated cycle lanes is a problem	12/29/2016 5:07 PM
46	Safe but not comfortable on the DLR as it's always packed	12/29/2016 4:11 PM
47	DLR is getting very full in the mornings	12/29/2016 4:08 PM
48	DLR is getting fuller and fuller in peak hours, sometimes it's difficult to board at south quay DLR due to the amount of people using public transport.	12/29/2016 3:35 PM
49	When no roadworks or accidents!	12/29/2016 3:11 PM
50	Use jubilee line to green park - acceptable but busy!	12/29/2016 3:03 PM
51	I'm lucky in that I work 2 miles from where I live. The buses and dlr are safe. They are often too busy to be comfortable. Often I ride to work on a bike. The island is fairly safe for cycling. I don't welcome a cycle lane on Manchester Rd. The 20mph does make it feel safer. The main danger as a cyclist is from those pulling out of junctions and those turning across you in to side roads. Hence going south on Westferry rd has the highest risk	12/29/2016 2:31 PM
52	Only if using public transport, and even then, it's always full to the brim. Buses are almost always a nightmare with the situation of the roads. Endless roadworks on key roads such as Marsh Wall due to developments	12/29/2016 2:07 PM
53	Yes I work and live on the island but the rest of my family have a nightmare going and coming home from work. Roads can not cope with the amount off cars	12/29/2016 1:32 PM
54	The dlr is very crowded even though the carriages and platforms were extended only in 2007	12/29/2016 1:24 PM
55	The DLR is extremely uncomfortable and overcrowded during peak hours	12/23/2016 6:20 PM
56	I do not use public transport by choice	11/30/2016 10:48 AM
57	Although need more space as getting very busy and far less comfortable	11/28/2016 12:56 PM
58	There are revolving doors at Obica which are dangerous and should be abolished	11/27/2016 10:26 PM
59	I am fortunate in being able to walk to work and would encourage the construction of more homes next to areas like CW to allow others to do the same and to relieve pressure on our public transport system	11/14/2016 12:02 PM
60	Would have been better if the pressure was less on public transport, GP etc	11/13/2016 11:05 PM
61	Safe but not comfortable	11/13/2016 10:06 PM
62	Both bus & on foot is dreadful due to road works & traffic jams caused by construction	11/13/2016 9:42 PM
63	Bikes are quick and easy, perhaps not so comfortable	11/13/2016 9:20 PM
64	Yes but lighting / CCTV coverage could be improved in some areas	11/13/2016 9:09 PM
65	Current closure of dock side path at South Quay Plaza has forced use of alternate foot path which is unsuitable for those with mobility problems	11/11/2016 8:30 PM
66	I work mainly from home but have to drive to UEL	11/11/2016 7:51 PM
67	I walk	10/21/2016 5:23 PM
68	Using Marsh Wall instead of a closed footpath isn't safe.	10/19/2016 10:53 PM
69	Pedestrian route from Westferry rd to Canary Wharf has been considerably lengthened with no consideration for pedestrians, in particular unsafe crossing point across Marsh Wall	9/25/2016 12:39 PM
70	DLR overcrowded	9/21/2016 6:44 PM
71	Not travelling to work, but taking children to school. DLR busy; if walking, pavements obstructed due to building work; when driving we are generally stuck in traffic; cycling too dangerous.	9/21/2016 11:28 AM
72	Not applicable, I work from home.	9/21/2016 10:31 AM
73	The dlr is extremely convenient	9/19/2016 10:25 AM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

74	Retired,	9/16/2016 11:55 PM
75	I work near Piccadilly so travel on the Jubilee line is easy	9/16/2016 11:51 PM
76	The DLR at South Quay is so crowded it is often impossible to get on a train between 8:00am-930am.	9/6/2016 3:46 PM
77	I have retired.	8/25/2016 4:50 PM
78	I walk to work	8/15/2016 8:17 AM
79	Depends on time - before 7.30am is ok after that is crowded and hot on DLR	8/15/2016 7:54 AM
80	DLR is so crowded now that it's uncomfortable and harder and harder to get on	8/15/2016 6:40 AM
81	DLR is far too packed in the mornings	8/13/2016 10:13 AM
82	too many anti-social youth in groups hanging around the streets day and mainly nights. sometimes the gangs are the only ones seen on the street at night which makes walking on the street very uncomfortable. street parking on yellow line is apparently allowed without anyone receiving fines.	8/8/2016 10:20 AM
83	the bus circuit of Canary Wharf takes a long time - want some services to get off the island quicker	8/2/2016 12:03 PM
84	Safe yes and comfort is OK at times. I don't mind standing for the short routes to the City and West End. Rush hours are very uncomfortable.	8/1/2016 1:50 PM
85	the buses are smelly dirty overcrowded, and no seats are available, being elderly but still working I am never offered a seat whilst parents give seats to their children instead of putting them on their laps.	7/31/2016 4:42 PM
86	I don't work	7/30/2016 2:54 PM
87	dirty, no seating, uncomfortable, sweaty, unsafe, pushchairs blocking with no children in them. elderly not offered seats.	7/30/2016 10:15 AM
88	I take DLR and jubilee line around 7 am and I'm already unable to get a seat on those trains.	7/30/2016 6:26 AM
89	Buses too pack in the rush hour both morning and afternoon. A lot of times buses don't stop because they are full and if you are disabled you have no chance off getting a bus if you have a wheel, if you have to travel early	7/29/2016 9:52 PM
90	Retired	7/29/2016 5:30 PM
91	I take the D6 straight to work - very easy.	7/29/2016 4:20 PM
92	I originally moved to the Isle of Dogs 20 years ago because the DLR was such a pleasant mode of transport and the area was quiet and safe. However now I frequently have to let 1 or 2 trains go at Mudchute station before I can get on the train and when I do, I spend most of the journey squashed against other passengers. The service is worked at over capacity levels and often the train stop suddenly and jerk violently because apparently people are having to lean against the doors. I find it hard to believe that the Council continue to permit development in the area given the lack of transport.	7/29/2016 3:43 PM
93	I feel safe driving to work, but walking makes me feel very unsafe as so many pavements are closed off and you have to walk around the building sites often into the busy roads with big dumper trucks and lorries pounding past	7/29/2016 3:00 PM
94	Crowds are terrifying when you are disabled and you are seen as a nuisance. School children see you as a object of derision and are excellent at tripping you, knocking your waling aid.	7/29/2016 2:41 PM
95	dont work	7/29/2016 2:18 PM
96	I work from home, but the journey to Canary Wharf is safe, except for when traffic is squeezed down roads narrowed by roadworks.	7/29/2016 9:14 AM
97	Dlr has became extremely busy. There is no more space	7/29/2016 5:01 AM
98	I drive, public transport is full	7/29/2016 1:57 AM
99	I do not work regular office hours so do not travel at peak hours.	7/28/2016 10:45 PM
100	During the day there are people who abuse the rules of the road and ride the motorcycles / scooters at very fast speeds on residential roads. I often see them riding fast on one wheel even over speed humps despite there being children in the parks and schools.	7/28/2016 9:32 PM
101	DLR trains are packed	7/28/2016 9:21 PM
102	Building work has made the pavement a nightmare. Have had to get a taxi twice in the rain because poor drainage on temporary pavements left them impassable	7/28/2016 9:15 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

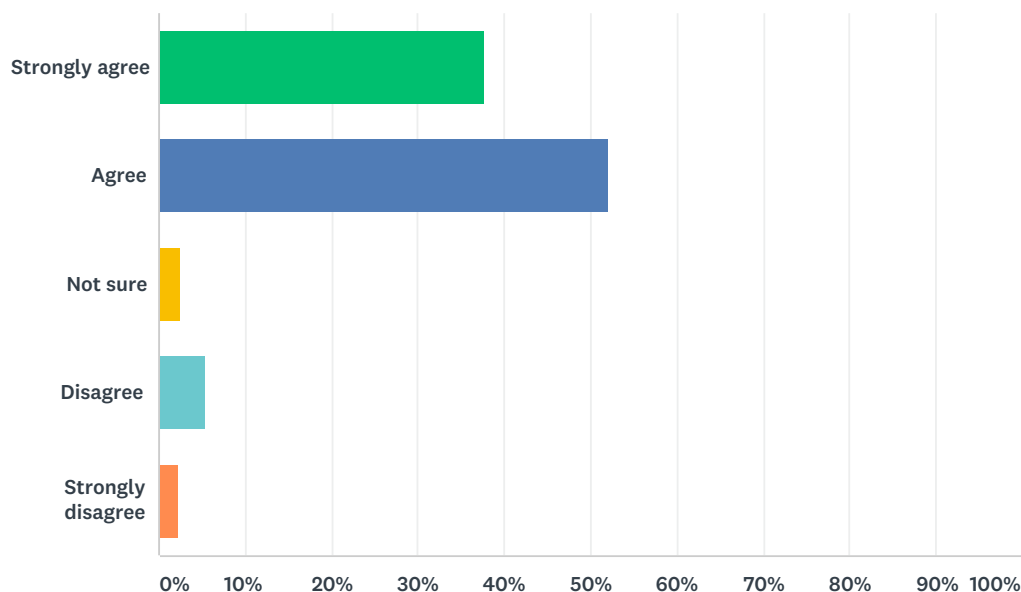
103	I work from home. I don't feel safe going to pick up my kids from school though. I don't feel they are safe being at school due to the surroundings and various things that have occurred outside in the last couple of years.	7/28/2016 9:04 PM
104	I don't find walking to work comfortable as I have to walk through various building sites. I miss the walk along the docks watching the birds and ducks building their nests.	7/28/2016 8:15 PM
105	Dlr full to capacity at rush hour	7/28/2016 8:04 PM
106	I worry daily about travelling on public transport. I rarely get a seat on the DLR at anytime.	7/25/2016 11:30 AM
107	Very crowded at rush hour	7/24/2016 12:10 PM
108	DLR is packed by the time it reaches South Quay in the morning rush hour.	7/22/2016 4:31 PM
109	Buses and tubes are overcrowded	7/22/2016 8:16 AM
110	It's safe, but it's very often not comfortable, especially the Jubilee Line from Canary Wharf, which tends to be very crowded.	7/21/2016 4:05 PM
111	Traffic and congestion	7/20/2016 2:56 AM
112	Walking on Marsh Wall to Canary Wharf is dangerous. I pass three construction sites and have to cross the road several times. As is walking along the road past Billingsgate market. On both roads cars speed at at least 60 mph and illegally pass each other. There are private drives which cars pull out of, and huge trucks going to and from the various construction sites. Both walks are extremely unpleasant and I would not do with a small child.	7/18/2016 4:54 PM
113	Buses are overcrowded	7/18/2016 8:17 AM
114	I have retired	7/17/2016 7:07 PM
115	Trains are too crowded	7/17/2016 1:42 PM
116	Cycling on westferry road is far too dangerous! Especially the part between Napier Ave and Arnhem Wharf school.	7/17/2016 10:26 AM
117	i work from home	7/16/2016 4:59 PM
118	In morning peak the buses to Canary Wharf are usually full when they get to my stop	7/16/2016 3:22 PM
119	I walk to CW. The walking routes are appallingly badly planned and maintained. They are also not particularly clean, traffic is poorly managed and there are often groups of teenagers in hoodies etc which can be intimidating.	7/16/2016 2:35 PM
120	I use the boat mostly which is lovely, but sometimes have to use the dlr, as the boats only run every 20 minutes, the dlr is a nightmare in peak hours in the morning.	7/16/2016 7:28 AM
121	I use the clipper	7/16/2016 7:14 AM
122	The DLR is very overcrowded and will only get worse as the many new residential towers get filled with occupants - there is a desperate need to increase capacity on the line.	7/16/2016 5:03 AM
123	Overcrowded DLR at peak times! Now frequency of DLR to and from Bank has been reduced at peak times!	7/15/2016 10:54 PM
124	I work locally	7/15/2016 9:39 PM
125	I live on the east side. There is no convenient public transport. Buses go the wrong way round the island.	7/15/2016 9:06 PM
126	DLR at capacity at peak time	7/15/2016 6:25 PM
127	Cycle to Westminster - would like cycle link to rotherhithe to make it easier to get to Canada Water and London Bridge	7/15/2016 6:15 PM
128	Safe yes comfortable no	7/15/2016 6:11 PM
129	Its often very over crowded at peak times.	7/15/2016 5:49 PM
130	I work from home.	7/15/2016 4:59 PM
131	Using dlr to bank	7/15/2016 3:51 PM
132	I cannot get on the DLR train at Island Gardens in the morning (8 am or so), and have similar problems with the Jubilee line at Canary Wharf. Both are extremely overcrowded	7/15/2016 1:01 PM
133	If you use the buses at night there are too many gangs around that make the area unsafe	7/15/2016 12:16 PM
134	Tubes too busy; limited alternatives	7/15/2016 10:59 AM

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135	No enough transport expansion vs the expansion of population. The DLR needs an extention to the other part of the island to help with the traffic to canary wharf especially when other services are distrupted	7/15/2016 10:27 AM
136	I cycle to work as the transport is over crowded	7/15/2016 10:19 AM
137	overcrowding on both Trains and Buses	7/15/2016 9:38 AM
138	DLR and underground are unbearably full and you often have to let trains go as you can't get on.	7/15/2016 9:09 AM
139	The DLR is becomming too busy at peak hours around 8:20am	7/15/2016 9:09 AM
140	Dangerous paths and crossings, construction disruption	7/15/2016 9:01 AM
141	Andrew Wood test	7/15/2016 8:05 AM
142	Safe - yes Comfortable - depends on the time I think this should be split into two questions really!	7/13/2016 5:17 PM
143	I work from home	7/13/2016 5:12 AM

Q8 To what extent do you agree with the statement: 'I can easily reach local parks from my home' ?

Answered: 350 Skipped: 60



ANSWER CHOICES	RESPONSES	
Strongly agree	37.71%	132
Agree	52.00%	182
Not sure	2.57%	9
Disagree	5.43%	19
Strongly disagree	2.29%	8
TOTAL		350

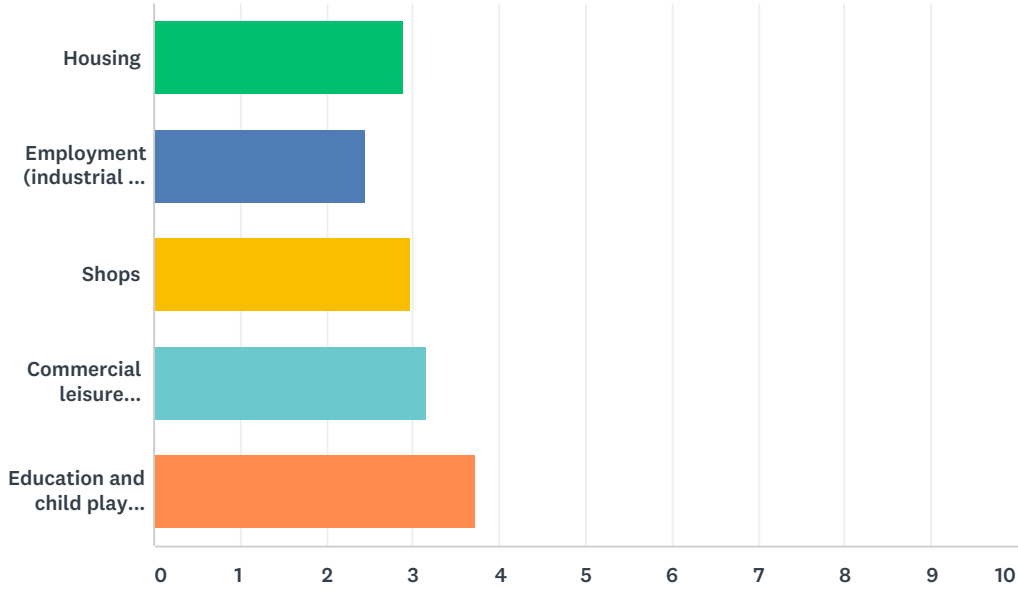
#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	Long may the mudchute continue	6/6/2017 7:36 PM
2	The only park near home is Greenwich that can be walked to. Other parks require commute. Though one could walk around the river banks and inner docks but that's not a straight line and constantly breaks by traffic and construction sites.	5/5/2017 11:32 AM
3	Mudchute very close.	3/11/2017 10:30 PM
4	Live next to Millwall Park	1/16/2017 3:09 PM
5	The only park is the Mudchute which can be reached by bus but I do not like going there as I do not feel safe on my own.	1/15/2017 4:40 PM
6	I live in Mudchute where I enjoy easily reachable parks.	1/1/2017 5:45 PM
7	Mudchute is quite nearby and offers plenty of green space	1/1/2017 2:57 PM
8	live near St Johns farm is also local	1/1/2017 8:34 AM
9	Quite a walk to some grass	12/31/2016 4:00 AM
10	Mudchute	12/29/2016 8:57 PM
11	Parks are a big plus in the area of island gardens , please don't change that	12/29/2016 7:40 PM
12	I love the Green spaces on the Island and Greenwich.	12/29/2016 6:33 PM

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13	Lack of open green spaces in the Island of docks is a concern, more so with the amount of buildings that are being built.	12/29/2016 3:35 PM
14	Good distance from cross rail gardens, mudchute park and island gardens	12/29/2016 3:03 PM
15	Yes but they need updating	12/29/2016 1:32 PM
16	10 minutes	11/28/2016 12:42 PM
17	Mini one at CW is 7 minutes away, Greenwich is not too far away	11/27/2016 10:26 PM
18	But we need more green spaces of sufficient size as becoming too built up & no greenspace	11/27/2016 9:59 PM
19	I live close to a park but not many people do	11/13/2016 11:05 PM
20	But I live next to one	11/13/2016 9:42 PM
21	The nearest local park is far away	11/11/2016 7:51 PM
22	Traffic and anti-social behavior are main problems, which don't make walking around the island pleasant.	10/19/2016 10:53 PM
23	Mudchute Park and Island Gardens are great local amenities	9/16/2016 11:51 PM
24	I would like to see more local park space and children play area.	8/20/2016 4:36 PM
25	The island has a good amount of good quality parks	8/15/2016 8:17 AM
26	I love our local sir john mcdougall park and the mudchute park and farm. An oasis of calm on a dirty crowded over populated concrete island.	7/31/2016 4:42 PM
27	Millwall, Park, Island Gardens and Mudchute we are very lucky	7/29/2016 5:30 PM
28	Mudchute park	7/29/2016 5:01 AM
29	And I hope this doesn't change	7/28/2016 9:21 PM
30	There are none near. The one closest is now a building sote	7/28/2016 9:15 PM
31	Our local park we found a needle stuck in our daughter's ball once. There are people with dogs not on leads. There are youths riding around on motorbikes. There are gangs. So then we have to take a DLR or jump in the car and go out of London. It's much cleaner.	7/28/2016 9:04 PM
32	Mudchute Park (and Farm) is very close	7/21/2016 4:05 PM
33	Mud chute is about a 20 minute walk so no I would not say its an easy walk, and again its along a main road with lots of traffic.	7/18/2016 4:54 PM
34	Always use millwall/ mudchute	7/15/2016 6:15 PM
35	It one of the things I love about the island.	7/15/2016 5:49 PM
36	Millwall park brilliant should be protected at all costs	7/15/2016 10:59 AM
37	Andrew Wood test	7/15/2016 8:05 AM
38	I live next door to the park	7/13/2016 5:12 AM

Q9 What do you think should have the greatest priority in the development of the Isle of Dogs neighbourhood area? (please rank your choice from 1-5 in order of priority, 1 having the greatest priority.)

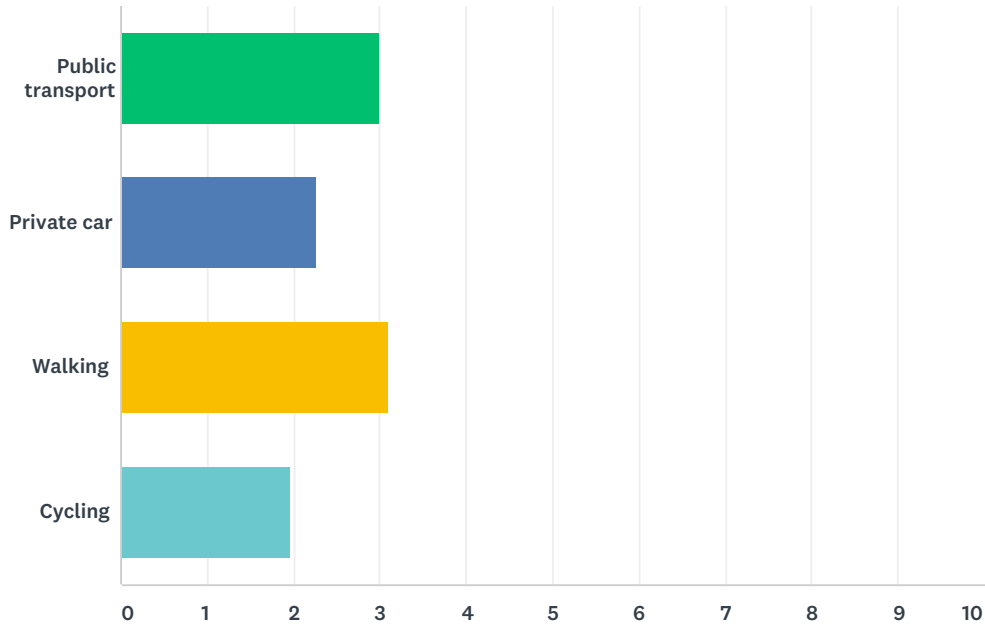
Answered: 348 Skipped: 62



	1	2	3	4	5	TOTAL	SCORE
Housing	24.40% 81	17.17% 57	10.84% 36	18.37% 61	29.22% 97	332	2.89
Employment (industrial and offices)	8.79% 29	13.03% 43	20.00% 66	29.39% 97	28.79% 95	330	2.44
Shops	5.06% 17	29.76% 100	32.74% 110	22.62% 76	9.82% 33	336	2.98
Commercial leisure (restaurants, cafes, pubs)	19.76% 66	25.75% 86	21.56% 72	17.07% 57	15.87% 53	334	3.16
Education and child play facilities	46.22% 153	15.11% 50	15.71% 52	11.78% 39	11.18% 37	331	3.73

Q10 Thinking about your daily routine, what would your preferred means of transport be in the event any mode were available? (please rank your choice from 1-4 in order of priority, 1 being the greatest preference)

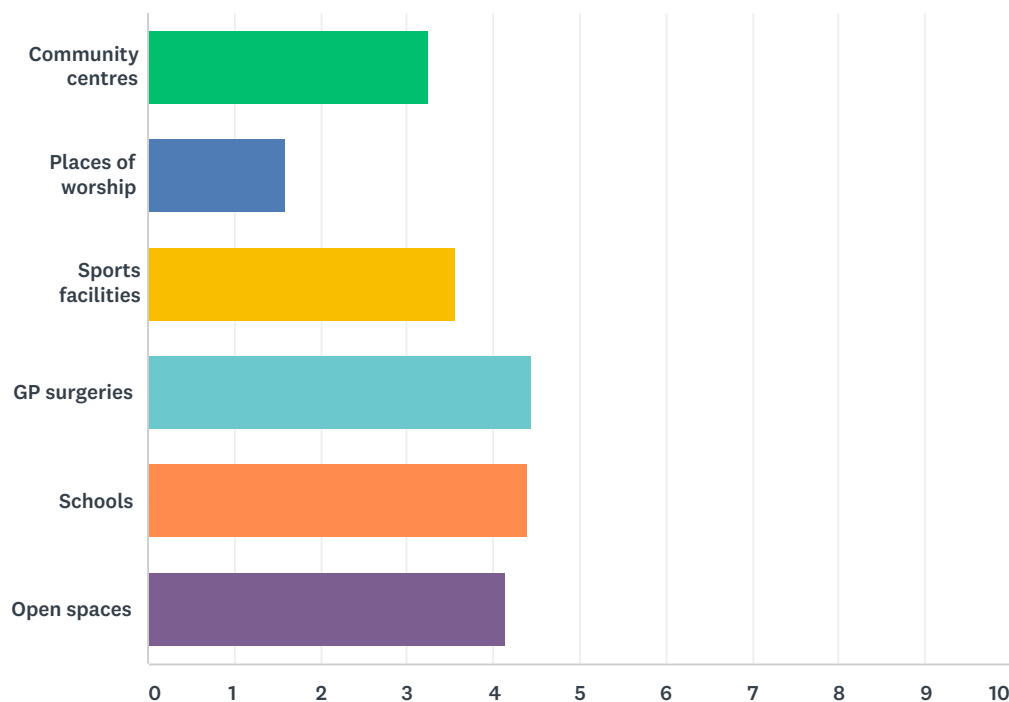
Answered: 348 Skipped: 62



	1	2	3	4	N/A	TOTAL	SCORE
Public transport	37.91% 127	30.15% 101	24.48% 82	6.87% 23	0.60% 2	335	3.00
Private car	18.88% 64	12.39% 42	29.79% 101	27.43% 93	11.50% 39	339	2.26
Walking	37.54% 128	36.95% 126	19.65% 67	4.11% 14	1.76% 6	341	3.10
Cycling	8.04% 27	18.75% 63	19.05% 64	36.90% 124	17.26% 58	336	1.97

Q11 In your opinion, for which of the following types of community facility do you think there is the greatest need in the Isle of Dogs? (please rank your choice from 1-6 in order of priority, 1 being the facility for which there is the greatest need)

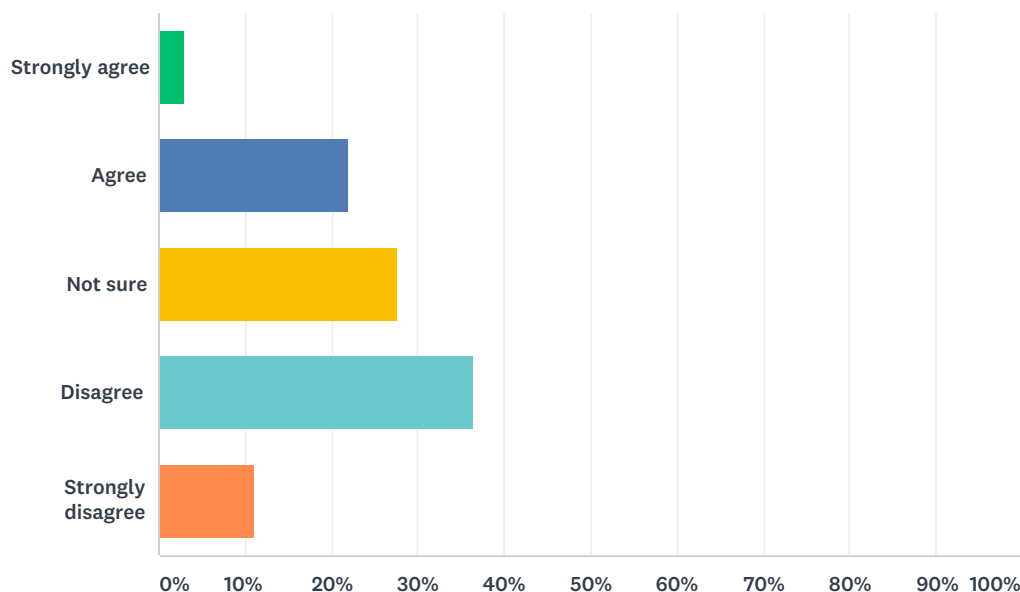
Answered: 350 Skipped: 60



	1	2	3	4	5	6	N/A	TOTAL	SCORE
Community centres	8.28% 28	13.02% 44	16.57% 56	21.30% 72	30.18% 102	6.51% 22	4.14% 14	338	3.25
Places of worship	1.50% 5	2.10% 7	3.59% 12	5.39% 18	13.17% 44	61.08% 204	13.17% 44	334	1.58
Sports facilities	11.24% 38	15.68% 53	20.41% 69	27.81% 94	16.57% 56	6.80% 23	1.48% 5	338	3.56
GP surgeries	23.30% 79	31.56% 107	20.35% 69	14.45% 49	7.96% 27	1.77% 6	0.59% 2	339	4.43
Schools	34.21% 117	19.59% 67	14.04% 48	12.28% 42	11.99% 41	4.39% 15	3.51% 12	342	4.40
Open spaces	23.74% 80	18.69% 63	24.33% 82	14.84% 50	12.76% 43	3.56% 12	2.08% 7	337	4.15

Q12 To what extent do you agree with the statement: 'The facilities for sport and recreation are sufficient for my age group' ?

Answered: 351 Skipped: 59



ANSWER CHOICES	RESPONSES	
Strongly agree	2.85%	10
Agree	21.94%	77
Not sure	27.64%	97
Disagree	36.47%	128
Strongly disagree	11.11%	39
TOTAL		351

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	Gyms and open spaces are available	4/10/2018 4:35 PM
2	Very limited affordable sports facilities on the island. Expected closure of watersport centre is a disgrace.	3/21/2018 10:34 PM
3	Tiller leisure centre needs replacing. Most parents take their children off the island to swim as its not clean enough. Soft play provision ok but a bit dirty sometimes and could be radically improved and made much more commercial if coupled with cafe...	9/29/2017 6:24 PM
4	no schemes which would be more appealing to teen-agers, no support along with it i.e personal trainers at reasonable prices	9/8/2017 1:00 PM
5	Im 58 of course not...its childrens playgrounds, sports centre, horse riding or day centres...i need more evening classes, theatre etc	6/6/2017 7:36 PM
6	There are no decent sport facilities nearby, especially for children	4/8/2017 5:52 PM
7	I am 60+ so am happy with the cinema, parks and riverside walks etc	3/11/2017 10:30 PM
8	Unable to partake in sports due to health so am unaware of facilities	1/16/2017 3:09 PM
9	I do not use any facilities in the area - went once to the local swimming pool and never again! Older people just were not welcome. The parks do not feel safe if you are on your own.	1/15/2017 4:40 PM
10	Would do with more open space work out places and cheaper leisure centres	1/15/2017 4:09 PM

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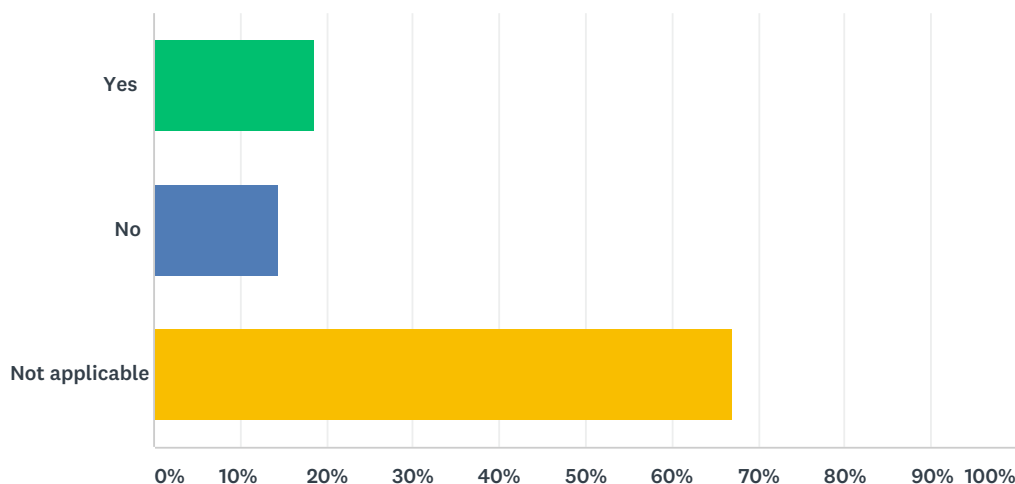
11	It would be great if there was an exercise room in a community center or something. The instructors that currently offer classes on the island use spaces which are not fit for purpose so here we are rolling around on the floor to keep fit. It's quite gross. Tiller doesn't seem much cleaner either	1/15/2017 12:54 PM
12	Better swimming and gym is needed	1/9/2017 8:17 PM
13	Tiller Road is dirty, poorly maintained and past it. I often go to Poplar Baths instead.	1/2/2017 8:31 PM
14	I can afford gym membership, but I worry about the lack of access for kids.	1/1/2017 4:46 PM
15	There is a local sports centre and plenty of private sports facilities such as gyms etc	1/1/2017 2:57 PM
16	What is available for people in their 50s?	1/1/2017 8:34 AM
17	Either expensive gym membership or bog standard leisure centre.	12/31/2016 11:38 AM
18	I use Club Baltimore and Tiller Leisure Centre.	12/31/2016 8:48 AM
19	More activities needed for over 60s. Expand the current 50+ Young at heart programme	12/29/2016 11:29 PM
20	I have to travel all the way to West India Quay for a suitable gym, ask the local(ish) Better gym looks to be falling apart and has poor opening hours.	12/29/2016 11:27 PM
21	Mothers and kids friendly	12/29/2016 8:04 PM
22	There is not much around were I live	12/29/2016 7:40 PM
23	The only gym/sports facility on the Island (not inc CW) is Tiller and that's dated.	12/29/2016 6:33 PM
24	Not enough for 50 plus. The skidoo at tiller was turned into abother gym.	12/29/2016 6:11 PM
25	A lot of physical activity options are tied up in monthly gym memberships - no options close by for community exercise etc	12/29/2016 4:08 PM
26	There are no sports for over 18s. There are only gyms but not actual sport clubs etc	12/29/2016 3:31 PM
27	Need to encourage gyms, sports halls, cafes on the isle of dogs	12/29/2016 3:03 PM
28	I think that more sport could be offered without costing much: open air clubs in millwall park-circuits, grass circuit cycling for children, use the schools in the evening for core, cycle turbo. It would be fantastic if the tennis court were better cared for to avoid having to go to greenwich or the Olympic park.	12/29/2016 2:31 PM
29	No so much goes on for free during the day. Well people that work need classes as well and free classes as sitting at home seems to pay better than working	12/29/2016 1:32 PM
30	But I have to pay a lot for my gym	12/29/2016 1:24 PM
31	There are none	12/23/2016 6:20 PM
32	There is barely anything compared to other boroughs. E.g. We need another secondary school. The facilities there can be used for different functions	11/30/2016 7:57 PM
33	I have to go out of the Isle of Dogs to be able to access what I want and need in terms of sport. I do however enjoy running around the Island	11/30/2016 10:48 AM
34	Where are the squash & badminton courts? I travel to Maida Vale to play squash every Sunday	11/27/2016 10:26 PM
35	More sports facilities needed for all	11/27/2016 9:59 PM
36	Not enough for the elderly & women & girls i.e. girls football, cricket, squash etc	11/13/2016 11:05 PM
37	But it will be over subscribed soon due to increasing population	11/13/2016 9:42 PM
38	I swim at Tiller Centre 3/4 times a week Pool is over used by schools leaving limited space for adult swimmers. This leads to aggressive behaviour that is rarely if at all addressed by the lifeguards	11/11/2016 10:28 PM
39	I am slightly disabled I do not see any club	11/11/2016 7:51 PM
40	We lack any kind of sports facilities other than overly priced gyms	9/19/2016 10:25 AM
41	Tennis Courts and more swimming facilities would be good.	9/19/2016 10:13 AM
42	Gym in building I live; other amenities elsewhere would be appreciated	9/16/2016 11:51 PM
43	Only through our own building but there is little to no provision publicly	9/6/2016 3:46 PM
44	More free options would be good	8/15/2016 8:17 AM
45	I am able to use the gym and swimming pool on the island when not being used by school children, although this tends to be more and more used and less room for adults	7/31/2016 4:42 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

46	Hard to get a game of tennis. Only St John's Park	7/31/2016 12:12 AM
47	as an elderly resident I try to use the swimming pool at tiller road every day.	7/30/2016 10:15 AM
48	The are sufficient but not affordable.	7/30/2016 6:26 AM
49	Not a lot for over 60-70+	7/29/2016 5:30 PM
50	Disappointed that only bowling green is not available casual play	7/29/2016 2:18 PM
51	The Yurt in Limehouse is great but that's not on the isle of Dogs. The park cafe in Thames Barrier Park is a great meeting point but that's in Newham. Sadly the community centre at the bottom of the island is closing so our zumba class will be no longer.	7/28/2016 9:04 PM
52	Better swimming pool and accompanying facilities	7/19/2016 2:46 PM
53	Small number of gym / studios means high prices. Only one or two yoga studios and know membership to the Reebok gym is too expensive unless you're an investment banker.	7/18/2016 4:54 PM
54	There is only one small leisure centre without creche, so I cannot use it. It's usually fully booked in an hour as the classes are bookable.	7/17/2016 3:31 PM
55	The quality of public facilities (gyms/pools) are inferior to private facilities such as Virgin active	7/16/2016 2:35 PM
56	There could be some more martiak arts facilities	7/15/2016 10:49 PM
57	No gyms at bottom of island. No tennis club.	7/15/2016 10:37 PM
58	More low cost gym swimming pools	7/15/2016 9:39 PM
59	There is no gym I feel safe walking home from. Millwall park is too far for me to join in boot camp	7/15/2016 9:06 PM
60	Swimming pool need renovation. Would be good to have squash courts	7/15/2016 6:15 PM
61	I am an adult	7/15/2016 12:16 PM
62	Its all there but not enough advertising to inform the community what is available.	7/15/2016 9:26 AM
63	Andrew Wood test	7/15/2016 8:05 AM

Q13 In applying for school places for your children, were you able to get your first choice(s) of school?

Answered: 353 Skipped: 57



ANSWER CHOICES	RESPONSES	
Yes	18.70%	66
No	14.45%	51
Not applicable	66.86%	236
TOTAL		353

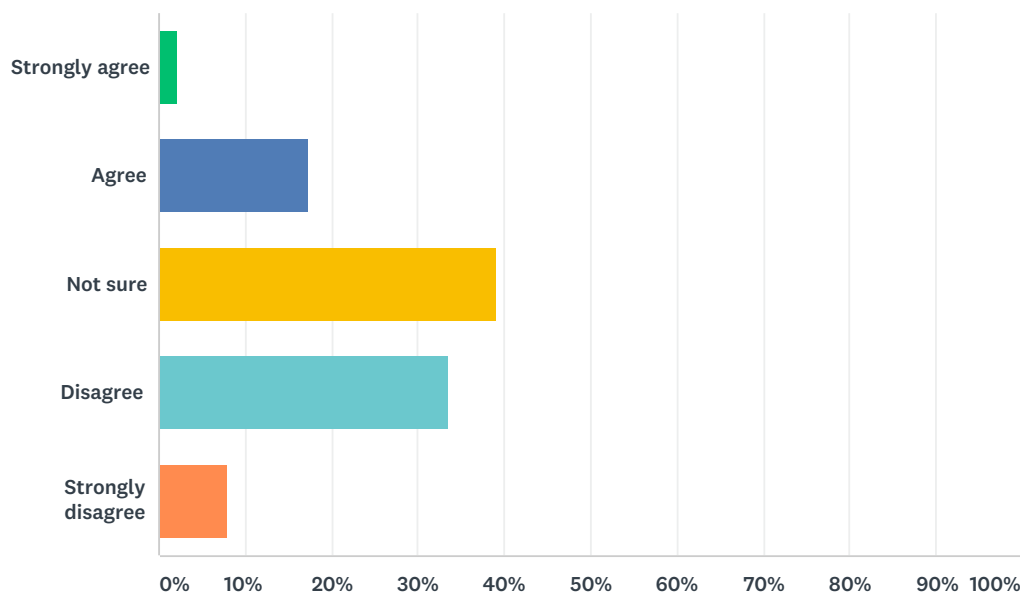
#	IF NOT FIRST CHOICE, WHAT CHOICE DID YOU GET? (OPTIONAL)	DATE
1	Second choice	4/17/2017 4:45 PM
2	not yet applicable but will be in 3 years time	1/1/2017 5:45 PM
3	I think it's unfair that in the 21st century, religion plays a role in the school application criteria.	12/31/2016 8:48 AM
4	My kids are in preschool age	12/30/2016 7:45 PM
5	Private school	12/29/2016 11:18 PM
6	Second choice but happy in the end	12/29/2016 9:58 PM
7	2	12/29/2016 9:01 PM
8	Baby is too young at this stage.	12/29/2016 8:57 PM
9	Also not enough school	12/29/2016 8:04 PM
10	Child not yet of school age but I am dreading the process	12/29/2016 7:52 PM
11	My child is currently under the school age and I am dreading the time when we have to apply for schools as it is very difficult to get places from what I have heard from friends and neighbours	12/29/2016 3:35 PM
12	A long time ago But no although I live on isle of dogs in 2001 my son did not get a place at George greens school	12/29/2016 1:32 PM
13	But I will move out of the area as there are no good secondary schools	12/29/2016 1:24 PM
14	I did get my choice only because I did not send him to the place I was offered in Wapping. Because he was not in school he did eventually get a place locally.	12/23/2016 6:40 PM
15	My child NEVER got a school. He had only 6weeks of reception class. If it wasn't for Canary Wharf College... I would have had to move to Essex where I could get a better school than the ones he was being offered in Brick Lane	11/30/2016 7:57 PM
16	But only for 1 child	9/21/2016 9:17 PM
17	But with great difficulty, which involved a change of schools mid-year.	9/21/2016 11:28 AM

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18	Yes, but we were wait-listed for a school that is a two minute walk. We were lucky because someone moved.	9/19/2016 10:13 AM
19	Need a Canary Wharf College Secondary	9/18/2016 5:43 AM
20	I don't have children, but I will rate this as high priority when I have children.	8/20/2016 4:36 PM
21	School that wasn't built/ready	8/15/2016 7:54 AM
22	Was not offered any of my choices; was sent a dreadful option 45 minutes away and wasn't even sent information for school for my second child. Hang your heads in shame Tower Hamlets	8/13/2016 10:13 AM
23	not applicable	7/30/2016 10:15 AM
24	However, my friend struggled to get her son into good school	7/29/2016 8:07 AM
25	4th	7/29/2016 1:08 AM
26	We knew we would not when we moved into the area so elected to use the private sector instead.	7/28/2016 10:45 PM
27	Not applicable yet, bit I worry a lot about this as there are not enough good school on the Isle.	7/28/2016 9:21 PM
28	Let's wait and see. Although I asked a school about an in-year application and was told it was full.	7/28/2016 9:04 PM
29	But only because we took the leap of faith to apply for a newly founded school. We would not be apply to get into the same school today based on where we live.	7/28/2016 8:15 PM
30	none of listed choices for first child, sibling policy kicked in for second.	7/25/2016 11:30 AM
31	The nursery waiting lists are ridiculously long, and they are full, so mostly don't accept kids for 15-25 hours a week.	7/17/2016 3:31 PM
32	I got the 3rd choice	7/16/2016 4:59 PM
33	Canary wharf college	7/15/2016 9:39 PM
34	4th	7/15/2016 6:41 PM
35	Had priority access, so got the first choice, but schools in the area are hugely oversubscribed	7/15/2016 1:01 PM
36	I got a place at CWC 2 glenworth rather than east ferry. To be honest i was just over the moon that she got into the school.	7/15/2016 10:27 AM
37	We have our children in private schools because of concerns about schools in the area.	7/15/2016 9:09 AM
38	Andrew Wood test	7/15/2016 8:05 AM

Q14 To what extent do you agree with the statement: 'the places in the neighbourhood for community events and celebrations are sufficient' ?

Answered: 350 Skipped: 60



ANSWER CHOICES	RESPONSES
Strongly agree	2.00% 7
Agree	17.43% 61
Not sure	39.14% 137
Disagree	33.43% 117
Strongly disagree	8.00% 28
TOTAL	350

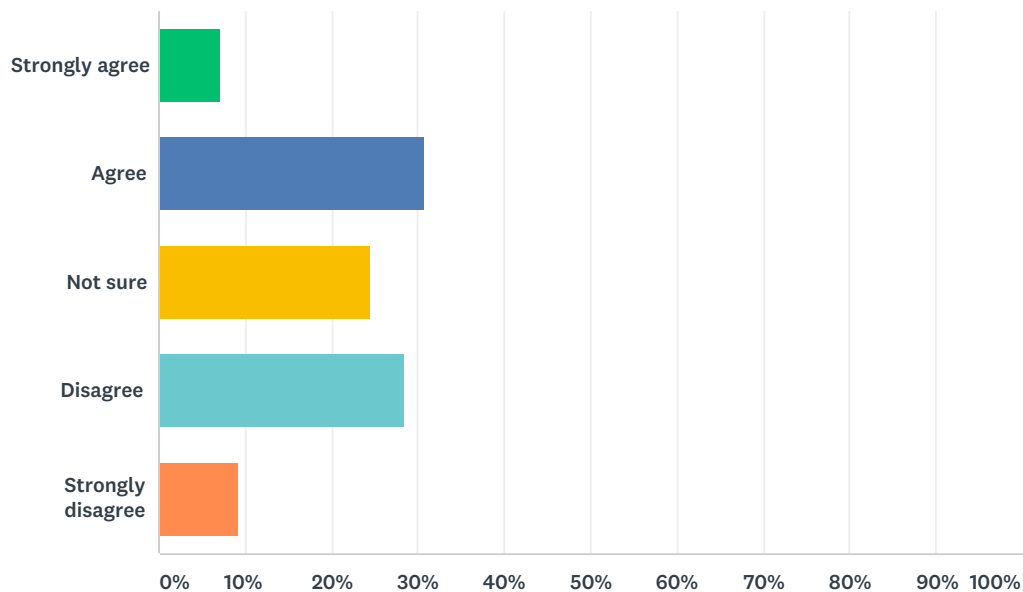
#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	I mainly use Tiller centre and Mudchute farm for celebrations which we are very happy with.	4/17/2017 4:45 PM
2	We have nowhere to hold our residents association meetings except the Mudchute. We have no pub on Manchester Rd except the Nelson. The Queen, The Dorset, The Cubitt Arms and The Pier have all closed in the last 10 years.	3/11/2017 10:30 PM
3	Not aware of anything actually going on in my area.	1/15/2017 4:40 PM
4	Need something at the bottom of the island	1/15/2017 12:54 PM
5	Very difficult to find cheap accommodation for residents meetings	1/2/2017 8:31 PM
6	It might be useful to have a another community centre	1/1/2017 2:57 PM
7	They're sufficient provided they don't cancel the events (as was the case with the cancellation due to refusal to provide public toilets)	12/29/2016 8:04 PM
8	Community events seem fragmented..not room for large events apart from millwall park and that isnt used for the interests of local people enough	12/29/2016 7:14 PM
9	The community centres are very run down eg Samuda and alpha Grove and the local scout group 2nd east London doesn't have a dedicsted community Hall or storage space, they have to share with the mice.	12/29/2016 6:11 PM
10	Catch 22 situation where not enough places open on weekends and holidays on the assumption that people are not around - people LIVE here, not just work here	12/29/2016 4:08 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

11	Very difficult to find well maintained places in the area for family events and birthdays for instance	12/29/2016 3:35 PM
12	Good outdoor events but no large indoor event space	12/29/2016 3:11 PM
13	I would relish more community events but am not aware of many	12/29/2016 2:31 PM
14	No way to expensive	12/29/2016 1:32 PM
15	There are some fairly run down community halls which are difficult to access but that's about it.	12/29/2016 1:24 PM
16	Community facilities are in desperate need of repair and renewal	12/23/2016 6:20 PM
17	Lets keep the place quiet and have fewer celebrations	11/27/2016 10:26 PM
18	Can't think of any places in the neighbourhood for celebrations - we need some!	11/27/2016 9:59 PM
19	Ok right now - but may need more as the population grows, Parks need to be used more often.	11/13/2016 11:05 PM
20	The Barkantine has Alpha Grove, Bark. Hall & Friendship Club	11/13/2016 9:20 PM
21	Lack of awareness / locality	11/13/2016 9:09 PM
22	Poplar rowing club is the only facility for hire for events such as celebrations but it is fully booked for long periods at any one time	11/11/2016 10:28 PM
23	There is no place where five hundred people can gather	9/18/2016 5:43 AM
24	Need more wide ranging options; including Canary Wharf ie East Winter Garden could support 'local' events.	9/16/2016 11:51 PM
25	Not sure if events in Canary Wharf counts as community events	8/20/2016 4:36 PM
26	Island gardens park is when events are able to go ahead	8/15/2016 6:40 AM
27	there are parks and halls available throughout the island. To have more would increase the noise and social misbehaviour that already exists	7/31/2016 4:42 PM
28	This area does not feel safe later in the evening due to bike riding, motor bike racing, and various groups hanging about. so would only go during day.	7/30/2016 10:15 AM
29	Not enough we used to have a lot in the summer especially the Island Carnival, Mudchute agricultural show and much more	7/29/2016 5:30 PM
30	To be honest, I am not even sure where the closest community centre is.	7/29/2016 4:20 PM
31	Local community centre is rarely open and there are plans to demolish and replace flats (East End Homes)	7/29/2016 2:18 PM
32	Samuda community centre, used by the Scouts, is in a very run down state.	7/28/2016 10:45 PM
33	The street party was the only thing i've experienced for years on the isle of dogs.	7/28/2016 9:04 PM
34	However, I am not sure this will be the case once Calders Wharf is redeveloped.	7/28/2016 8:15 PM
35	Need more places which can be hired for private parties like kids birthdays.	7/17/2016 1:42 PM
36	the closure of the docklands settlement centre stopped the blood bank having a mobile donation centre on the island as they couldn't find anywhere else to have it. that mobile centre had a late night session which meant I could do it after work.. now I have to go up passed mile end on a bank holiday to donate.	7/16/2016 10:41 PM
37	Need for one large community hub	7/15/2016 9:39 PM
38	Canary wharf is not a community centre. There is no community centre on the island	7/15/2016 9:06 PM
39	Never attended one- have been a few that we haven't been around for	7/15/2016 6:15 PM
40	There definatly could be work done on comunities and inclusion.	7/15/2016 10:27 AM
41	Need more public toilets	7/15/2016 9:48 AM
42	Andrew Wood test	7/15/2016 8:05 AM
43	Don't go to many of them!	7/13/2016 5:17 PM
44	They are run down.	7/13/2016 5:12 AM

Q15 To what extent do you agree with the statement: 'The Isle of Dogs is a great place to socialise and meet new people'?

Answered: 351 Skipped: 59



ANSWER CHOICES	RESPONSES	
Strongly agree	7.12%	25
Agree	30.77%	108
Not sure	24.50%	86
Disagree	28.49%	100
Strongly disagree	9.12%	32
TOTAL		351

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	Its all people passing through...there is no community	6/6/2017 7:36 PM
2	There is a great community sense amongst the parents from my daughters' school and nursery.	4/17/2017 4:45 PM
3	My neighbours make this statement true for me.	3/11/2017 10:30 PM
4	Strongly agree if you are including Canary Wharf	1/15/2017 8:16 PM
5	The only place to go is Canary Wharf which is very over priced and has never made 'locals' feel welcome. One restaurant admitted that it did not really want 'those people' using its establishment and that is the vibe from quite a few.	1/15/2017 4:40 PM
6	Communities are polarised due to income levels and segregated housing and have few places to mix	1/15/2017 3:42 PM
7	There's nowhere to socialise in the community. There is a big mix of people moving into the island because of all the new developments and the shops/other amenities have remained low budget. Everything to "do" is in Canary Wharf which is sterilely managed by CWG and there is no sense of community there	1/15/2017 12:54 PM
8	The island has a strong community and identity	1/2/2017 8:31 PM
9	It depends on what you do and enjoy eg: the local pub is a good way to meet and socialise but they have nearly all gone. The community tends to be one of 'two sides' with little integration which makes socialising across the community difficult.	1/1/2017 2:57 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

10	IOD no longer has the strong community it once had lots of Islanders have moved away	1/1/2017 8:34 AM
11	No better or worse than anywhere else in London. But there is a 'them and us' mentality because of the too rapid population increase, and because most 'newcomers' live in the private developments and are perceived to be 'better off' than long time residents.	12/29/2016 11:29 PM
12	10 years ago i would have agreed. Now places are limited unless you want to pay Canary Wharf prices	12/29/2016 9:26 PM
13	The strength of community and activities are not strong and friendly enough.	12/29/2016 8:04 PM
14	Not enough local cafés and restaurants, not many community events	12/29/2016 7:40 PM
15	Apart from pubs and social media not sure how else you meet people	12/29/2016 7:14 PM
16	A community still exists here but it is starting to be destroyed by Manhattan on the Isle of Dogs.	12/29/2016 6:11 PM
17	Lack of theatre, music or cultural venues is acute.	12/29/2016 5:07 PM
18	Need more options open to socialise on weekends and early hours - no wonder people flock to Big Easy	12/29/2016 4:08 PM
19	Nobody integrates. The Asian community keep themselves very divided from the rest of the community.	12/29/2016 3:31 PM
20	Need to encourage more social meeting places - cafes, pubs, social clubs and events	12/29/2016 3:03 PM
21	Our development has a strong community that people comment on - but people say other developments are not the same	12/29/2016 2:31 PM
22	There are distinct tribes on the IOD and they don't mix. This applies to the white English people who have been here for generations who will look right through you and the large Bengali population. I have met people through school but otherwise it's getting too edgy to mix.	12/29/2016 1:24 PM
23	I love the IOD Great community but original islanders who have made it what it is are fading fast and moving away.	12/23/2016 6:40 PM
24	Most local pubs have closed and been redeveloped to residential	12/23/2016 6:20 PM
25	Over bearing, housing will kill it	11/13/2016 11:05 PM
26	Less & less pubs. No other real places to meet new people	11/13/2016 9:42 PM
27	Lack of community hubs - there are places but need more investment	11/13/2016 9:09 PM
28	There is only the Space / Hubub which I find appealing to me	11/11/2016 8:30 PM
29	Few 'local' meeting points other than chains in Canary Wharf. Three pubs around Westferry have closed, there are no coffee spots or cafes, the area compares very poorly to the rest of London in comparison.	9/25/2016 12:39 PM
30	As it tends to be a working community it seems to be rather difficult	9/19/2016 10:25 AM
31	More community space, cafes, restaurants, farmers markets, would make it more so.	9/19/2016 10:13 AM
32	Not enough social meeting places that are genuinely used; lots of buildings have exclusive places, or Canary Wharf serves the anonymous drinker / socialiser that doesn't mix with strangers	9/16/2016 11:51 PM
33	Though more local cafes, food and restaurants are most welcome.	8/20/2016 4:36 PM
34	Would be good if there were more neighbourhood restaurants not just chains at Canary Wharf	8/15/2016 6:40 AM
35	This was the case but now I tend to stay safe indoors after a certain time as walking through such highly built up areas where know drug and crime takes place restricts socialising	7/31/2016 4:42 PM
36	Not if you don't have money it isn't...	7/31/2016 12:12 AM
37	I have all the friends and family I need nearby but, my fear is that some are now leaving the island due to the overcrowding, mess and disruption, and threat of being relocated anyway, so fear I will be left here isolated.	7/30/2016 10:15 AM
38	There is no integration between social housing and private leaseholders. Social don't care about their virtually free accommodation in the same building as someone who is a 100% owner who pays through the nose for the same privilege. End up despising each other.	7/29/2016 11:31 PM
39	The only place to be	7/29/2016 5:30 PM
40	Since moving in Sept, I have found it very hard to meet people. People in the apartment blocks tend to go in and out of their buildings. There are no spaces to socialise. The pub on Pepper St. is great though.	7/29/2016 4:20 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

41	The Isle of Dogs is seen as Canary Wharf; everything is adjusted to meet the needs of the people who come in every morning and go home every night, The rest of the area seems to be of no concern to anyone. I have even been told when trying to book an event at Canary Wharf that they do not want locals, they cater only for those working 'in the wharf'.	7/29/2016 2:41 PM
42	There is no real place to congregate. I think the shops and pubs and cafes need to change with the changing demographic brought in by all the new developments.	7/28/2016 9:32 PM
43	Where? Virtually via social media perhaps. That's not right.	7/28/2016 9:04 PM
44	But mainly in the parks	7/25/2016 11:30 AM
45	Too expensive	7/20/2016 2:56 AM
46	Very difficult to meet people. Community also seems very distrusting.	7/18/2016 4:54 PM
47	Lots of community activities going on but lots are full or need better space to run well	7/17/2016 1:42 PM
48	I don't know anyone here	7/17/2016 10:26 AM
49	Plenty of places once you know people.not always easy for people to get to know people	7/15/2016 9:39 PM
50	I've been here 10 years. People keep to themselves. Diverse groups don't mix. I'm lucky I know my neighbours	7/15/2016 9:06 PM
51	Children's centres good for meeting mind and have friendly neighbourhood	7/15/2016 6:15 PM
52	Too many gangs are hanging around so makes the area unsafe	7/15/2016 12:16 PM
53	Need more community centres, pubs, pleased that cause people to more naturally meet socialise and build friendshios	7/15/2016 10:59 AM
54	Andrew Wood test	7/15/2016 8:05 AM

Q16 What services or types of businesses do you feel are in short supply in the area? (broadband, water, bus routes etc.)

Answered: 271 Skipped: 139

#	RESPONSES	DATE
1	Broadband!! Local restaurants & pubs (other than at Canary Wharf)	4/10/2018 4:35 PM
2	Lack of independent retail / cafe. Most retail units in new developments are being left empty. Developers will likely want to convert these to residential.	3/21/2018 10:34 PM
3	Want Clarks shoe shop with children's department!!!	9/29/2017 6:24 PM
4	coffee shops	9/8/2017 1:00 PM
5	Broadband is shockingly slow, water power is much lower than 10 years ago, not enough trains,	6/6/2017 7:36 PM
6	copy shops	5/17/2017 10:29 PM
7	More bus routes and a big infrastructure project to solve overcrowded tube issue. Either new tube line or larger tube carriages.	5/5/2017 11:32 AM
8	pubs, cafes, bike routes,	5/1/2017 9:16 PM
9	PUBLIC TRANSPORT	5/1/2017 8:28 PM
10	GP	4/25/2017 9:51 PM
11	High street grouping shops together rather than isolated shop underneath apartment blocks. More visible policing to improve security safety Missing library, theatre	4/18/2017 8:08 PM
12	broadband,	4/18/2017 4:54 PM
13	training opportunities for young school leavers and graduates, business development and entrepreneurial skills, opportunities to share in the wealth of Canary Wharf with local residents and a path to improve their skills.	4/18/2017 3:47 PM
14	Decent schools for children, sport facilities, not enough free parking places. The road are too small and full cars.	4/8/2017 5:52 PM
15	The water flow and pressure is appalling in Betty May Gray House. We are without water every day and washing machines do not work Decent fruit and veg stall and fish monger is missing.	3/11/2017 10:30 PM
16	Small hardware shops/ironmongers Small computer repair businesses Butchers, Bakers	1/23/2017 12:28 PM
17	Broadband,	1/16/2017 3:09 PM
18	security. I am afraid to go out at night because of young men doing drugs	1/16/2017 10:19 AM
19	Good quality secondary education provision	1/16/2017 9:26 AM
20	Footpaths and Thames Path should be unobstructed during construction to the maximum extent possible. In central London they frequently build covered walkways over the footpath to allow construction, we should require the same on all Isle of Dogs roads and the Thames path. Locally we have seen some sites, like the ex City Pride Pub site, cover the footpath for years - often years when nothing much is going on. The council should require any encumbrance to public space or traffic removed from any site that it not in active construction that materially progresses the sites development (eg. if any six month period progress is less than 10% of entire project it's considered stalled and loses any granted rights). All permissions to impact traffic and sidewalks should be temporary and reviewed every 6 months. Water pressure can dip to a point it's problematic on top floor of the house.	1/15/2017 10:00 PM
21	Restaurants and bars. Deli's. kids activities such as soft play and a decent pool. Tiller is awful	1/15/2017 8:16 PM

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22	Broadband is pathetic - the best my area can hope to get is 2-3Mb/s! I compare this to family overseas where the basic speed is 100Mb/s and for far less charges!!! Changes to the bus frequencies and routing are much poorer since changes last year. Very often the buses never complete the full journey as they have been stopped early in the route because they have gone over the minimal timing - an impossible timing in the best of road conditions. This has worsened since the many inappropriately placed cycle lanes have caused untold congestion. It would be good if the shops in the Canary Wharf area did not charge more than their outlets elsewhere. Generally as far as the council and services are concerned it appears as if there is nothing south of Marsh Wall and so minimal improvements are made. Housing built for real people and not just for the super rich is desperately needed. The Isle of Dogs was an area where nurses, junior doctors, police, fire fighters and other essential workers could live - now that is impossible. More GPs are needed and access to allied professionals locally rather than having to travel to inaccessible centres or the main hospitals; living on the Isle of Dogs and being told you have to go to Whipps Cross means you are denied treatment due to travel difficulties/impossibilities!	1/15/2017 4:40 PM
23	corner shops, broadband,	1/15/2017 4:30 PM
24	Broadband speeds bad. DIY retailers	1/15/2017 3:42 PM
25	cable TV and ultra high speed broadband	1/15/2017 2:17 PM
26	Water, green areas, parking, affordable rented housing.	1/15/2017 1:12 PM
27	Bars, restaurants. OK in Canary Wharf but not the rest of the Island	1/15/2017 12:56 PM
28	The DLR is way too rammed especially at peak hours! Bus routes that go to central London would be great or at least 1 bus that does. Restaurants and cafes would be nice, fresh produce from a small grocer, weekly market - perhaps these could be placed under the railway arches at millwall park	1/15/2017 12:54 PM
29	More outdoor activities	1/9/2017 8:17 PM
30	Fast broadband, bus routes, schools, GP surgeries	1/7/2017 1:36 AM
31	Repair man, handyman Plumber Etc	1/6/2017 8:19 AM
32	Broadband, schools,	1/3/2017 8:34 PM
33	public transport, better walking routes, better sports facilities, schools, we must keep the open/green spaces we have left. Shortage of good local shops/cafes.	1/2/2017 8:31 PM
34	2ary schools, adequate transport, water pressure, broadband, medical services, security	1/1/2017 5:45 PM
35	Recycling - living in a large block, we don't get the opportunity to recycle food waste.	1/1/2017 4:46 PM
36	No comment	1/1/2017 3:02 PM
37	Too few local pubs. Broad band speed is awful unless you are lucky enough to have fibre and can afford it. Mobile phone reception is quite poor as well. There needs to be a couple more doctor's surgeries and another 'big' affordable supermarket now yet another development will take away ASDA.	1/1/2017 2:57 PM
38	Bus routes (direct from the east of the island to canary wharf)	1/1/2017 2:47 PM
39	Slimming clubs and swimming pools	1/1/2017 2:08 PM
40	Affordable sports and leisure facilities	1/1/2017 1:58 PM
41	police foot or cycle patrols, cafe's	1/1/2017 1:32 PM
42	High speed broadband	1/1/2017 1:08 PM
43	Higher capacity at south quay DLR needed	1/1/2017 12:38 PM
44	A good baker	1/1/2017 12:28 PM
45	Community meeting places	1/1/2017 8:38 AM
46	Recycling and fish and chip shop	1/1/2017 8:34 AM
47	Local shops - butcher, green grocery etc	12/31/2016 3:45 PM
48	Fast Broadband, such as Hyperoptic or Virgin	12/31/2016 3:27 PM
49	bus routes	12/31/2016 3:17 PM
50	High speed broadband. Insufficient water works (constant leaks/ bursts). Inefficient speed monitoring. Too many speed bumps - they don't work and they damage houses.	12/31/2016 11:38 AM
51	Broadband, school, community activities	12/31/2016 10:36 AM
52	Bakery	12/31/2016 9:17 AM

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53	Fibre optic, gps, dentists, schools, local shops, mobile phone network	12/31/2016 9:15 AM
54	Broadband	12/31/2016 9:11 AM
55	Capacity on the DLR	12/31/2016 8:48 AM
56	GP's	12/31/2016 8:35 AM
57	Fast broadband Bus routes that link the east and west side of the island Sports/activity centers for children and young people	12/31/2016 6:50 AM
58	Riverboat on east of island, more broadband choice, loop bus service	12/31/2016 4:00 AM
59	Community centre	12/30/2016 10:05 PM
60	Schools, broadband, sport centres, coffee shops.	12/30/2016 7:45 PM
61	Bus routes and broadband	12/30/2016 4:42 PM
62	Fibre optic broadband, restaurants and bars	12/30/2016 1:46 PM
63	Broadband no virgin, Hard water, dangerous and crap river front pavements still, Too many empty buses on island, too many road closures with building works everywhere, Limehouse link shuts too early 10 pm so traffic builds back miles - city cab went from 15 to 30 quid the other night!, asian youths by blasker walk a problem still - litter such as weed bags, nitrate canisters and food and drink packaging left on oaths by them. Start as early as 3pm through to 3am! Spit and abuse dig walkers.....they are not human NO MANNERS nor integrated into UK society.	12/30/2016 12:53 PM
64	Broadband speed is appalling even with BT infinity. More visible police. Sort out the patchwork of potholes on Manchester road. Get Thames water to fix the road they left in a state so the traffic makes houses shake.	12/30/2016 10:01 AM
65	Big supermarkets. Waitrose and Tesco in CW are already not able to meet the increased population's demands.	12/30/2016 7:49 AM
66	Water pressure is terrible	12/30/2016 7:12 AM
67	Public toilets	12/30/2016 2:29 AM
68	bus routes	12/30/2016 12:45 AM
69	None at the moment but if the Asda site is developed we will lose the only petrol station which would be disastrous.	12/29/2016 11:29 PM
70	Fibre broadband. Big supermarkets. Quality gyms. Pubs. Restaurants.	12/29/2016 11:27 PM
71	Schools, nhs doctors/dentists,	12/29/2016 11:18 PM
72	We need a large grocery store	12/29/2016 9:58 PM
73	Affordable homes for local people not million pounds apartments for the rich	12/29/2016 9:26 PM
74	Cafe, patisserie,bus routes,	12/29/2016 9:01 PM
75	Lack of cafes and non chain shops	12/29/2016 8:57 PM
76	Police station/any type of police presence. Pharmacies, dentists, craft beer pub? more convenient post offices (have to go to Poplar when our packages don't get delivered whereas I live in Mudchute). Public swimming pool. Fiber optic	12/29/2016 8:04 PM
77	Cycling path, play park / center for children.	12/29/2016 8:04 PM
78	Nurseries	12/29/2016 7:52 PM
79	Hairdressers, bakery/deli, larger supermarket	12/29/2016 7:17 PM
80	All are here but everything seems stretched among more and more people	12/29/2016 7:14 PM
81	Bus sevices	12/29/2016 7:10 PM
82	Local independent businesses. Clapham junction area (north cote road) has many independent businesses which help to bring the community together and provide an enjoyable atmosphere to live in, for example.	12/29/2016 7:00 PM
83	I'm happy with the services/businesses the Island offers with its current capacity.	12/29/2016 6:33 PM
84	A high street is needed. Also a stronger water pressure would be nice too.	12/29/2016 6:11 PM
85	Water used to be an issue,but things seem better lately. Bus routes also seemed to have improved	12/29/2016 6:09 PM
86	Faster broadband	12/29/2016 5:38 PM

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87	Segregated cycles lanes are missing, despite the fact that they could help cope with increase demand for public transport. Lack is unexplainable when roads like Marsh Wall are 15-20 meter wide in places, with plenty of room to carve out a dedicated cycle lane	12/29/2016 5:07 PM
88	Butchers	12/29/2016 4:56 PM
89	Broadband	12/29/2016 4:40 PM
90	Not sure	12/29/2016 4:36 PM
91	community	12/29/2016 4:23 PM
92	Broadband and frequent buses	12/29/2016 4:11 PM
93	Mobile reception is so poor and broadband speed is not great. This is a very developed area but such services are embarassingly poor	12/29/2016 4:08 PM
94	Decent mobile phone coverage, bus routes, independent shops & farmer's food market, good schools and nurseries.	12/29/2016 3:35 PM
95	Water, broadband to centre of island,	12/29/2016 3:11 PM
96	Given s106 money, roads and pavements are messy - cracked, poorly maintained, badly designed; old redundant signs etc. Would be good to see a general tidy up. Also need to ensure better traffic flow i.e. Mandatory loading bays, pull in areas, full access routes (see admirals way back of Hilton - poor; drive in reverse back out same way) in building and complex plans.	12/29/2016 3:03 PM
97	Na	12/29/2016 3:01 PM
98	Hight speed fiber broadband, independent cafes, restaurants, buses to Canary Wharf on Manchester road through blue bridge (it takes almost 20 min from Pier street to canary wharf tube)	12/29/2016 2:52 PM
99	More local shops and restaurants would be nice - not estate agents!	12/29/2016 2:31 PM
100	Fast broadband, schools,	12/29/2016 2:07 PM
101	Non chain, local restaurants that could be used as a 'regular'	12/29/2016 2:00 PM
102	Broadband	12/29/2016 1:49 PM
103	Cafes and restaurants, places to meet people	12/29/2016 1:37 PM
104	Doctors youth clubs Family pubs .ie harvester Adventure playground A clean pool and gym tiller is not nice	12/29/2016 1:32 PM
105	Fast broadband needed.	12/29/2016 1:31 PM
106	Fast Internet (>100Mbps)	12/29/2016 1:25 PM
107	Broadband is intermittent, water pressure non existent. The antisocial behaviour is rising and rising so I no longer feel safe. The whole place is a building site and there are no decent secondary schools. I've had enough and will move away	12/29/2016 1:24 PM
108	Restaurants, bars, community halls	12/23/2016 6:20 PM
109	Not sure, I am happy with the service	12/2/2016 3:48 PM
110	We need pleasant places to eat and drink. new bars and restaurants please	12/2/2016 1:52 PM
111	Affordable homes, broadband has weak signal.... youth centres	11/30/2016 7:57 PM
112	Gp	11/30/2016 3:00 PM
113	Fast broadband that is not BT	11/30/2016 10:48 AM
114	A new leisure centre	11/30/2016 10:34 AM
115	Bus routes	11/28/2016 1:05 PM
116	Broadband, green spaces, litter bins, free wi-fi, recycling points	11/28/2016 12:56 PM
117	None	11/27/2016 10:26 PM
118	Independent shops & markets & communal outdoor spaces	11/27/2016 9:59 PM
119	I feel there is a good availability of services here and a good spread of businesses for a residential area like this	11/14/2016 12:02 PM
120	Local friendly shops, crafts, restaurants etc more schools	11/13/2016 11:05 PM
121	Buses	11/13/2016 10:06 PM
122	Space for social enterprise Community gardens Co-operatives	11/13/2016 9:09 PM

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123	Water, bus routes from Cubitt Town direct to the Wharf	11/11/2016 8:30 PM
124	Green grocers (there are far too many estate agents)	11/11/2016 7:51 PM
125	The DLR is already at full capacity and will get even busier going forward, and the rollout of decent speed broadband is still slow.	10/30/2016 10:50 PM
126	Doctor School Transport	10/21/2016 5:23 PM
127	Caffes	10/19/2016 10:53 PM
128	Fiber optic cabling, more night buses	10/16/2016 6:25 PM
129	Fibre broadband, public transport, sport facilities	10/9/2016 9:54 PM
130	Definitely nursery and school places and after school clubs; bus routes, parking	10/4/2016 10:50 AM
131	Space for small businesses, these could occupy the ground and lower floors of new developments if designed in	9/25/2016 12:39 PM
132	Interner	9/21/2016 9:17 PM
133	Shops	9/21/2016 7:25 PM
134	cafes and small supermarkets, bus routes	9/21/2016 6:44 PM
135	Xxx	9/21/2016 1:10 PM
136	Slow Broadband is a big issue	9/21/2016 1:07 PM
137	Bus routes	9/21/2016 11:58 AM
138	Cycle routes	9/21/2016 11:28 AM
139	Public toilets, cafes	9/21/2016 10:31 AM
140	Sports areas, schools and GP's	9/21/2016 9:43 AM
141	Broadband is diabolical with no fibre at all	9/19/2016 10:25 AM
142	Bike paths and pedestrian paths	9/19/2016 10:13 AM
143	Poor sewage service. Open sewers which flow just below the roads and vent onto the streets mean it often smells and is a health risk	9/18/2016 5:43 AM
144	Cable	9/17/2016 7:58 AM
145	Broadband has very bad reception. We need access to the bigger shops for furniture and white goods,	9/16/2016 11:55 PM
146	Roads wide enough to take traffic! Good quality broadband! Evening venues - island can seem quiet / lacking central locations of an evening - seeing support to stimulate a 'high street' feel somewhere like around Cross Harbour / Pepper St Ontiod / Inner Milwall Dock would be good. 'Active frontage' buildings, as per the previous South Quay Masterplan, would be good - too many locations, offices etc are daytime only, buildings should be incentivised for supporting active frontage venues, or penalised for keeping locations empty (Pan Peninsula, Jemstock 2 scaffolding), unit within Hilton etc I actually like the idea of market stalls and a similar 'hub' of activity like Admirals Way inc Hazev and Goodmans, and it's a shame they're now disconnected from South quay Plaza shops; if it was more convenient for pedestrians in other ways it would be good; eg space under the DLR, or by the bus stop on Marsh Wall would be more suitable...	9/16/2016 11:51 PM
147	DLR capacity is over-loaded. Broadband provision is woefully inadequate due to the type of exchange and lack of street cabinets.	9/6/2016 3:46 PM
148	flood protection and regular drain clearance	8/25/2016 4:50 PM
149	Business: Local grocer, bakery, furniture, bars and cafes Services: Schools (Primary and Secondary), Broadband and Cable TV, Mobile Phone Signal, Sports and Green Space, more trees, (Clipper) River boats pier from Blackwall	8/20/2016 4:36 PM
150	A local high street market is missing	8/19/2016 11:30 AM
151	Broadband	8/15/2016 10:47 PM
152	Affordable food shops on south of the island, nursery options on the south of the island, affordable half decent eating places on south of the island e.g. Not chicken shops! A bus route that would take you closer to Victoria park, affordable clothing shops - canary wharf is expensive	8/15/2016 8:17 AM
153	Better Thames clippers service. Sainsburys or Waitrose. Not more Tesco. Restaurants.	8/15/2016 7:55 AM
154	N/a	8/15/2016 6:40 AM

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155	Broadband	8/13/2016 10:13 AM
156	There are frequent burst water mains.	8/9/2016 7:25 AM
157	broadband, restaurants, shops, cycle routes, gardens, coffee shops, theaters, cultural facilities,	8/8/2016 10:20 AM
158	Broadband	8/4/2016 5:31 AM
159	Cafes Bars Restaurants New Leisure Centre	8/2/2016 7:21 PM
160	good restaurants not for business types, some buses to leave the island more directly (bypassing Canary Wharf)	8/2/2016 12:03 PM
161	Pedestrian pavements and pathways - so many closed/diverted and through building sites. Broadband should be seen as important as the traditional utility services. All services need to be aligned with existing and future needs and factored into each plan so that the existing population is not made worse off each time more people come to the Isle of Dogs.	8/1/2016 1:50 PM
162	dealing with anti-social behaviour (youths going round and round on noisy motorbikes, speeding motorists, littering, car alarms going off repeatedly, etc)	7/31/2016 8:48 AM
163	Broadband, more bus, slower traffic/cars, police	7/31/2016 7:32 AM
164	Quality food. Decent cafes. Hardware Stores	7/31/2016 12:12 AM
165	Bars and restaurants	7/30/2016 2:54 PM
166	don't know	7/30/2016 10:15 AM
167	Nice cafes pubs and restaurants.	7/30/2016 8:36 AM
168	Bus routes - we are missing a bus route that would take people from Manchester Road to Canary wharf via Blue Bridge instead of travelling around all IOD with D3 and D7 routes. This new bus route would ease up D3,D7&135 buses which are so crowded around 8am.	7/30/2016 6:26 AM
169	Schools, Doctors, Parking!,	7/29/2016 11:31 PM
170	Bicycle routes, fibre broadband,	7/29/2016 11:18 PM
171	Broadband is slow, more transport needed and health services	7/29/2016 9:52 PM
172	Policing, coffee shop	7/29/2016 8:30 PM
173	Bus routes they keep changing	7/29/2016 5:30 PM
174	With so many new developments in the area, I do worry about future transportation options.	7/29/2016 4:20 PM
175	Very disappointed that the D3 route may be discontinued. This service is needed. I feel we have insufficient community places and perhaps a theatre for community shows.	7/29/2016 3:43 PM
176	I would love a place locally that had live up and coming bands playing on a regular basis	7/29/2016 3:41 PM
177	broadband speed, bus routes, cafes, small independent shops,	7/29/2016 2:50 PM
178	Broadband is pathetic unless you are prepared to pay a premium for fibre and then it isn't great. The maximum I get is 2Mbps (standard in my home town in the US is 100Mbps). Water pressure is pathetic to the point that you cannot flush a toilet at the same time someone is having a shower; the bath is cold by the time there is enough water. Buses concentrate on the canary wharf area and the new proposals will reduce service to the island and remove direct bus service to important places such as the Royal London. Lack of GP services have been addressed above but it just isn't access but quality - I would like to speak with a doctor who spoke English as a first language so that my precious 10 minutes wasn't wasted in correcting misunderstandings; there are some serious errors entered in my medical record!	7/29/2016 2:41 PM
179	National store chains. What is happening redevelopment Asda?	7/29/2016 2:18 PM
180	GP, dentist, schools + nurseries, decent broadband, sufficient & reliable dlr & buses.	7/29/2016 11:48 AM
181	I hear internet connectivity is still a big problem for a lot of people, although it is not for me personally.	7/29/2016 9:14 AM
182	Cafes and coffee shops, art galleries, craft shops, culture, bus routes, affordability on river transport services,	7/29/2016 8:07 AM
183	Broadband. Buses. Doctors. Dentists.	7/29/2016 7:14 AM
184	Broadband	7/29/2016 5:09 AM
185	Cafes	7/29/2016 5:01 AM
186	Broadband, water, bus routes, parking.	7/29/2016 4:19 AM

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187	Daylight	7/29/2016 1:57 AM
188	Bus routes, local butchers, local fruit and vegetable shops, local fishmongers, quality broadband	7/29/2016 1:08 AM
189	Butcher, greengrocer, 'proper' market, hardware store, basically a parade of local shops. Water pressure is already low at times of peak usage (7-8 am).	7/28/2016 10:45 PM
190	Bus, Surgeries	7/28/2016 10:35 PM
191	Schools	7/28/2016 9:45 PM
192	Cafes, good quality restaurants. Independents are preferred rather than just another high street with all the same predictable shops (greggs, pret). I would like to see the shops be a bit more upmarket and not fried chicken or Chinese takeaway shops	7/28/2016 9:32 PM
193	Bus routes, local shops and cafes	7/28/2016 9:21 PM
194	Kids clothes, toys. Local wares and artists. Organic local food. Small independent shops. Basketball court. Community centre and dance hall.	7/28/2016 9:04 PM
195	Broadband	7/28/2016 8:55 PM
196	broadband in most of Docklands (not just IoD) is absolutely pathetic, only exception is where there is reach of Hyperoptic; I would welcome more of Santander bikes station esp. in Canary Wharf area - it's often difficult to find a parking spot in the morning (I had to abandon the plan to commute by bike because of this); overload on GP surgeries is a HUGE problem	7/28/2016 8:51 PM
197	Pub	7/28/2016 8:48 PM
198	Independent butchers and greengrocers.	7/28/2016 8:45 PM
199	Broadband, river services, leisure facilities, restaurants and shopping malls.	7/28/2016 8:32 PM
200	Fast bus routes as most take too long	7/28/2016 8:32 PM
201	Broadband	7/28/2016 8:15 PM
202	Leisure	7/28/2016 8:12 PM
203	Broadband, choice of nhs gp and dentists, large supermarkets	7/28/2016 8:11 PM
204	Broadband	7/28/2016 8:04 PM
205	Affordable child care	7/28/2016 8:01 PM
206	internet speed, decent eateries, bakery, fishmonger, butcher, gastro pub at south end.	7/25/2016 11:30 AM
207	GP services became much worse over the last few months with very long waiting times at Barkantine	7/24/2016 10:21 PM
208	Water, Bus routes - new D3 route a big mistake	7/24/2016 12:10 PM
209	Broadband, affordable nurseries	7/23/2016 8:56 PM
210	Post office, public transport, roads and parking, broadband, water pressure, sewerage capacity, schools, doctors and dentists surgeries	7/22/2016 4:31 PM
211	Schools, GPs, Fast broadband, Sports centres	7/22/2016 9:15 AM
212	Petrol stations (Asda one due to be demolished), hotels, restaurants and offices south Isle of Dogs. High rise housing, more offices needed in south IOD to create demand for restaurants away from CW. Greater police presence also needed.	7/22/2016 8:16 AM
213	Broadband: ours seems to be very poor, but there isn't any cable so we don't have many options. More general & independent retail, not just convenience stores and not just chains grouped round Canary Wharf	7/21/2016 4:05 PM
214	Spa and beautician	7/20/2016 2:56 AM
215	Broadband	7/19/2016 3:14 PM
216	Faster broadband, more reliable internet connection Buses more frequent and more reliable not sure proposed changes to D3, D7, 135 and 277 will provide this	7/19/2016 2:46 PM
217	An east to west bus route via Canary wharf seems in very short supply. More local pubs / restaurants. Places like the Gun or Hubub Café seem in very short supply. Speed limit needs to be enforced for pedestrians to feel safe. More community gardens / parks.	7/18/2016 4:54 PM
218	Broadband and bus routes	7/18/2016 8:17 AM
219	restaurants and Pubs in the East of Isle of Dogs	7/17/2016 8:59 PM
220	bars and restaurants (outside Canary Wharf)	7/17/2016 7:07 PM

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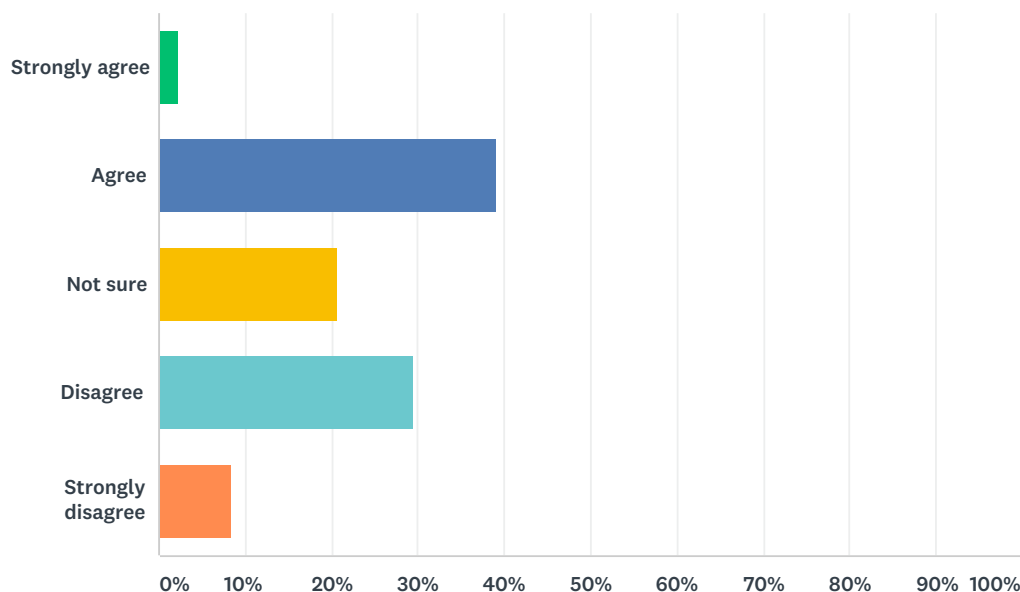
221	shops, family friendly restaurants, leisure centres with creche, playgrounds for youngsters with sandpit and or play fountain. Toilet facilities, cafes, bins and benches in the parks and on the Thames path.	7/17/2016 3:31 PM
222	Whole family activities- there are lots aimed at kids or adults but few together	7/17/2016 1:42 PM
223	Cycle parts separated from the main road.	7/17/2016 10:26 AM
224	Broadband, transport, social services.	7/17/2016 9:42 AM
225	More choice in fibre optic broadband	7/16/2016 11:22 PM
226	cable, buses that loop the island, cafes, decent convenience stores, any kind of shop really...	7/16/2016 10:41 PM
227	Post office facilities	7/16/2016 9:55 PM
228	local independent quality shops	7/16/2016 4:59 PM
229	All infrastructure, sewage, gas, electricity , broadband	7/16/2016 4:21 PM
230	Cycle hire stations Dedicated cycle lanes Cafés, restaurants, bars	7/16/2016 3:22 PM
231	Broadband is still patchy and in most cases some form of monopoly (especially for super fast) Public transport is poorly planned, particularly how it links to the wider London transport network. Walking paths are appallingly poorly designed and maintained The isle of dogs in general is poorly maintained eg. Roads, pavements, parks, hedges etc. Outside of Canary Wharf there is a series of pretty poor tescos and a wide selection of bad takeaways and newsagents. There is a lack of higher quality shops, cafes and restaurants, pubs etc.	7/16/2016 2:35 PM
232	Super Markets, Schools	7/16/2016 9:58 AM
233	Fast fibre broadband. Street cleaning.	7/16/2016 9:37 AM
234	Broadband is terrible.	7/16/2016 8:34 AM
235	Shops and decent restaurants, tv providers, virgin for example aren't on the island. Most of the food suppliers are ghastly takeaways that look like a health hazard.	7/16/2016 7:28 AM
236	Local convenience shops and local police	7/16/2016 7:14 AM
237	Cafes, pubs, restaurants, barber/hair salon,	7/16/2016 5:03 AM
238	Broadband with optic fibre Top sports facilities at a reasonable price	7/15/2016 11:11 PM
239	Fast fibre broadband, security services, street/footpath cleaners	7/15/2016 10:54 PM
240	Broadband, traffic control, police presence in certain areas, parks skate park , mc dougal gardens.	7/15/2016 10:49 PM
241	Bars & restaurants	7/15/2016 9:59 PM
242	Ironmongery, charity shops, local business	7/15/2016 9:57 PM
243	Broadband is not consistent. Buses do not go east to the wharf No reasonably priced gym on the east side There needs to be more restaurants on the island. Non chain as well	7/15/2016 9:06 PM
244	bus Routes	7/15/2016 7:08 PM
245	GPs	7/15/2016 6:41 PM
246	Clarks shoe shop!	7/15/2016 6:15 PM
247	Broad band, buses	7/15/2016 6:11 PM
248	Daycare, leisure facilities.	7/15/2016 4:59 PM
249	Cafes and better public swimming and sports facilities	7/15/2016 4:07 PM
250	Water is a problem. Main on Westferry Road bursts at least once per year. Buses overcrowded. DLR overcrowded	7/15/2016 3:01 PM
251	Broadband. Bus Routes. River Routes. Shops and Leisure facilities.	7/15/2016 2:29 PM
252	Bus routes, fast broadband, public transport in general, facilities for children	7/15/2016 1:01 PM
253	nice local bars at the north west of the island (City Pride area), restaurants	7/15/2016 1:00 PM
254	small supermarket on south Westferry Road	7/15/2016 12:05 PM
255	Need more shops - not chains, small local shops Buses are poor (but don't use) Infrastructure - roads, water, pathways etc are poor - we need to properly work on infrastructure, make full use of s106 money. Need to find a way to keep historic s106 money to stop it being lost or wasted before this neighbourhood plan process completes	7/15/2016 10:59 AM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

256	Bus routes, DLR	7/15/2016 10:46 AM
257	Bus routes are ridiculous especially with the children of george green aboard. And the broadband is no where near fast enough. Will only get worse with these huge towers being built	7/15/2016 10:27 AM
258	bus routes	7/15/2016 10:19 AM
259	Public toilets Shops	7/15/2016 9:48 AM
260	Cash points, good quality small supermarket with fresh produce	7/15/2016 9:38 AM
261	BUS ROUTES, BROADBAND	7/15/2016 9:38 AM
262	Affordable Nurseries and playgroups,	7/15/2016 9:26 AM
263	Supermarket down the bottom of the Island near Burrell's Wharf.	7/15/2016 9:21 AM
264	Broadband, rubbish collection	7/15/2016 9:12 AM
265	Bus routes could be improved	7/15/2016 9:11 AM
266	Underground/DLR is over-capacity in the area.	7/15/2016 9:09 AM
267	broadband can be poor, but we are happy now we have fibre.	7/15/2016 9:09 AM
268	All of them Andrew Wood test	7/15/2016 8:05 AM
269	not enough bur or DLR at peak times.	7/13/2016 5:17 PM
270	independent shops	7/13/2016 5:12 AM
271	Cafes, restaurants, green grocer, butcher, fishmonger...	7/12/2016 11:47 AM

Q17 To what extent do you agree with the statement: 'the streets and public spaces in the area offer a safe environment' ?

Answered: 348 Skipped: 62



ANSWER CHOICES	RESPONSES	
Strongly agree	2.30%	8
Agree	39.08%	136
Not sure	20.69%	72
Disagree	29.60%	103
Strongly disagree	8.33%	29
TOTAL		348

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	Millharbour has become a destination for groups of youths to congregate and openly take drugs in an unchallenged environment. The level of intimidation from these groups is unacceptable when I wish to feel safe at home.	1/21/2018 10:09 AM
2	Generally yes but some stupid speeding/ racing drivers sometimes.,.	9/29/2017 6:25 PM
3	I saw fighting at night on Millharbour, often shouting in Summer time at 2-3am, cars like to race on this street as it doesn't have any speed humps, once offered cocain, often feel weed smoke.	5/5/2017 11:34 AM
4	dont see police or traffic wardens	4/18/2017 8:12 PM
5	I'm a big bloke so am ok with public spaces. My wife will not walk across the Mudchute at night though.	3/11/2017 10:32 PM
6	there are young people doing drugs outside my flats most nights	1/16/2017 10:20 AM
7	Apart from kids hanging about near the shops	1/15/2017 8:17 PM
8	25 years ago I had no concerns travelling on the DLR, buses and arriving home late at night. Now I avoid being out after dark. That being said I do not feel safe traveling on public transport when school children are out in force as they are a frightening force. Seeing used condoms and worse in a local play park make that a no-go area. Going to the local newsagent often means running the gauntlet of groups of 'youths' or worse drunks interfering with your progress. People trying to gain entry to blocks of flats is a constant concern and with the increase of Airbnb properties the continual traffic of strangers only increases concern. What was a really great place to live is no longer.	1/15/2017 4:49 PM

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9	If it is not snowing	1/6/2017 8:20 AM
10	there is a great deal of antisocial behaviour. Having a 2yo child doesn't make me feel save for him particularly during winter time when day light time is reduced.	1/1/2017 5:48 PM
11	Mostly OK but the large number of kids hanging around using those helium canisters are a concern. There needs to be more available for them to do.	1/1/2017 4:51 PM
12	There are continual problems across the Island linked to 2 things; the rise in social housing and the people brought in to occupy it and people driving on to the Island causing trouble and also a rise in drug dealing that appears to be 'police tolerated'.	1/1/2017 3:00 PM
13	See previous comment, need better and regular police presence	1/1/2017 1:34 PM
14	Lot of youths on bikes wearing masks find intimidating	1/1/2017 8:36 AM
15	Stabbings, speeding vehicles, not enough fo the youth to do in the evenings so they gather and scare people .	12/31/2016 11:41 AM
16	I've not experienced any threatening situations but I'm 6'6 and can imagine women are more intimidated by youth hanging around, smoking cannabis or using those canisters gas in balloons although that seems to happen primarily in cars	12/31/2016 8:52 AM
17	The Isle of Dogs seems safe during the day but I am not sure about safety at night.	12/31/2016 6:55 AM
18	Antisocial behaviour is getting worse	12/31/2016 4:00 AM
19	Walked through an estate in the dark once and saw a group of guys hitting a car with bats	12/30/2016 1:47 PM
20	Asian youth drug gangs terrorise us along river fronts!	12/30/2016 12:55 PM
21	Recently there is a feeling of insecurity	12/30/2016 7:50 AM
22	The area around Copeland Drive/Ashdown Walk regularly has groups of youths hanging around. On a couple of occasions we've seen them act violently and had to walk around. In the same area I've also been offered marijuana and MDMA. The whole area is also very diverse, but little is being done to encourage any sort of community forming. This leads to isolated groups of ethnicities living next to each other, speaking different languages and living very different lives.	12/29/2016 11:31 PM
23	Have on several occasions seen women get cat called/harassed. Safe during the daytime but not at night. Male friends walking alone along Millwall dock have been offered drugs multiple times.	12/29/2016 8:07 PM
24	I persinally feel safe but read about incidents and problems with safety	12/29/2016 7:16 PM
25	Groups of teens always roaming the area, using substances, damaging property etc.	12/29/2016 7:01 PM
26	Most places I feel safe - some areas of the island not so safe	12/29/2016 5:45 PM
27	Speeding is common and congestion an everyday occurrence at peak times. The council considers off-street cycle parking the only kind of cycling infrastructure they are willing to provide - no new cycle lanes in 20 years I've lived on the Isle of Dogs.	12/29/2016 5:10 PM
28	It's been good recently. On a number of occasions last year there has been disturbance of people making a lot of noise in between developments and the Noise Control hotline either being closed or powerless to do anything	12/29/2016 4:16 PM
29	Don't feel safe at night	12/29/2016 4:12 PM
30	Increased littering in the island, people smoking pot on the streets and parks, increased number of anti-social behaviour and crime (bikes stolen/ muggings).	12/29/2016 3:39 PM
31	I have never felt unsafe	12/29/2016 3:12 PM
32	Need more active frontage; streets very quiet of an evening. Also need more patrols from police on foot on the isle and better lit public spaces e.g. Parks or other places people congregate.	12/29/2016 3:12 PM
33	I run alone in the park and along the river at night and feel ok - there are groups of youths that make me feel a little nervous but not too much. Occasionally a scary dog in the park but generally ok	12/29/2016 2:34 PM
34	Nitrous Oxide canisters littering the streets bears testament to my answer	12/29/2016 2:08 PM
35	Drugs youth and dirty men make this not a place to be once dark	12/29/2016 1:35 PM
36	We need more cctv police evening and night petrols	12/29/2016 1:32 PM

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37	I have to call 101 on a regular basis as people have sex/do drugs/do both in my car park. I have seen people urinating in the streets in broad caught and other streets littered with drug canisters. This place will never be gentrified. Drug use and gangs are increasing. Sure it might be safer than other parts of tower hamlets but that's just not good enough	12/29/2016 1:28 PM
38	Public stairways etc are often used for drug taking	12/23/2016 6:42 PM
39	Anti-social behaviour is rife along Manchester Road / Island Gardens	12/23/2016 6:21 PM
40	It depends where	11/30/2016 10:49 AM
41	Need to have more policing	11/27/2016 10:27 PM
42	Not enough lights, narrow two way traffic	11/13/2016 11:06 PM
43	ASB is getting worse	11/13/2016 9:43 PM
44	There are intimidating groups of bored young people threatening residents & openly using stimulants & social media is spreading this fear	11/13/2016 9:22 PM
45	Could benefit from improved lighting and CCTV coverage	11/13/2016 9:10 PM
46	It used to be safe but there seems to be a lot of anti-social behaviour lately. Also a lot of speeding	10/4/2016 10:51 AM
47	Not enough for youngsters to do leads to some minor ASB as well as lack of people on streets	9/25/2016 12:40 PM
48	Too many gangs/youths using drugs and alcohol	9/21/2016 11:30 AM
49	As soon as it gets dark the streets feel extremely unsafe	9/19/2016 10:26 AM
50	There is a good deal of unsafe driving and antisocial behaviour that is ignored.	9/19/2016 10:15 AM
51	Health hazards from open sewers	9/18/2016 5:44 AM
52	Seem safe in the day, but of an evening, the lack of 'active frontage' shops, restaurants lead to less people and dark spots; also construction limits public access areas or makes some areas less used, ie South Quay Square cut off from Marsh Wall and poorly lit.	9/16/2016 11:53 PM
53	With the road so busy and without speed control measures there are too few safe crossings. There is also no sensible bridge over to the Canary Wharf with the current one being completely unsuitable for the number of people (and bicycles!) using it.	9/6/2016 3:48 PM
54	Noted increasingly young men (from outside the area) driving and parked up the docks area at night, which feels less safe.	8/20/2016 4:38 PM
55	The parks and river paths and communal areas seem to be at the mercy of large groups of youths who are aggressive, drug dealing/taking and although this is most often reported - there is a big push within the local community to report these problems, it is not enough for the police to step in and improve Joe publics personal safety, the streets and parks are often left in a state with rubbish including alcohol bottles and gas canisters to broken public furniture such as benches	8/15/2016 8:22 AM
56	Blasker Walk/the Slipway can be an intimidating/noisy place of an evening/night-time as gangs of youths, possible drug dealers/takers gather. Lot of N2O inhaled. Lot of alcohol drunk. A lot of loud music. Some verbal abuse. Not a pleasant environment.	8/15/2016 8:01 AM
57	Gangs and anti social behaviour	8/15/2016 7:33 AM
58	At night gangs of young men congregate, there's a drug dealing problem and cars seem to race round the island	8/15/2016 6:41 AM
59	Homeless beggars much more prevalent in last 2 years - near Admirals Way and Discovery Dock	8/13/2016 10:14 AM
60	too many anti-social youth groups on the streets. some with knives. car races.	8/8/2016 10:21 AM
61	groups of youths hanging about including small gangs bike gangs	8/2/2016 7:23 PM
62	I disagree because of the building works. They do not make for a comfortable experience and do increase the risk of accidents. I don't feel unsafe from criminal attacks.	8/1/2016 1:52 PM
63	lots of druggies, anti social behaviour, no police presence, no police station (building on the island never in use).	7/31/2016 4:46 PM
64	Not enough police	7/31/2016 7:33 AM
65	Mudchute after dark is not safe	7/31/2016 12:13 AM
66	I would avoid certain areas due to bikes, drug taking and drinking taking place.	7/30/2016 10:18 AM
67	Teenagers have nowhere to go so are hanging around and don't feel safe.	7/29/2016 9:53 PM

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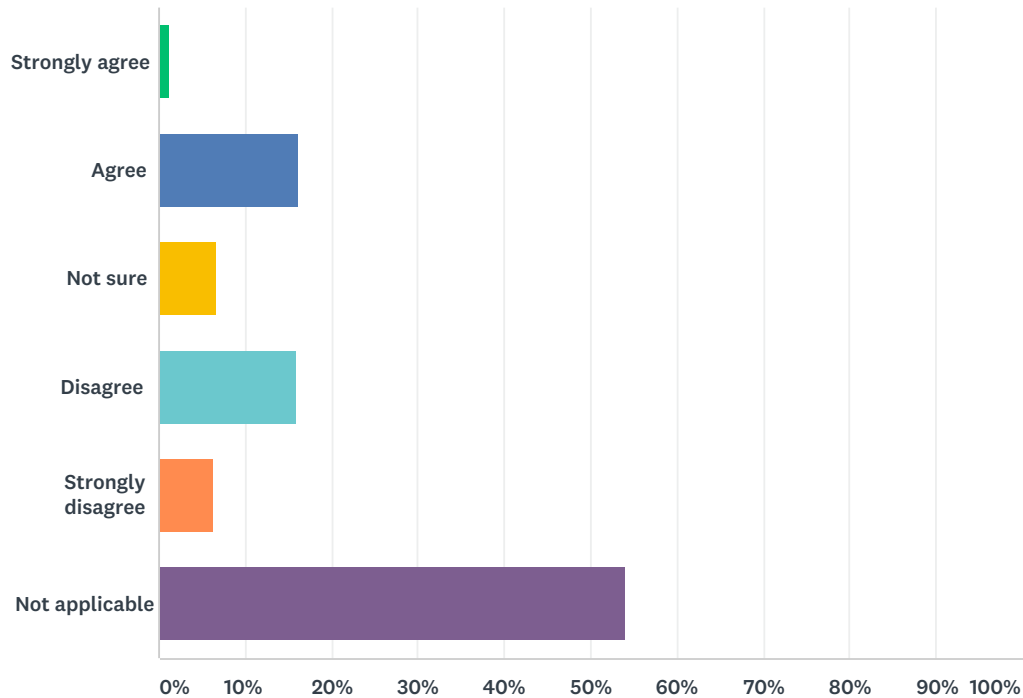
68	Although anti social elements such as youths congregating on quarterdeck, and people wearing full face veils are intimidating.	7/29/2016 8:32 PM
69	They are mostly but we need the park rangers back again	7/29/2016 6:05 PM
70	No issues in 20 years	7/29/2016 3:44 PM
71	I used to feel so safe here when I moved to the area 25 years ago. Now I am wary when out at night. I hate being around Crossharbour station and along Manchester road where groups hang about the local shops.	7/29/2016 2:43 PM
72	I feel it's generally safe, although there are quite a lot of areas where I rarely go, so I can't be sure.	7/29/2016 9:16 AM
73	No, not enough cctv and security and so too many youths loitering around, making a mess and intimidating the community.	7/29/2016 8:09 AM
74	Sometimes there are groups of guys loitering around. I haven't been bothered by them, but it's a bit intimidating especially when you encounter them in groups in places with joy a lot of foot traffic	7/28/2016 9:34 PM
75	See previous	7/28/2016 9:16 PM
76	Awful. Can't even trust that the CCTV will work. Late night is rotten. Even daytime is not always great on side streets with groups or workmen/construction work.	7/28/2016 9:07 PM
77	After a certain time filler especially is not really safe there are insufficient places for young adults so they end up hanging around on the street	7/28/2016 8:35 PM
78	There are too many youths lingering around in the open spaces that are smoking illegal substances and by whom I feel threatened when out with my children. In addition, with all the road, sidewalk and crossing closures it is not safe for children on the roads of the Isle.	7/28/2016 8:21 PM
79	Certain level of ASB	7/24/2016 12:11 PM
80	There are decent public spaces but not safe as overrun with aggressive youths and anti- social behaviour. Utter lack of police presence. The only police presence is in cars on main roads away from public spaces/walkways.	7/22/2016 8:24 AM
81	I feel safe but I've lived here 40+ years not safe for for young people	7/20/2016 2:59 AM
82	But some problems with youths hanging around. Asb especially on Thames Path	7/19/2016 2:48 PM
83	There appears to be uncontrolled selling of drugs. And many 'boy racers' on the roads	7/17/2016 7:08 PM
84	Mostly safe, but ASB and car racing/ loud cars on Westferry almost every night are annoying. I can smell weed almost every day on the streets. There are groups of youngsters whom are really aggressive around the Barkantine.	7/17/2016 3:31 PM
85	Depends on the time of day. During the day I would strongly agree. At night I would disagree	7/16/2016 3:27 PM
86	There is a total lack of visible policing prescience. Anti social behaviour is rife and no one seems to deal with it.	7/16/2016 2:35 PM
87	Overall it does feel quite safe walking around in the area but there is a lot of ASB and people smoking weed and cursing which does make it scary walking in the evenings. The roads/paths should be much better lit and something should be done for all the aggressive youths on the Island.	7/16/2016 10:01 AM
88	There are loads of gangs of youths mainly asian that hang around	7/16/2016 7:29 AM
89	There are some groups that leave gas bottles and beast empty bottles everywhere. E14 burrels wharf square area	7/15/2016 10:00 PM
90	Walking at night I don't feel safe. Always teenagers ganging around. I used to see police walking but now I never do	7/15/2016 9:08 PM
91	There are places I avoid in evenings like island gardens- although I love going there in day	7/15/2016 6:17 PM
92	They would do if there were more people patrolling them to keep the undesirable elements (dangerous dogs, vandals, people intimidating others) away.	7/15/2016 6:13 PM
93	There are some problems but they seem isolated. Better policing could help. Boots on the ground on flying around in cars with blue lights flashing.	7/15/2016 5:52 PM
94	But traffic is too fast especially on Manchester / Westferry Road.	7/15/2016 4:59 PM
95	We have a shortage of police. Too many gangs around threatening people and hanging around on the Thames path. Nothing gets done	7/15/2016 12:18 PM
96	traffic enforcement is almost non-existent	7/15/2016 12:06 PM

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97	Always feel safe during the day, but often poor lighting, lack of open shops pubs etc mean streets often seem quiet and deserted of an evening	7/15/2016 11:01 AM
98	Gas cannisters everywhere. Young asian youths no typically from this area loitering along the dock path and the like being abusive etc. When police called nothing is done etc.	7/15/2016 10:29 AM
99	After work hours the parks can seem a little intimidating as well riverside areas being used for unsocial behaviour ie nitous oxide	7/15/2016 10:20 AM
100	On a number of occasions I have had abuse shouted at me not only walking song the street but in the lobby entrance of my flats. I have witness drug usage and antisocial behaviour happening outside my front door.	7/15/2016 10:11 AM
101	Little walkway between spindrift and ambassador square, not very nice!	7/15/2016 9:43 AM
102	Lots of gangs and little trouble makers... more police and deterants needed	7/15/2016 9:14 AM
103	I feel safe in the area largely, but am aware of recent issues.	7/15/2016 9:12 AM
104	Generally safe	7/15/2016 9:02 AM
105	Andrew Wood test	7/15/2016 8:05 AM
106	Most of the time OK, but some gangs out and about in the summer evenings	7/13/2016 5:19 PM

Q18 To what extent do you agree with the statement: 'my children enjoy playing in the neighbourhood, and there are plenty of opportunities to do so' ?

Answered: 347 Skipped: 63



ANSWER CHOICES	RESPONSES
Strongly agree	1.15% 4
Agree	16.14% 56
Not sure	6.63% 23
Disagree	15.85% 55
Strongly disagree	6.34% 22
Not applicable	53.89% 187
TOTAL	347

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	Mudchute Farm is fantastic and very close for us	5/17/2017 10:31 PM
2	The playgrounds in the Millwall park are very worn and old, they could really use a redesign, e.g. to include more climbing frames/ small climbing wall and more elaborate slides. There is always a queue for the small climbing frame and slide in the summer.	4/17/2017 4:49 PM
3	Which bureaucrat thought it was a good idea to make a skate park but not let the kids graffiti the walls!!!!!! Surely if this is a place for kids, you should let them properly make it their own like the south bank.	1/2/2017 8:33 PM
4	We're dependent on the Mudchute Farm which has been brilliant for us but there's very little opportunities for developing a proper hobby from 3+ years onward.	12/31/2016 8:52 AM
5	The Millwall park, Mudchute Farm, John Mcdougall and Island Gardens are all good but there aren't that many playing spaces in the immediate vicinity of home	12/31/2016 6:55 AM
6	Not enough open green spaces, even then there are not play gym for kids	12/29/2016 8:05 PM

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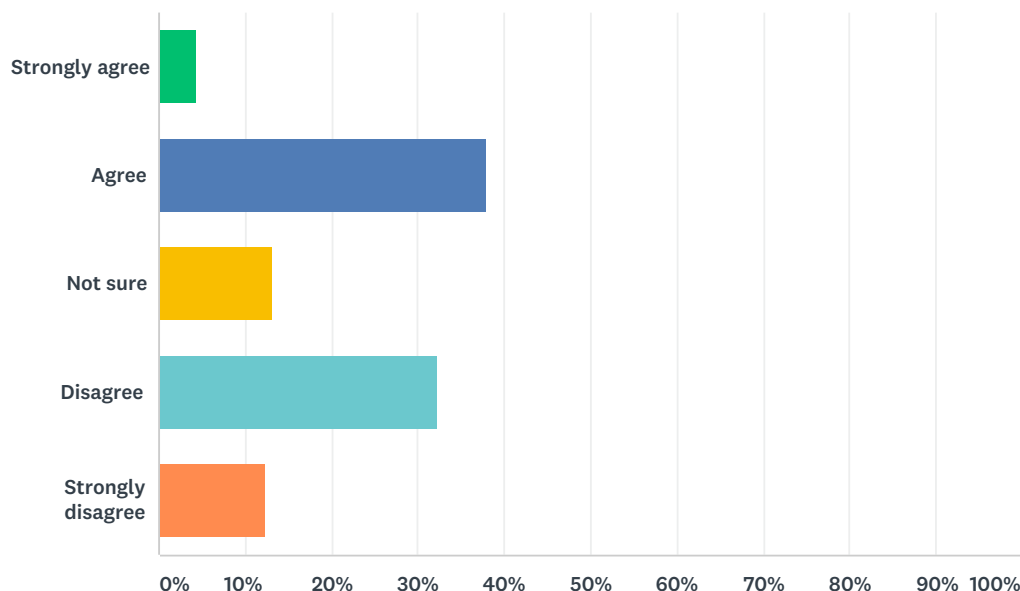
7	We live by the river and close to mudchute. Other areas on the Isle may lack access to open spaces and parks	12/29/2016 7:41 PM
8	I see children being forced to play ball games by the door and in alleys because all the nearby spaces are taken up by private developments. Then I received a letter from the development's 'warden' telling kids to stop playing. It annoys me too but they have nowhere convenient to play. These kids live in apartments, where are they expected to play? We have whole area for gyms and car parks. I'm especially sad for kids who are in the 'affordable' housing bit. They really have no where to go and the nearest park is too far for a kid to walk unsupervised. Developments/Isle of Dog should follow the Singaporean model of building playgrounds per X amt of apartments. Apartment living is going to be a new reality for the majority of Londoners, we must build them for families and to build community, not just what makes the most value for money for developers	12/29/2016 4:16 PM
9	Lack of opportunities for teens and therefore more anti-social behaviour	12/29/2016 4:12 PM
10	Not many descent play areas and community activities for families not well publicised.	12/29/2016 3:39 PM
11	Please refer to optional answer for q18	12/29/2016 2:08 PM
12	Dogs in parks are no safe for children	12/29/2016 1:37 PM
13	Fleets look at saint johns park it's a no go area for kids even if they are with their parents. Kids don't mind being rude to even adults	12/29/2016 1:35 PM
14	But I don't want them growing up here. It's too crowded, with increasing antisocial behavior, including open drug use at any time of day and gang violence.	12/29/2016 1:28 PM
15	My children cannot play out in the area unless I am with them due to gangs of kids especially around St Johns and Samuda who like to chase and fight other kids	12/23/2016 6:42 PM
16	We have to go to the park. There isn't an open space near my home	11/30/2016 7:59 PM
17	I do not allow my child to play in the neighbourhood	11/30/2016 3:01 PM
18	Most open spaces are taken over by dog run, older youths and drugs	11/13/2016 11:06 PM
19	My neighbours with children use the corridors of high rise building as play space	11/11/2016 7:52 PM
20	There definitely is no abundance of spaces for children to play on the Isle of Dogs.	10/30/2016 10:51 PM
21	The neighbourhood could do with more play areas or play parks for children.	10/4/2016 10:51 AM
22	Millwall park and farm is excellent but it tends to be the only option for the children	9/19/2016 10:26 AM
23	Agree, but the local park is run down and in desperate need of regeneration. And they do not have as much independence as I would like as the driving around here is often dangerous. I don't like them riding bikes, for instance.	9/19/2016 10:15 AM
24	Definitely not enough facilities for children	8/20/2016 4:38 PM
25	My child enjoys playing, we use the children's centre a lot, but as per my comments above the parks are often not safe for my child to play	8/15/2016 8:22 AM
26	Only if we go to a local park	8/15/2016 8:01 AM
27	Not enough parks and play facilities	8/13/2016 10:14 AM
28	only on canary wharf estate , and the park by asda	8/2/2016 7:23 PM
29	Parks are full of dangerous dogs. No police on the beat.	7/31/2016 7:33 AM
30	I think they can enjoy themselves but there are not many opportunities as there used to be	7/29/2016 6:05 PM
31	There is not plenty of this to do for young people, we need more youth clubs to get the kids off the streets	7/28/2016 10:58 PM
32	I make sure I provide them with the opportunities in our local area.	7/28/2016 10:47 PM
33	Absolutely no where safe	7/28/2016 9:16 PM
34	We are fortunate to have a private park. The kids go to Newham to do their activities. We head out of town as much as possible to get clean air. We do go to the various farms though, which are wonderful. Science hubs would be great.	7/28/2016 9:07 PM
35	The sure start centres are valuable for my daughter and also the park and mudchute but I do worry what happens when she reaches 5 and can no longer access the sure start centres	7/28/2016 8:35 PM

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36	The quality of the parks which we frequent has increased in past ten years. Unfortunately, young adults seem to enjoy playgrounds, too, and think it is fun to ruin the new equipments for younger children. There is definitely scope for improvement in terms of quality and maintenance.	7/28/2016 8:21 PM
37	My son is 2, there are only 2-3 suitable playground for him. With 1-2 toys only. No sandpits at all.	7/17/2016 3:31 PM
38	Play equipment is good but lots of small parks means we end up going out of borough for play space	7/17/2016 1:43 PM
39	Other than a couple of parks, there is nowhere safe for the children to play.	7/16/2016 10:01 AM
40	The options are not many and far away	7/15/2016 6:42 PM
41	Lots of play parks, open space and farm which great	7/15/2016 6:17 PM
42	There are some great parks and play grounds. These need to be maintained. I fear as my child grows older there isn't the same facilities for older children.	7/15/2016 5:52 PM
43	Agree for now with the primary age child. As he gets older, it will be worse	7/15/2016 1:02 PM
44	More needs to be provided for children during the holidays	7/15/2016 10:29 AM
45	There are a lot of places where children's activities are limited (eg no ball games) and more parks and local activities would be good.	7/15/2016 9:12 AM
46	Andrew Wood test	7/15/2016 8:05 AM

Q19 To what extent do you agree with the statement: 'there are an adequate number of trees in my walking routes through the neighbourhood'

Answered: 348 Skipped: 62



ANSWER CHOICES	RESPONSES	
Strongly agree	4.31%	15
Agree	37.93%	132
Not sure	13.22%	46
Disagree	32.18%	112
Strongly disagree	12.36%	43
TOTAL		348

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	more is Always better, but now with canary wharf closing in this is changing	9/8/2017 1:01 PM
2	Definitely not. Im in a private estate and owners have chopped down trees because none of them had preservation orders on them...shocking	6/6/2017 7:37 PM
3	There's definately not enough trees, parks and green areas. It's a constant construction site with only concrete around.	5/5/2017 11:34 AM
4	Needs more landscaping and street trees where appartments blocks located.	4/18/2017 8:12 PM
5	There are no trees!!!	4/8/2017 5:53 PM
6	We have great trees around Manchester Road.	3/11/2017 10:32 PM
7	In fact I would like some cut down as they block the sun	1/15/2017 8:17 PM
8	There are trees along the road but from what I read in council plans these will be removed to provide a cycle lane. A cycle lane which is not needed on a road where you might see once cycle a day! A cycle lane not really for cycles but to slow traffic!! A cycle lane that will reduce the width of road space available to cars (1 lane in each direction) and remove pavement space along with trees.	1/15/2017 4:49 PM
9	There could be more trees. I love the big mature trees in island gardens park and along Manchester road - wish there were more of those around.	1/15/2017 12:57 PM

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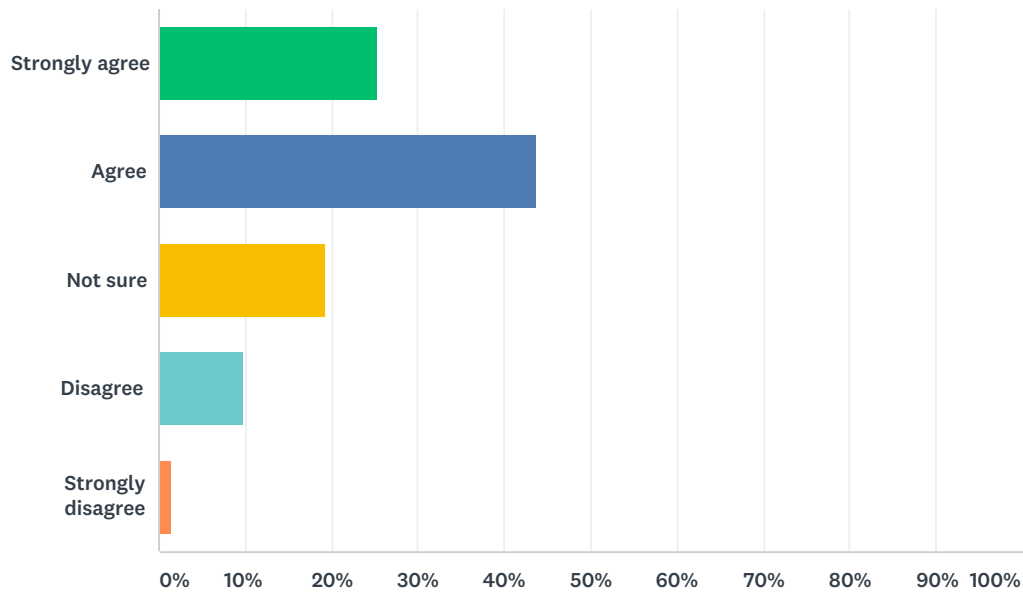
10	Trees are disappearing at a rapid rate in the 4 years I have lived here - 5 have gone from right outside my flat in the last year, any more will go with The Printworks development	1/2/2017 8:33 PM
11	There is not much scope for more trees in some areas (e.g. around the docks and along the river) but there does appear to be some thought in maintaining green spaces which is very important.	1/1/2017 4:51 PM
12	There are no trees on my walking route but I don't expect there to be any.	1/1/2017 1:59 PM
13	Lots of trees been cut down	1/1/2017 8:36 AM
14	but there is always room for more trees	12/31/2016 12:53 PM
15	Although they are left to grow too big and are rarely cut so they block light from streetlights and the roots come through the pavement causing hazards.	12/31/2016 11:41 AM
16	There are trees but there could be more	12/31/2016 6:55 AM
17	Too much construction too	12/31/2016 4:00 AM
18	And they need cutting back along Manchester road/end of Manchester grove - they are way too big	12/30/2016 10:02 AM
19	There are no trees or a very small number of them around Marshwall, south quay area. No open green spaces around Cassilis Road.	12/29/2016 3:39 PM
20	There are not a lot of trees on the roadside they are mainly kept just in the parks and not along walkways.	12/29/2016 3:32 PM
21	Given amount of s106 money, a lot more trees, plants, community landscaping should exist. E.g. Corner of marsh wall opposite The Dock - landscape, add shrubs, trees, benches and better lighting.	12/29/2016 3:12 PM
22	I am strongly opposed to a possibility to cut the trees on Manchester road to create a new cycle lane	12/29/2016 2:54 PM
23	The flats have been built too close to the road in many places. Trees are important to make a pleasant environment and keep pollution at bay	12/29/2016 2:34 PM
24	But how can the Indian restaurant be allowed to but down the lane trees a few years ago?	12/29/2016 1:28 PM
25	More trees needed to break up concrete	11/27/2016 10:00 PM
26	You can never have enough trees. There needs to be more linking tree corridor and birds and wildlife	11/13/2016 9:22 PM
27	I can count them on my hand!!	11/11/2016 7:52 PM
28	It is a beautiful area and could be more so.	9/19/2016 10:15 AM
29	Could always be more - given the section 106 money the council has we should have the best planned streets and walkways in London!	9/16/2016 11:53 PM
30	We could have so many more trees and more greenery instead of a heavy use of concrete	9/6/2016 3:48 PM
31	We always need more trees. However, we have an access to light issue with a nearby tree.	8/15/2016 8:01 AM
32	Not Enough and Not Enough planted by developers	8/2/2016 7:23 PM
33	more please	8/2/2016 12:04 PM
34	There can never be enough trees, we need oxygen to counteract the amount of concrete.	7/31/2016 4:46 PM
35	there can never be enough trees. When I walk through the built up areas there are no birds at all. There are a few sparse trees like twigs, there is also no daylight and is always cold and drab.	7/30/2016 10:18 AM
36	its a concrete jungle, except for the park no grass areas, flowers, not enough trees (that would help muffle noise and attract birds)	7/29/2016 8:32 PM
37	We have a lovely row of trees in our road and in our area are lots of trees we are very lucky.	7/29/2016 6:05 PM
38	There aren't any.	7/29/2016 4:20 PM
39	More trees are always welcome particularly around marsh wall opposite the floating Chinese restaurant will I find soulless	7/29/2016 3:44 PM
40	The roads could do with more trees, but they are narrow already so I understand that using some of this space for trees would present accessibility problems. Although perhaps if planted to make chicanes they would help to enforce the speed limit.	7/28/2016 10:47 PM
41	There's alot of concrete!	7/28/2016 9:34 PM

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42	All been cut down	7/28/2016 9:16 PM
43	Considering the amount of development and pollution from cars, there needs to be more.	7/28/2016 9:07 PM
44	Although more high rises are beginning to pollute the island I look out my flat window and there is constant buildings blocking	7/28/2016 8:35 PM
45	A lot of the trees have been taken down to make space for building sites.	7/28/2016 8:21 PM
46	vague phrase in the question. I grew up in the countryside so miss more greenery though the island is pretty well served overall.	7/25/2016 11:31 AM
47	Strongly feel as though there are way too many trees given the number of apartment blocks under construction. And there should be many more trees / green spaces.	7/18/2016 4:55 PM
48	Thames path from Sir John McDougall Gardens to Canary Wharf is pretty boring.	7/17/2016 3:31 PM
49	westferry rd is horrible, narrow pavements and a lack of trees.. in your planning plan I'd really like it if you could specify a minimum pavement width and specify how many trees per frontage/metre	7/16/2016 10:42 PM
50	Spindrift avenue is lovely, however in my street the trees are a pain they are too big.	7/16/2016 7:29 AM
51	Could be more planters in large concreted corners and by river	7/15/2016 6:17 PM
52	I've only seen trees cut down never planted.	7/15/2016 5:52 PM
53	S106 money should be better used to create good walking places not tactical sticking plasters through poor pavements / building sites	7/15/2016 11:01 AM
54	More green spaces needed	7/15/2016 10:20 AM
55	The whole area is getting too built up.	7/15/2016 9:12 AM
56	Andrew Wood test	7/15/2016 8:05 AM

Q20 To what extent do you agree with the statement: 'Anti-social behaviour is a serious problem in the area'

Answered: 347 Skipped: 63



ANSWER CHOICES	RESPONSES	
Strongly agree	25.36%	88
Agree	43.80%	152
Not sure	19.31%	67
Disagree	9.80%	34
Strongly disagree	1.44%	5
TOTAL		347

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	Particularly prevalent between Ability Place and 41 Millharbour. See previous comments.	1/21/2018 10:10 AM
2	Hear anecdotal stories about antisocial behaviour but not personally experienced it	9/29/2017 6:26 PM
3	We have had some drug dealers using our car parks im told but this is anecdotal . Ive not seen it	6/6/2017 7:39 PM
4	As mentioned before, I can often hear noises at 2-3am in summer time on Millharbour, some strange people meeting, offered cocaine, saw street fighting, car racing.	5/5/2017 11:37 AM
5	I include litter dropping especially residents who throw bags of waste, especially food waste, into the street bins which are way too small	4/18/2017 4:56 PM
6	There are a few teenagers hanging out near the river, but not more than when I was young	4/17/2017 4:49 PM
7	Some young people drive like nutters down Manchester Road..but generally it's ok. We need a presence at the police station though. 100,000 people without a police station is ridiculous and dangerous.	3/11/2017 10:33 PM
8	Constant dangerous riding of motorbikes	1/16/2017 3:10 PM
9	Kids in cars	1/15/2017 8:18 PM

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10	As previously stated gangs of 'youths' and drunks make walking/shopping at local shops frightening. Police in the area are so rare that you actually take note if you see a police car - never a constable 'on the beat' unless taking up seats on the bus leaving the paying passengers to stand.	1/15/2017 4:52 PM
11	Sometimes	1/15/2017 4:10 PM
12	No problems in my experience	1/15/2017 3:43 PM
13	There's a couple of people who ride their motorcycles on 1 wheel at very fast speeds from stebondale street to westferry road. They do this in the daytime when there are parents with kids going to the parks, kids walking around after school and in the evenings. The speed humps do nothing to slow them down. Also the FOOT tunnel to Greenwich which is overrun with cyclists speeding through the tunnel. My mother who is quite elderly feels quite unsafe and scared walking in the foot tunnel in her own. It's quite selfish and unsafe to not think about the vulnerable people who use the walkway and are startled by someone whizzing by them. They can't move out of the way quickly enough - it's just so dangerous. Something really needs to be done to make the FOOT tunnel safe for pedestrians	1/15/2017 1:06 PM
14	But I haven't personally experienced it	1/15/2017 12:58 PM
15	Children are not educated how to have fun	1/6/2017 8:21 AM
16	Very little trouble other than brothels and cannabis factories.	1/2/2017 8:34 PM
17	It can be a problem in particular areas (e.g. where kids congregate in their cars) but I've not been directly affected by it so, for me, it's not a serious problem.	1/1/2017 4:59 PM
18	See previous answer. It is on the rise to the extent that some communities are having to finance private security and look to gate open areas to restrict access. Gas canisters abound and drug dealing is rife	1/1/2017 3:02 PM
19	'Young' Road hogs constitute a serious danger for children. It should be a priority.	1/1/2017 2:52 PM
20	SNT were only taking calls in office hours which is a complete joke, since most ASB seems to occur in the evenings...	1/1/2017 1:36 PM
21	Pretty quiet where we live	1/1/2017 8:38 AM
22	I live in a crescent so we live in a road with one way in and out.	12/31/2016 12:54 PM
23	Speeding/racing cars. People leaving the gas canisters.	12/31/2016 11:43 AM
24	It isn't for me personally but I hear/read it is for other people living only a few streets away.	12/31/2016 8:53 AM
25	No more than anywhere else	12/31/2016 8:37 AM
26	There does seem to be an increase in bad driving- over speed limit, not stopping at zebra crossings- and people not cleaning up after their dogs.	12/31/2016 6:59 AM
27	Crazy drivers. Teenagers taking drugs and balloons (and also driving later)	12/30/2016 7:47 PM
28	See 16	12/30/2016 12:56 PM
29	Youths hanging in millwall park sniffing gas. Speeding on motorbikes late at night.	12/30/2016 10:03 AM
30	I hear about it but not experienced it personally.	12/29/2016 11:31 PM
31	Lots of drugs in the area	12/29/2016 9:59 PM
32	Around my kids school there are laughing gas canisters	12/29/2016 9:23 PM
33	Laughing gas cannisters litter the island	12/29/2016 9:20 PM
34	I am aware that certain areas are suffering anti social behavior such as drug taking, littering, theft and joy riding.	12/29/2016 6:35 PM
35	Think it is increasing	12/29/2016 5:47 PM
36	It is generally safe, although I think reporting mechanisms after hours must improve. I have called various numbers before and no one answers or couldn't do anything to help. The private security guards in developments in the area must be empowered to do something happening on their doorstep.	12/29/2016 4:18 PM
37	Littering in the area is very bad, dogs poop on the streets, cars being driven above the speed limit, bike robbery increased.	12/29/2016 3:42 PM
38	Hear of some but believe it's average for a London area.	12/29/2016 3:14 PM
39	I don't witness much (need to get the youths doing something not sitting round drinking smoking pot and taking gas on the streets - as a runner I see it all)	12/29/2016 2:36 PM

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40	Only in some areas but if you are unlucky to live in that area it's a nightmare	12/29/2016 1:38 PM
41	Asb is an ongoing problem with the gangs of youths	12/29/2016 1:33 PM
42	Increasing use of drugs, people having sex in my car park, and gangs are more evident.	12/29/2016 1:29 PM
43	Too many properties are owned by absent landlords and the tenants do not maintain gardens or dispose of household rubbish appropriately.	12/23/2016 6:43 PM
44	I haven't personally experienced any for years	11/30/2016 10:36 PM
45	It is a problem but I am not sure it is a serious one	11/30/2016 10:49 AM
46	Pockets of anti-social behaviour but fortunately not really been a victim	11/27/2016 10:01 PM
47	& getting worse	11/13/2016 9:43 PM
48	Issues are drug taking, noise nuisance (in some areas), bike shed was recently broken into	11/13/2016 9:12 PM
49	I live in a new build managed by Notting Hill Housing Trust, police officers made a forced entry into a flat after 3 consecutive break-ins to the communal bike shed. At around the same time Equinox another flat had several bikes stolen from the underground car park.	11/11/2016 10:42 PM
50	Lack of facilities for young is a problem	9/25/2016 12:40 PM
51	Increase in the amount of drugs being taken in public places, weed and laughing gas being used regularly in play grounds and parks	9/21/2016 1:10 PM
52	The driving is appalling. Cars congregating to race around the area, motorcycles on pedestrian ways. As well as some violent behaviour and harassing behaviours.	9/19/2016 10:16 AM
53	I've heard of pockets of anti social behaviour and would like to see more police visible and on the island	9/16/2016 11:55 PM
54	There is some evidence of this, e.g. littering in the canals is problem, as are beggars on busy pedestrian routes	9/6/2016 3:49 PM
55	It has been for several years and little is done about it, there is a lot of blatant drug dealing and taking going on,	8/15/2016 8:24 AM
56	Blasker Walk/the Slipway can be an intimidating/noisy place of an evening/night-time as gangs of youths, possible drug dealers/takers gather. Lot of N2O inhaled. Lot of alcohol drunk. A lot of loud music. Some verbal abuse. Not a pleasant environment.	8/15/2016 8:03 AM
57	And the police and 101 do nothing about it. hi	8/15/2016 7:34 AM
58	Drugs noisy music by river, using stairs as a loo, swearing and shouting at passers by	8/15/2016 6:43 AM
59	Yes - man with knife in area recently, anti social youths	8/13/2016 10:15 AM
60	There are discarded legal high canisters on the walkways. The drivers are aggressive due to the 20 mph limit	8/9/2016 7:28 AM
61	absolute one of the biggest problems in this area because of s106.	8/8/2016 10:22 AM
62	SPEEDING CARS	8/2/2016 7:23 PM
63	from time to time	8/2/2016 12:05 PM
64	There is always some, often expressed in broken bottles and rubbish.	8/1/2016 1:53 PM
65	DRUGS !!!!!	7/31/2016 4:48 PM
66	Some groups of bad lads hanging about at island gardens is always a bit alarming.	7/31/2016 12:14 AM
67	some neighbours have no respect, and their children have followed them. small children with their parents using small trikes or scooters on the pavement expect elderly to move out of the way while they zoom along out of control, I am always having to dodge around as scared of being knocked over. The parents do nothing.	7/30/2016 10:21 AM
68	especially outside the chip shop, and racing scooters at night	7/29/2016 8:33 PM
69	Although in our road it is very quiet but there are issues in another areas	7/29/2016 6:07 PM
70	London is one of the safest cities on earth and the IOD one of the safest locations in London. I think people really need to put issues into perspective i.e. Groups of youths are not necessarily up to no good, trying saying hi to them instead of tutting or scrawling at them, their response will probably surprise you.	7/29/2016 3:50 PM

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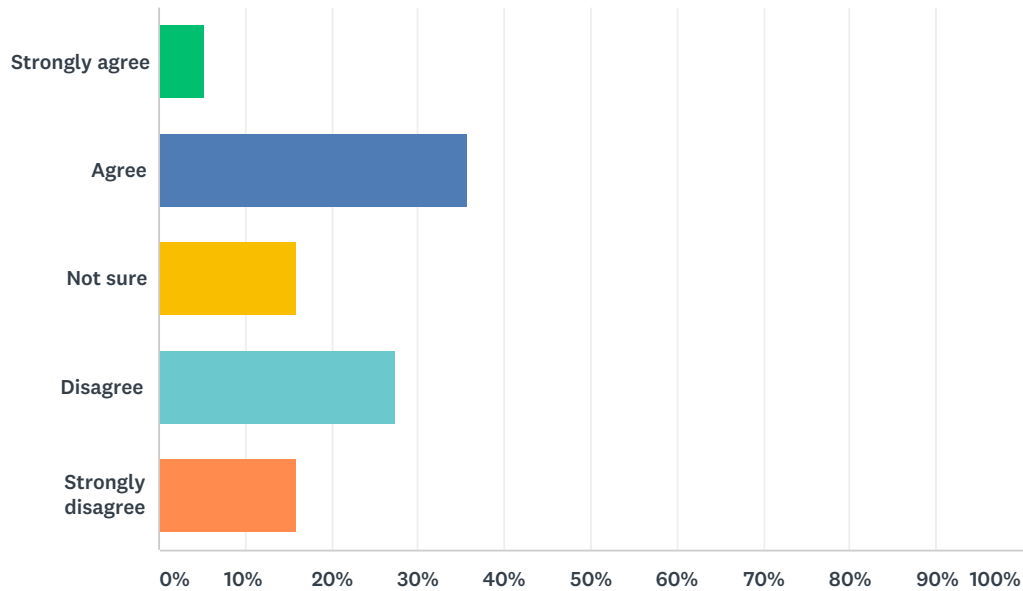
71	For example, at The Quarterdeck there are same youths most evenings, noise, litter, still using gas cannisters, late night rides on no doubt stolen motorbikes. In my opinion, they tend to hang out wherever there's budget takeaways like fish&chips and kebab shops, also, why they can't go to the parks is beyond me.	7/29/2016 8:14 AM
72	Noisy groups late at night are a problem. Lack of affordable housing appears to be one reason why young people are out and about rather than staying in at their parents' home.	7/28/2016 10:49 PM
73	a significant problem with antisocial behaviour on the Quaterdeck of the Barkantine in the evenings.	7/28/2016 10:25 PM
74	I see no police presence or patrolling like we had in limehouse when we encountered the same issue. There's the guy in the motorcycle who rides up and down west ferry road and stebondale street at unsafe speeds over speed humps, there's the silver bottle caps I see by the station - believe those are from the gas?	7/28/2016 9:37 PM
75	It's particular groups of gangs. It's the age range where there is nothing else to do. I'm glad I'm not a teenager on the Isle of Dogs. And it's the early 20s who are simply drifting and uninspired.	7/28/2016 9:34 PM
76	I live in a waterfront development and have not experienced any anti-social behaviour. I do see a lot of empty laughing gas in the streets though.	7/28/2016 9:23 PM
77	It's irritating along the river but that includes inane sounds from party boats as well as convened youths	7/25/2016 11:32 AM
78	There is daily ASB near Millharbour and Ability Place, the Police never shows up...	7/22/2016 9:16 AM
79	Especially around river/dock walkways and parks where there is zero police presence to deter anti-social behaviour.	7/22/2016 8:34 AM
80	There certainly seems to be some: lots of shouting in the street late at night, revving engines, driving too fast down residential streets. Whether it's a "serious" problem is debatable	7/21/2016 4:08 PM
81	I have no personal experience, but there is a lot of ASB reported	7/17/2016 7:09 PM
82	Groups of young adults hanging around on streets smoking drugs or blocking the paths are a regular thing, but mostly they don't bother people they don't know	7/17/2016 1:45 PM
83	Around Napier Ave there're always kids smoking weed.	7/17/2016 10:29 AM
84	Too many gangs of youths, they are everywhere.	7/16/2016 7:30 AM
85	Drug taking on blasker walk is a real problem	7/16/2016 7:15 AM
86	Still have heavy marijuana use by people using sport pitch opposite Island Garden dlr station - and loud, inappropriate language in the day and after hours	7/16/2016 5:06 AM
87	I've heard a lot about this from other residents of the IOD but haven't had any problems myself	7/15/2016 8:18 PM
88	Racer driving at night and across isle of dogs is a problem	7/15/2016 6:18 PM
89	The Muslim girl teenagers in their hijabs with their boyfriends doing all the things they are not allowed to do at home I presume in front of my kitchen window on a regular basis is uncomfortable, but the summer late night drinking, screaming and bottle smashing get annoying in summer	7/15/2016 6:16 PM
90	It does effect some areas but the tend to be localised. Better police presents.	7/15/2016 5:55 PM
91	Has significantly increased in the last year.	7/15/2016 3:57 PM
92	Weed smoking is wide-spread, so is the use of NO canisters, bike theft, youths racing on scooters, very bad littering in places like Milwall Park.	7/15/2016 1:03 PM
93	agree slightly.	7/15/2016 1:01 PM
94	Again on the Thames path gangs hanging around threatening people. Cars parked up doing drugs or drinking. Again shortage of police so nothing gets done	7/15/2016 12:26 PM
95	Not seen but hear a lot about samuda / barkantine estates, and lack of police	7/15/2016 11:02 AM
96	The fast cars being driven along the manchester road is a bug concern especially when the speed up near the bit were tom died. Along past 4 primary schools	7/15/2016 10:31 AM
97	Loads of people taking nitrous oxide and leaving litre. Some walk ways are habited by unsocial behaviour and it scares me to walk there	7/15/2016 10:21 AM
98	As mentioned before I have witnessed it first had very close to home on a regular basis.	7/15/2016 10:11 AM
99	Young people smoking weed, canisters, littering, selling drugs openly on street	7/15/2016 9:45 AM

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100	Burrells Wharf by the Thames at night is a warzone of people doing drugs, abusing the residents and making a giant mess of the street by littering and damaging the infrastructure. More policing in the area would be great. In the last week I've seen a woman from my block pushing a child in a pushchair getting spat on by a dope smoking youth. The experience was terrifying for her.	7/15/2016 9:24 AM
101	Andrew Wood test	7/15/2016 8:06 AM

Q21 To what extent do you agree with the statement: I feel safe walking alone in the area after dark? (area defined as a 15-20 minute walk from your home)

Answered: 347 Skipped: 63



ANSWER CHOICES	RESPONSES	
Strongly agree	5.19%	18
Agree	35.73%	124
Not sure	15.85%	55
Disagree	27.38%	95
Strongly disagree	15.85%	55
TOTAL		347

#	IF YOU WOULD LIKE TO EXPLAIN YOUR RESPONSE, USE THE BOX BELOW (OPTIONAL)	DATE
1	Depends. If its a well lit street then yes, otherwise probably not...the island is quiet at night	6/6/2017 7:39 PM
2	Depending what time. I feel safe enough as I am a man. But not always though and sometimes not looking around.	5/5/2017 11:37 AM
3	Not lit well in some, very quiet after office workers leave.	4/18/2017 8:14 PM
4	I have been robbed over the Thames pathway	4/8/2017 5:53 PM
5	As above	3/11/2017 10:33 PM
6	See previous comments	1/15/2017 4:52 PM
7	I wouldn't do it. Large parts of the island are pretty dark - especially the inner part of the island near millwall docks, Asda, St. John mcdougall gardens and St. John park	1/15/2017 1:06 PM
8	I would stick to Westferry Road and would be home by 11pm	1/2/2017 8:34 PM
9	Mostly I do feel safe. I used to run a lot and switched my runs to the morning from the evening as you don't come across people hanging around in large and sometimes intimidating groups in the early morning.	1/1/2017 4:59 PM
10	Definitely less so over the last few years.	1/1/2017 3:02 PM
11	I am only in danger whrn I cross the road (see previous answer).	1/1/2017 2:52 PM

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12	some parts of it feel safe, others much less so	1/1/2017 1:36 PM
13	I would not walk alone anywhere late at night	1/1/2017 8:38 AM
14	Would not walk anywhere in that situation, not just IOD	12/31/2016 8:37 AM
15	Only done this in early evening and that was OK, not sure if it would be ok later.	12/31/2016 6:59 AM
16	Ok as a relatively fit guy. Do not feel it is safe for e.g. My older mother and indeed other females	12/31/2016 4:01 AM
17	I don't feel safe waking past the estates down Westferry Road because of the groups of people hanging around	12/30/2016 1:49 PM
18	See 16	12/30/2016 12:56 PM
19	From dlr to home is ok, anywhere else I wouldn't feel safe	12/29/2016 9:23 PM
20	If staying on main roads	12/29/2016 5:47 PM
21	I am always cautious	12/29/2016 3:42 PM
22	Need better lighting and more places open late at night. Often very few people about.	12/29/2016 3:14 PM
23	From Island Garden towards Pier street I always walk only on one side.	12/29/2016 2:56 PM
24	I do get nervous. On the whole I feel safe	12/29/2016 2:36 PM
25	Lots more muggings and attacks have happened on the island over the last year. Scum are moving in to the housing being built. As an islander for 45 years it's heartbreaking to see it decline	12/29/2016 1:38 PM
26	There are definitely some places where I would no go when Its dark. Unfortunately this is beginning to include the private estate where I live. I think it will only get worse as the population density increases with all of the high rise deelopments	12/29/2016 1:29 PM
27	I don't walk about at night unless I have to or avoid certain areas	11/13/2016 9:23 PM
28	No personal issues but some areas could be unsafe due to lack of police patrols	11/13/2016 9:12 PM
29	I wouldn't walk near the river at night	9/21/2016 7:26 PM
30	However, I wouldn't let my children walk alone due to youths/gangs/asbo	9/21/2016 11:31 AM
31	Further away from Canary Wharf, the less safe it feels... Less lighting, less people, less open 'active frontage' retail units etc	9/16/2016 11:55 PM
32	Canary Wharf is safe but only due to the private security. I'd not dream of walking around the isle of dogs late at night except through well trafficked areas with CCTV.	9/6/2016 3:49 PM
33	I live near the Thames path which is plagued by aggressive groups of youths who are drug dealing/taking and consuming alcohol	8/15/2016 8:24 AM
34	Blasker Walk/the Slipway can be an intimidating/noisy place of an evening/night-time as gangs of youths, possible drug dealers/takers gather. Lot of N2O inhaled. Lot of alcohol drunk. A lot of loud music. Some verbal abuse. Not a pleasant environment.	8/15/2016 8:03 AM
35	Agree to and from mud chute station but not so sure about along the river path	8/15/2016 6:43 AM
36	Never ever feel safe after dark(and some places during daylight) but have to make the journey	7/31/2016 4:48 PM
37	Mudchute at night...	7/31/2016 12:14 AM
38	oh no would not do unless have no choice.	7/30/2016 10:21 AM
39	usually, but the kids are annoying when they are on the happy gas.	7/29/2016 8:33 PM
40	We have a well lit street but I wouldn't venture in an area I don't know on the island	7/29/2016 6:07 PM
41	See above	7/29/2016 3:50 PM
42	Not with anti-social behaviour and also men who think it's culturally OK to harass woman	7/29/2016 8:14 AM
43	Not at all.	7/28/2016 9:37 PM
44	No. No. No. For all manner of reasons. It's awful. It's got a lot worse. The riverside walkway from the boat is horrid. The walk from Heron Quays is horrid. The walk from Cabot square down past the TFL building toward Westferry Road is horrid. It's dark, isolated with corners and hiding spots. It's so wrong. The bridge will be horrendous.	7/28/2016 9:34 PM
45	Wouldn't feel safe anywhere in London now	7/28/2016 9:17 PM
46	See above	7/22/2016 9:16 AM

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47	It is not safe walking around Millwall Dock and river walkways after dark. The stark absence of any police presence or even effective cctv in these areas means there is no deterrent. Drug taking and dealing is widespread in the area and people smoking cannabis openly.	7/22/2016 8:34 AM
48	Depends on what routes I take	7/21/2016 4:08 PM
49	I try to avoid youngster groups as they scared me twice. Once one of them jumped in front of me and shouted on me on the Thames Path in Sir John McDougall gardens. Once they laughed and said inappropriate things so I definitely felt unsafe and threatened. So I take the bus from Canary Wharf and avoid the park after dark. my partner was threatened by guy on scooter while he was on his bike cycling home on the Path.	7/17/2016 3:36 PM
50	Only because I have a dog.	7/17/2016 9:42 AM
51	Ok on main roads eg Westferry	7/16/2016 3:29 PM
52	No one else walking. Teenagers ganging around. Always evidence of legal highs on the paths	7/15/2016 9:09 PM
53	It's something I avoid doing in any area	7/15/2016 8:18 PM
54	Always wary at night in London!	7/15/2016 6:18 PM
55	Never had a problem as an adult male. I'm not sure whether I would be happy with a teenager doing the same because of other groups of youths.	7/15/2016 5:55 PM
56	I may be able to look after myself but more needs to be done to keep the area safer	7/15/2016 12:26 PM
57	It feels less safe the further away from Canary Wharf / south quay	7/15/2016 11:02 AM
58	I dont really walk around at night and if i do its to walk the dog	7/15/2016 10:31 AM
59	Loads of people taking nitrous oxide and leaving littre. Some walk ways are habited by unsocial behavoiur and it scares me to walk there	7/15/2016 10:21 AM
60	I agree but I know many residents who feel threatened by the problems mentioned in the above question.	7/15/2016 9:24 AM
61	Andrew Wood test	7/15/2016 8:06 AM

Q22 What are the top three things you'd like to change about the neighbourhood?

Answered: 304 Skipped: 106

#	RESPONSES	DATE
1	Better cycling provision; better broadband; better bin collection	4/10/2018 4:49 PM
2	1. More and better facilities / services 2. Better / safer pavements / streets 3. More open spaces.	3/21/2018 10:43 PM
3	Remove access to groups of people in front of my building by putting in place a barrier to what is private land so they cannot drive into the space and take drugs and cause a disturbance in such large numbers. Also there is zero police presence, in the last four years we have barely seen one officer.	1/21/2018 10:13 AM
4	New secondary school Replace Tiller leisure centre Maintain and enhance doctors surgery to cater for increased numbers	9/29/2017 6:28 PM
5	roof top gardens, creates a freeing living space, better wellbeing and battle co2 emissions they are also easy to start up and can be managed by the communitiy	9/8/2017 1:12 PM
6	More people who live here not just rent and pass through not caring about the place where they live Better infrastructure Better broadband	6/6/2017 7:40 PM
7	1.Less construction sites 2. Enforcement of current speed limit on Westferry Road-too many drivers ignore the 20mph speed limit 3. ban youth gangs from playgrounds	5/17/2017 10:39 PM
8	Trees, speed humps, more policing and traffic wardens	5/5/2017 11:38 AM
9	Safety (less antisocial behaviour), more pubs and cafes, more local shops	5/1/2017 9:19 PM
10	IMPROVED PUBLIC TRANSPORT INCREASED SECURITY MORE GP PRACTICES	5/1/2017 8:31 PM
11	Less new housing More accessible medical service More open spaces	4/25/2017 9:54 PM
12	Need more foot bridges across the dock. The metal foot bridge is busy and requies a sister bridge short cutting to cross rail from south quay side. Dlr cannot cope with peak travellers. Need more space efficient trains to replace the current stock. See more families living in houses. Less apartments, more traditional houses with gardens, trees and parks, benches to sit on. More of high street presence or at least grouping shops and other services together. Get rid of the is it safe here feeling. Schools, theatre. Make it look more joined up rather than lots of separate areas. Why is there not a market? Attract more tourists by selling the dock history more. The docks lack boats. Why not have a boat tourists can visit?	4/18/2017 8:25 PM
13	accommodation density, car noise, anti social behaviour	4/18/2017 4:59 PM
14	less road works, long term view on infrastructure. developers to invest in IoD integrate people/services interfaces	4/18/2017 3:55 PM
15	1) I would like an additional secondary school to open in Isle of Dogs, 2) A redesign of the playgrounds in Millwall park to include more climbing frames and different sizes of slides, 3) More use of communal roof top gardens/ roof top garden restaurants if more high rise buildings will be built	4/17/2017 4:54 PM
16	more green space, safety, less large developments without adequate parking and services.	4/8/2017 5:55 PM
17	1.The high buildings around the Millharbour, Crossharbour area. They are cold and horrible.I'd like to pull them down! 2. I'd like Castalia Square to be properly invested in and used. It could be a really good social and shopping area built around an improved Island Medical Centre. 3. Prevent any building exceeding Canary Wharf height.	3/11/2017 10:50 PM
18	1. Better control over the private housing stock. An end to multiple letting of housing built for families and but-to-let mortgages 2. Better secondary schools to encourage young families to stay for a long time on the Island. 3. More small shops/businesses	1/23/2017 12:36 PM
19	Anti social behaviour Community activities Better local services - GP etc	1/16/2017 3:13 PM
20	security, fitness classes	1/16/2017 10:20 AM
21	Less aggression from people More coffee shops and meeting places Schools with higher standards	1/16/2017 9:29 AM

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22	1. Stop the high rise buildings, they obstruct sunlight and views and there is insufficient capacity for the traffic and schools. 2. Open spaces need to be expanded to cope with extra people. They should have a ranger, public toilets and free water. 3. Brown field sites should require provision for schools with playing fields. 4. (I know it said 3) Open the slip-ways to recreational boats.	1/15/2017 10:10 PM
23	Makes some pleasant family friendly and smart places to eat and drink. Some decent secondary schools so I don't have to move out of the area in 5 years. Remove the blinkered councillors from office to accept the area is now up and coming and stop holding back change	1/15/2017 8:23 PM
24	Yardley Street rubbish center closed down as it stinks.	1/15/2017 5:47 PM
25	Being afraid to go out at night Police presence Halt to overpriced housing with no contribution to infrastructure/community	1/15/2017 4:54 PM
26	1. Housing for young people whose family have a history as Islanders. 2. Reduce 'gated estates.' 3. Re-open riverside walkways that have been gated across	1/15/2017 4:36 PM
27	Rubbish laying around Transport Schools	1/15/2017 4:11 PM
28	1. More affordable housing 2. More school places 3. More youth centres/facilities	1/15/2017 3:45 PM
29	Less gangs, better parking and recycling	1/15/2017 1:16 PM
30	More shops/cafes/green grocers More community centres near bottom of loD that are fit for purpose	1/15/2017 1:10 PM
31	Constant development. Fewer new high rise buildings. Terrible roads, due to constant development.	1/15/2017 1:01 PM
32	More shops More outdoor/gym/lesisure centre A lido!	1/9/2017 8:19 PM
33	1. Less ASB 2. Less drugs 3. Less noise in the streets	1/7/2017 1:37 AM
34	Sport facilities for children Change perception of the area Stop stupid investment in block of flats	1/6/2017 8:22 AM
35	More and better schools. More buses for east side of the island	1/3/2017 8:36 PM
36	Stop the massive over development that is happening/due to happen	1/2/2017 8:35 PM
37	stop overdevelopment (which will ease transport issues), antisocial behaviour and schools	1/1/2017 5:53 PM
38	More transparency in the decision making around planning applications. The population density is putting a massive strain on public services and decisions about the huge number of developments don't seem to be part of a coherent and sustainable strategy. Do any of these decision makers actually live here? More facilities for teenagers (like a well funded/run youth centre) to give them a safe environment to spend time. More housing provision for key workers in public services (e.g. health, education) with less focus on luxury (unaffordable to all but investors) developments.	1/1/2017 5:41 PM
39	Get rid of the anti-social behaviour, prosecute the people who use the whole dock area and Pepper Street as a dog's toilet, make the Council clear up litter on a more regular basis.	1/1/2017 3:09 PM
40	No comment	1/1/2017 3:04 PM
41	-stop the pollution near school (i.e. Enderby Wharf...). -stop building new houses without taking into account the impact on public transportation (over crowded DLR). -address 'young' road hogs danger.	1/1/2017 2:58 PM
42	Nothing, I love it here!	1/1/2017 2:10 PM
43	1. A walking path all the way around the perimeter of the Isle of Dogs, 2. More affordable sports and leisure eg Pilates, 3. More speciality shops like Marylebone High Street to create a sense of community	1/1/2017 2:04 PM
44	1. Better policing to reduce ASB 2. More varied approach to new housing developments 3. Services need to increase capacity at same rate as the number of residents living on island increases	1/1/2017 1:40 PM
45	Less youths shouting and racing cars along narrow street	1/1/2017 1:09 PM
46	1, 2 and 3: Get rid of the "shrine" outside the Forge on Westferry road. That poor family need help. The money they are wasting on floral tributes could be put to better use. It could fund a road safety scheme for example. I realise this is not quite what you had in mind but this is a chance to raise the subject anonymously.	1/1/2017 12:57 PM
47	Better public transport - capable of handling higher volumes of people. More visible policing. Wider range of shops - only higher end retailers are present in Canary Wharf.	1/1/2017 12:42 PM
48	More parking space around shops & sports centre	1/1/2017 9:34 AM

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49	I'd like there to be more community spirit, it often feels lonely. I'd like dog owners to clean up after their animals Cleaner streets would be good	1/1/2017 8:47 AM
50	Parking have to pay for a permit but can not always park in the street I live. more local shops. more dr surgeries	1/1/2017 8:42 AM
51	Limit height and amount of new high rise buildings	1/1/2017 7:45 AM
52	More cctv	1/1/2017 1:44 AM
53	1. Enforcement of speed limit. 2. Less rubbish. 3. Stop youths congregating.	12/31/2016 3:49 PM
54	More houses and flats at a more affordable price	12/31/2016 3:29 PM
55	More anti social behaviour control	12/31/2016 3:21 PM
56	Speeding. Speed bumps. Cut back the trees regularly.	12/31/2016 11:45 AM
57	More policing required Better Street lighting Cleaner pavement Harsher fines for dog mess	12/31/2016 10:39 AM
58	Public Safety, Green Spaces, Higher Volume Public Transport	12/31/2016 9:20 AM
59	Gp surgeries, dentists, schools	12/31/2016 9:17 AM
60	Less traffic More police on the beat Greater access seeing the Dr	12/31/2016 9:15 AM
61	1- increase DLR capacity 2- re-develop Pepper Street commercial properties 3- more children's activities oppoerunities for 3-10 year olds	12/31/2016 8:55 AM
62	Improve facilities all over the Island and not just around CW - some parts of Westferry Rd are really run down	12/31/2016 8:39 AM
63	Better community cohesion. Better policing of driving offences. More services- schools, community centers, GPs	12/31/2016 7:02 AM
64	Less anti social behaviour A break from the constant construction Better local bus links	12/31/2016 4:04 AM
65	Over crowding. Anti social behaviour. Community integration.	12/30/2016 10:07 PM
66	More schools and less housing development. Better traffic management.	12/30/2016 7:50 PM
67	Less building work Better transport Over population	12/30/2016 4:46 PM
68	Cleaning of area More open space	12/30/2016 2:57 PM
69	An Aldi or Lidl close by Vegan/vegetarian restaurant Fun events in the local spaces	12/30/2016 1:54 PM
70	More security/ police / screening of cars - only 2 ways onto island and others screened by CW anyway. People will think twice about driving onto the island with their nitrate boxes and alcohol and using it as a race track after consumption!	12/30/2016 1:05 PM
71	More police. Bring back regular street cleaner - has this stopped?	12/30/2016 10:05 AM
72	More schools, even more frequent DLR, protect all green spaces hawkishly	12/30/2016 7:16 AM
73	-More play facilities and activities for children -Social centres and activities -More flowers	12/30/2016 2:39 AM
74	more bus routes no development no high rise flats NO TESCO	12/30/2016 12:48 AM
75	Reduce residential development . Improve road access.	12/30/2016 12:26 AM
76	stop the too rapid increase of housing developments. London needs housing but this particular area is being over developed and far too quickly to assess the social impact .	12/29/2016 11:36 PM
77	More supermarkets (ideally and M&S/Waitrose and an Aldi/Lidl) More community, less division between different ethnicities. Safer streets. More of a police presence to get gangs of youths off the streets after dark.	12/29/2016 11:35 PM
78	More schools Police patrols Restrictions on construction disruptions (closed roads, paths, noise etc)	12/29/2016 11:20 PM
79	Needs more realistically affordable housing for locals Traffic is very bad Maintain more green space	12/29/2016 10:05 PM
80	Make it more safe - solve the problems with gangs, anti-social behaviour, drug dillers Open secondary school that would be outstanding and offer more opportunities for bright children. Support schools to become outstanding Solve the problem with GP - long waiting time for sppointment	12/29/2016 9:32 PM
81	Affordable homes Parking Road closures for building work	12/29/2016 9:28 PM
82	Better schools, more local shops, more events to meet with local residents	12/29/2016 9:25 PM

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83	1. More sport facilities 2. Shopping centre 3. Removal of anti social behaviour	12/29/2016 9:21 PM
84	Price of the houses, conditions of the houses, price of nursery	12/29/2016 9:03 PM
85	Improved transport More shops and restaurants More housing - actual houses not flats	12/29/2016 8:59 PM
86	More police presence Enforce rule that any development on isle is done at reasonable hours, and traffic doesn't come to a standstill because of works, and development is done with consideration for the environment (carbon footprint) Fix the bridge by clipper quay, it looks bad and is not reflective of the neighbourhood	12/29/2016 8:15 PM
87	More family friendly feels and activities for family and kids to get together.	12/29/2016 8:07 PM
88	Less high rise expensive flats and more council housing with an emphasis on family which might help with the terrible anti-social behaviour. The parking is ridiculous- if we do get to move there will probably be a no car rule - we actually need a car for work. Decent nurseries and schools that are not faith based and are truly multi cultural (not just full of one ethnicity)	12/29/2016 7:57 PM
89	Fewer cars, more green space, greater choice of shops	12/29/2016 7:23 PM
90	Speeding by cars and buses with no regard for anyone..buses not stopping half way through their journeys and so not taking us home..on paper they run routes but not always in practice..and better street lighting..	12/29/2016 7:20 PM
91	More police, CCTV, bus services	12/29/2016 7:13 PM
92	1. To stop excessive overdevelopment. 2. To limit the disturbance to locals that construction work is having e.g. Noise, dirt, traffic jams.	12/29/2016 6:39 PM
93	More schools/nurseries, less antisocial behaviour, less social housing in the area.	12/29/2016 6:36 PM
94	More schools like Canary Wharf college,less anti-social behaviour and improved safety	12/29/2016 6:12 PM
95	Stop building!!! Too many apartments being built that are destroying the Island. Affordable housing is definitely needed- we have all the new builds and yet the average price is way above what most people are earning! Community centre with sports facilities and clubs for all age groups.	12/29/2016 5:48 PM
96	1) more cycle lanes 2) more cultural venues 3) more of a day on how developers' money given to the council is spent (and to make sure it is spent in the local area)	12/29/2016 5:12 PM
97	Stamp out anti social behaviour, littering and dog waste not being clear up by owners.	12/29/2016 4:58 PM
98	More police on streets at night, more outdoor things for children in a safe environment. Less high rise blocks so more sunlight, another big supermarket more petrol stations less roadworks and building sites	12/29/2016 4:44 PM
99	More secondary schools Youth clubs and activities for children Community centres	12/29/2016 4:41 PM
100	Less tower blocks More greenery Pubs brought back	12/29/2016 4:39 PM
101	Kids spaces Community space which can be hired for activities Decent places for socialising on weekends and after 11pm	12/29/2016 4:20 PM
102	More secondary schools More parking for residents Less construction	12/29/2016 4:14 PM
103	Less littering, more nurseries and good schools options, more green spaces. Roads are always clogged up on rush hour so something needs to be done about the traffic in the area.	12/29/2016 3:48 PM
104	Integration	12/29/2016 3:33 PM
105	1) Better provision for roads/road traffic, i.e. Well planned, free flowing, appropriate size for isle of dogs traffic. 2) considerate building - appreciate lots of work but every measure should be taken to ensure there is no impact on traffic flow, roads, utilities, services, cleaning in areas etc. Appoint someone in the council to inspect against a criteria with the power to enforce, fine or stop development.	12/29/2016 3:25 PM
106	1. Keep lower level buildings 2. Engagement for older teenagers	12/29/2016 3:16 PM
107	Dog Wardens	12/29/2016 3:11 PM
108	More security, more sports opportunities, cleaner	12/29/2016 3:04 PM
109	To have cleaner streets, lower council tax, more facilities like cafes.	12/29/2016 2:59 PM
110	1. Well publicised community sport for all - all creeds and age groups. A community centre at the heart of millwall park would help. So that leads to point 2: 2. A centre known as the islands community heart for all demographics 3. Stop granting planning permission for property without green space	12/29/2016 2:43 PM
111	Fewer restaurant chains, more individual shops	12/29/2016 2:34 PM

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112	Young gangs sorted out	12/29/2016 2:13 PM
113	The many proposed residential high rises without complementing service infrastructure eg schools, clinics; the rampant abuse of parking by deliveroo, uber, addison lee, construction vehicles; an avenue for normal residents to voice discomfort at pace of development and resultant squeeze in social services provided	12/29/2016 2:10 PM
114	Trash/dog poo (more efforts to avoid it occurring in the first place), parks that are better maintained, less construction planning (not against development, just need better coordination so streets aren't congested with construction vehicles)	12/29/2016 2:07 PM
115	More suitable broadband More green open spaces	12/29/2016 1:54 PM
116	The people that are moving in to lovely knew places and Mali g them look like tips in no time Stop all building and let our kids the little bit of land left.	12/29/2016 1:41 PM
117	Need more grocery shops, schools and leisure places (cafes, etc)	12/29/2016 1:39 PM
118	Less construction	12/29/2016 1:34 PM
119	Crackdown on crimes. Specially youth crimes and drug dealing.	12/29/2016 1:34 PM
120	Less laughing gas usage	12/29/2016 1:30 PM
121	Antisocial behaviour Better schools Less high rise developments	12/29/2016 1:30 PM
122	1: social clubs/pubs 2: parks and climbing frames 3: lighting on walkways and parks	12/29/2016 1:28 PM
123	I would like more families and more facilities for families. I feel children are over looked and this is their community too. As we are becoming over populated I feel our sense of community is diminishing and there is less pride in our homes and area. I feel this area is seen as a money making area for the already rich (social cleansing)	12/23/2016 6:45 PM
124	1. Better provision of public services (transport, schools, GP surgeries etc) 2. Better public amenities (community halls, sports facilities) 3. Better control of local people over local issues	12/23/2016 6:23 PM
125	Playground equipment at Mudchute park Install cameras to make walkways safer in the dark. Repair pavement & roads	12/2/2016 3:55 PM
126	More GOOD QUALITY schools, more restaurants/bars	12/2/2016 1:57 PM
127	Maintenance (parks and streets), parking	11/30/2016 10:38 PM
128	Less expensive homes, a new secondary schools, more children activities	11/30/2016 8:01 PM
129	More sport facilities that are not gym Less investment flats and more infrastructure and services for residents	11/30/2016 10:55 AM
130	New leisure centre, more schools, better children's play equipment	11/30/2016 10:37 AM
131	1. Better bus service into central London 2. More sports facilities 3. More community events	11/28/2016 1:06 PM
132	1. less construction traffic 2. more independent local pubs 3. enforced speed restrictions/speed bumps on Marsh Wall & around the island to stop people using loD as a current circuit/race track	11/28/2016 12:58 PM
133	Less high rise buildings	11/28/2016 12:43 PM
134	1. More power 2. Get rid of all of the council homes 3. Improve parking on the street	11/27/2016 10:28 PM
135	1. More green space 2. Improved transport 3. More water transport in the docks	11/27/2016 10:02 PM
136	1. The focus of development in recent decades has been closed estates particularly along the river. For future developments we should consider more integrated streets that would reduce walking / cycling times and improve the flow of traffic. 2. A lot of space is wasted on car parks and roofs. Building more underground parking and roof terraces would allow us to increase green space. 3. Low rise blocks of flats are cheap to build and provide lower cost housing. But as so many of them are already very expensive it would make more sense to build high rise flats and save space for single family homes	11/14/2016 12:12 PM
137	Nothing, keep it as it is with a bit of TLC	11/13/2016 11:07 PM
138	New building = new facilities New building should not be closer then the Council stated minimum of 19m No noise > 80 dB during development	11/13/2016 10:08 PM
139	Reduced ASB Reduced building work/road work/construction traffic Less foreign owners and absent landlords	11/13/2016 9:46 PM
140	1. Barkantine estate rather tatty & graffiti (low level) & poor planting. Higher expectations are needed for HA 2. Managing traffic with reference to local residents, not done centrally or ad-hoc 3. Tackling ASB effectively in a co-ordinated way	11/13/2016 9:27 PM

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141	1. More community cohesion places for people to socialise for free (not pub!) 2. Local events for local people 3. Genuinely affordable homes for people who work locally	11/13/2016 9:14 PM
142	1. Make use of the old railway arches running alongside Millwall Park. 2. Network of Neighbourhood Watch schemes 3. On the spot fines to cyclists using the foot tunnel	11/11/2016 10:45 PM
143	1. Availability of accessible pedestrian routes around the area - which means sufficient bridges and footpaths through large sites 2. Health care provision e.g. GP, dentists, clinics, hospital 3. Prevention of pollution - my personal gripe is the waste plastic which reaches the waterways and hence the oceans	11/11/2016 8:33 PM
144	More creche to adult education serviced spaces are needed	11/11/2016 7:54 PM
145	More school places, more GPs, and better transport	10/30/2016 10:53 PM
146	More schools More infrastructure	10/21/2016 5:24 PM
147	Stop high-rise development Decrease cases of ASB Plant more trees	10/19/2016 10:55 PM
148	The amount of social housing around	10/16/2016 6:26 PM
149	More school and facilities for children More sports facilities, especially for children Better public transport (more space on it!)	10/9/2016 9:57 PM
150	Nursery school and primary/secondary school places More affordable housing Anti-social behaviour	10/4/2016 10:55 AM
151	More 'local' facilities for residents to gather in (pubs, cafes, independent restaurants) More facilities for young More facilities for old	9/25/2016 12:42 PM
152	20 m speed limit A decent swimming centre Local markets	9/21/2016 9:21 PM
153	More affordable houses!!!	9/21/2016 7:27 PM
154	another secondary school, less developments	9/21/2016 6:45 PM
155	More GPs, schools, etc.	9/21/2016 3:33 PM
156	More secondary school options as there is only one on the island, more family homes being built, shorter waiting times for doctors appointments	9/21/2016 1:15 PM
157	Good secondary schools. More local shops, sports facilities and teams	9/21/2016 1:13 PM
158	1 Less private and expensive residential buildings. 2 More PROPER social and AFFORDABLE housing both rental and purchase. 3 Complete rethink of the infrastructure, transport and roads to make more sustainable and eradicate congestion and pollution.	9/21/2016 12:21 PM
159	None	9/21/2016 12:00 PM
160	Asbo/youths, secondary school facilities, fewer roadworks	9/21/2016 11:35 AM
161	Fewer and slower roads so it's safe for my kids to walk alone. Open up access to the riverside to the public instead of gated developments. Safer cycle routes.	9/21/2016 10:37 AM
162	Encourage local start up which teaches kids / toddlers new skills	9/21/2016 9:45 AM
163	Drivers racing around Anti social behaviour in youths- more facilities for sport/ leisure/ community groups for them More schools especially good secondary schools	9/21/2016 9:23 AM
164	More secondary schools More clubs for kids	9/19/2016 12:10 PM
165	Sports facilities, affordable housing and accessible sports facilities for both children and adults	9/19/2016 10:30 AM
166	More schools, more thoughtful green and open spaces, more shops / markets.	9/19/2016 10:18 AM
167	The neighbourhood needs more high quality secondary education.	9/19/2016 9:54 AM
168	More secondary schools Enclosed sewers below the roads Return of parking on the streets or more busses	9/18/2016 5:47 AM
169	Less housing, more local shops, better roads	9/17/2016 8:01 AM
170	Restore bus route d3. Stop the building of very highrise buildings create more doctors surgeries and schools.	9/17/2016 12:03 AM
171	Better infrastructure A high street / local diverse businesses supported More community locations to encourage integration of people from all walks of life, including pubs	9/16/2016 11:57 PM
172	The density of development is completely not aligned to the provision of vital transport infrastructure, so less dense housing and more transport capacity, and third I'd add more greenery.	9/6/2016 3:51 PM

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173	1,2 and 3 The current rapid development of more and more high rise blocks	8/25/2016 5:20 PM
174	safer crossing for pedestrians, reduce traffic congestion, more schools	8/20/2016 4:42 PM
175	More and better schools. Our area's school results are quite disapointing.	8/19/2016 11:32 AM
176	Affordable housing Better and greater variety of childcare options Anti social behavior tackled	8/15/2016 8:26 AM
177	1) Eliminate anti-social behaviour 2) Eliminate anti-social behaviour 3) Eliminate anti-social behaviour	8/15/2016 8:08 AM
178	Local supermarket which isn't Tesco. Sainsburys Morrisons or Waitrose Better Thames clippers service. More boats Removal of youths who hang about the streets in the evening	8/15/2016 8:00 AM
179	Sort out the gangs, drugs and anti social behaviour	8/15/2016 7:35 AM
180	More independent shops and restaurants Stop building high rises with no thought around capacity of public transport and amenities More police to stop anti social behaviour	8/15/2016 6:47 AM
181	Too much construction has been allowed, beyond density recommendations. Schooling needs to improve - in numbers. More support for GP surgeries	8/13/2016 10:17 AM
182	Return to a 30mph road speed limit.	8/9/2016 7:29 AM
183	less social tenants. less anti-social behaviour.	8/8/2016 10:24 AM
184	Bigger roman catholic curch Isle of dogs police More trees	8/4/2016 5:33 AM
185	Better Street Lighting, ART Installations from Tower Hamlets Residents from Universities etc, Sculptures ,	8/2/2016 7:25 PM
186	Thames pathway to go all around next to the river - no diversions Some direct buses off the island to bypass Canary Wharf, to DLR station Stop digging up the road so often	8/2/2016 12:07 PM
187	More parks and public garden displays. Improved walking and cycling paths (temporary around building sits and on the Thames Path). Improved maintenance of all buildings.	8/1/2016 1:57 PM
188	Stop the high rise buildings continuing to be built. it is suffocating depressing and makes neighbours unaware of each other and therefore no support.	7/31/2016 4:50 PM
189	Retain petrol station, build more and better schools, provide more GP surgeries for growing population.	7/31/2016 3:19 PM
190	Get a joined up Thames Path around the island. Deal with anti-social behaviour. Cleanup streets/docks/air. Reduce traffic/cars/parking. (yes, i know that's four things)	7/31/2016 8:57 AM
191	More police, less rubbish (cleaner environment) , more speed restrictions	7/31/2016 7:35 AM
192	Fewer high density flats. Stop contractors digging up Marsh Wall every year	7/31/2016 12:17 AM
193	More local policing	7/30/2016 7:05 PM
194	Fewer boy racers Fewer drug dealers More local bars and restaurants	7/30/2016 2:56 PM
195	Stop building UP. Let the light in. Protect the Wildlife by more trees and therefore giving more oxygen to breathe.	7/30/2016 10:24 AM
196	More cafes and restaurants and shops and places for kids to play. More housing but not dense high rises or council towers / blocks.	7/30/2016 8:41 AM
197	1. Less high rise development. IOD is becoming a dark concrete jungle with no natural light 2. Convert the outside look of old and ugly council estates to a new and modern looking building as it was done for Betty May Gray House and St Johns House, Pier Street, London, E14 when new building was added to it. 3. Encourage creation of high street with shops and cafes in westferry, Eastferry and Manchester roads	7/30/2016 6:41 AM
198	Stop the construction and more open green spaces. Stop mixing social Tennant's with Leaseholders. It's not fair and it doesn't encourage integration.	7/29/2016 11:33 PM
199	Less cars, limit each household to one car, enforce slow speedlimits, install speed bumps, install speed cameras	7/29/2016 11:21 PM
200	1. Less unsavoury characters and gangs of youths that congregate, make a noise at night, and leave a mess behind. 2. More nice shops like deli, butcher, green grocers, cafe's, and fewer of the chicken and other fast food. More diverse restaurants would also be nice e.g. Italian. 3. less intolerance and extremists walking around.	7/29/2016 8:41 PM
201	The free school being built only yards away from our doors and the damage it is doing to our foundations and we would no longer be able to sell our houses	7/29/2016 6:12 PM

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202	I'd like to see more of a community feel. One way is for there to be more places to socialize, restaurants, pubs, bars, public spaces, sports facilities, etc.	7/29/2016 4:22 PM
203	More interaction with each other Less moaning, more getting involved in coming up with a WORKABLE solution. Less tall buildings	7/29/2016 3:55 PM
204	1. Stop the overdevelopment of the area. We do not need more high rise flats and accomodation. 2. More facilities to create a community and integration 3. More doctor's surgeries.	7/29/2016 3:47 PM
205	Building works Roads being dug up/traffic lights End of the stupid speed limit	7/29/2016 3:02 PM
206	security, public housing, no more private housing,	7/29/2016 2:52 PM
207	Lack of police presence Lack of 'ordinary homes' for ordinary people' Overcrowding with tower blocks of super expensive underused properties	7/29/2016 2:46 PM
208	Greater access Thames walkway.Blocked at Millwall Quay for no reason I can see.	7/29/2016 2:24 PM
209	1. Stop greedy property developers and corrupt councillors from continually approving more skyscrapers which benefit only the rich and harm everyone else. 2. Establish a better balance between residents and services, instead of constantly only increasing the number of residents. 3. Start to bridge the social and economic gap between rich and poor inhabitants.	7/29/2016 9:20 AM
210	Needs a lot of working cctv camera's, a proper police station on the island, building control because they're not considering basic things like transport, water & drainage, Schools etc. before approving so many new developments on the Island.	7/29/2016 8:19 AM
211	More open space. Less traffic. Safer.	7/29/2016 7:16 AM
212	Better public transport (increasing the number of people living in the area has a big impact when it's rush hour) Safety on streets Youth issue (drugs on the street)	7/29/2016 6:29 AM
213	Better clearing of rubbish from the docks	7/29/2016 5:13 AM
214	More police on street to stop anti social behaviour and drugs trade More activities for the youth Investment in GPs and schools	7/29/2016 5:09 AM
215	Yobs at quarterdeck Put 30mph back, 20mph is crap Affordable housing	7/29/2016 2:01 AM
216	More police, better proportion of housing x public services. More decent schools.	7/29/2016 1:11 AM
217	Sport centre, open spaces,schools	7/28/2016 11:03 PM
218	Anti social behaviour. Multiple occupancy of what should be family homes. Make more family homes available, including 4-5 bed homes.	7/28/2016 10:51 PM
219	Security, GP Surgeries, Speed Limit	7/28/2016 10:37 PM
220	No more construction , there is literally no space left and its heartbreaking. Difficult to think how my kids will survive here , surrounded by all these high rises.	7/28/2016 10:10 PM
221	New secondary school, safer environment and lower crime, less council houses	7/28/2016 9:46 PM
222	1. More nice cafes/restaurants and shops 2. Something like the 1 love community on 30 marsh wall - I understand that is a temporary location for them. The classes they offer are varied and interesting 3. More GPs and schools to accommodate the growing population 4. Another means off the island in addition to Manchester road and west ferry rd	7/28/2016 9:42 PM
223	At least one new large senior school; Force communities to get together in a more formal setting - to understand one another - from ethnicity, culture to age; The masterplan as it is today - do not allow any new building to take place. That's it. We're done. To the max.	7/28/2016 9:38 PM
224	Less building work, less building work and less building work!!!!	7/28/2016 9:18 PM
225	ASB, overdevelopment, schools	7/28/2016 9:04 PM
226	More trees. More security. More community acrivity	7/28/2016 8:59 PM
227	more GP surgeries, more DLR services (including new routes that don't require changing at Poplar, e.g. Lewisham -> Canning Town or similar), less crazy tall towers with overpriced flats sold to Chinese investors	7/28/2016 8:53 PM
228	Safer, less big building	7/28/2016 8:50 PM
229	More independent coffee shops, butchers, fish mongers etc, less roadworks and temporary lights, and more doctors surgeries.	7/28/2016 8:48 PM

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230	Stop indiscriminate development of expensive, high rise towers for the elite and foreign investors and provide proper homes with gardens for residents. Stop eroding our heritage and protect the few special homes, parks, open spaces and waterways that still remain on the Island. Start listening to residents and provide their needs to turn the Island back into the vibrant, lively, social and caring community that it once was and was known for - neighbours caring and looking after one another.	7/28/2016 8:42 PM
231	Number of high rises being built these are not family friendly and cause too much built upness in one area. parking!!! Too many car free high rises but yet people who live in them use all the parking spaces so I am unable to park near my flat with my young daughter easily and now a novatel is opening no doubt it will be worse! Permits should be 24/7 then I might be able to park. Crime	7/28/2016 8:39 PM
232	Reduction of building sites or at least a reduction of the interruption to our neighbourhood during the construction, more schools, esp. Secondary schools, more green spaces	7/28/2016 8:24 PM
233	Get rid of boy racers speeding and being noisy Stop threatening gangs of youths, especially those pretending to be Islamic police that verbally abuse women Better bus services 24x7	7/28/2016 8:16 PM
234	Safe neighbourhood	7/28/2016 8:13 PM
235	No further housing development. More doctors and local services such as butchers, greengrocers.	7/28/2016 8:06 PM
236	Build less houses/flats Improve infrastructure More children's plays facilities	7/28/2016 8:03 PM
237	Canary Wharf College opens secondary school at Westferry Printworks; good restaurants open in south of the island; decent beer on tap in the Lord Nelson	7/25/2016 11:34 AM
238	1. Build new secondary schools 2. Create a plan to avoid overbuilding and congestion in the area 3. Introduce green buses (e.g. fully electric) on the Isle of Dogs	7/24/2016 10:26 PM
239	Better water supply, broadband, public transport and street cleaning	7/24/2016 12:14 PM
240	More nurseries, safety, housing	7/23/2016 8:57 PM
241	Better infrastructure across the board to service the rapidly growing residential population, and moderate further excessively dense development. Better roads and parking. Better residential broadband services.	7/22/2016 4:35 PM
242	1. Schools 2. More GPs 3. Better police control	7/22/2016 9:18 AM
243	1. More police patrolling on foot and a greater police presence. 2. More life in the area away from CW in the rest of the Isle of Dogs (restaurants, bars, etc.) 3. Cleaner streets and bins emptied along river/dock walkways which seem to be always overflowing at the moment.	7/22/2016 8:50 AM
244	Gang culture , drug problems	7/20/2016 3:01 AM
245	Joined up response to the problem of youths' asb linked with sniffing nitrous oxide, smoking weed and drinking alcohol. Not just a problem for the police who seem powerless/unmotivated. More reliable, frequent buses. Checks on unfettered development.	7/19/2016 2:58 PM
246	1. More local leisure establishments 2. more parks 3. better pedestrian access in general and especially to public transport points i.e. jubilee line and DLR.	7/18/2016 4:58 PM
247	More spacious, affordable housing More public transport capacity More cafe culture	7/18/2016 8:22 AM
248	safer place, more restaurants and shops in the east of the Island	7/17/2016 9:02 PM
249	Fewer high rise developments. Fewer roadworks. More bars and restaurants.	7/17/2016 7:15 PM
250	ASB, no more skyscrapers, more playgrounds.	7/17/2016 3:39 PM
251	Better sized housing rather than lots of tiny flats More appointments at GP surgeries Reduced traffic problems caused when Blackwall or Rotherhithe tunnels are shut	7/17/2016 1:48 PM
252	Traffic Foot/cycle bridge to south of river	7/17/2016 10:45 AM
253	Make the Thames path connected, so you don't need to go over the main road with all the cars.	7/17/2016 10:31 AM
254	More community interaction. More free space. Less luxury flats.	7/17/2016 9:42 AM
255	- more sports and leisure activities for children and adults - less high rise - less road work	7/16/2016 11:27 PM
256	more cafes, more trees, street furniture	7/16/2016 10:44 PM
257	Less of a us v them attitude; More opportunities for people to get together leaving their social/cultural baggage behind; Less housing development aimed at laundering foreign money	7/16/2016 5:08 PM
258	Less dense residential building No more building high rise building only low level Add more green space	7/16/2016 4:25 PM

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259	Better community facilities Better public transport connections to Canary Wharf and beyond	7/16/2016 3:59 PM
260	1. Update and better maintain all of the footpaths and walking routes 2. Better maintain traffic routes around the island 3. A massively increased police presence to resolve the many anti social behaviour issues	7/16/2016 2:41 PM
261	Build more schools and nurseries. Tackle anti social behaviour. Plan for better infrastructure to accommodate all the new developments and thousands of new residents that will come with the new developments.	7/16/2016 10:04 AM
262	Anti social behaviour hot spot areas, more balanced approach to social housing with greater education for integration into area where high degree of professionals	7/16/2016 9:40 AM
263	Tackling ASB. Improving infrastructure to support the increased population. Less high rise residential building.	7/16/2016 8:37 AM
264	The trees The gangs of youths The speed limit it should be increased back up to 30 mph	7/16/2016 7:32 AM
265	More police, better quality convenience shop. More affordable restaurants	7/16/2016 7:16 AM
266	More cafes/bars, protection of historical landmarks, more transit options to west London	7/16/2016 5:10 AM
267	Less high rise development More sports facilities Less speeding on the main roads around the island	7/15/2016 11:14 PM
268	ASB, lack of green spaces, litter/rubbish and dog feces on streets and footpaths	7/15/2016 10:59 PM
269	Keep teenagers entertained and busy. Safe roads boy racers better road traffic management	7/15/2016 10:53 PM
270	1. Nice shops, restaurants & cafes at bottom of Island, eg sainsburys local, Costa coffee type places 2. Gyms at bottom of Island 3.	7/15/2016 10:45 PM
271	1- It's too residential 2- Too many roadworks 3- More 'Boris Bike' stations	7/15/2016 10:02 PM
272	Large Community hub with opportunities for getting to know you events. Upgrade Millwall Park play area Better swimming pool	7/15/2016 9:42 PM
273	More integration More open areas. If restaurants were along the river people would be walking more often Less construction. My asthma is so much worse this year	7/15/2016 9:12 PM
274	1. Reduce the amount of construction 2. Reduce road closures & temporary traffic lights	7/15/2016 8:22 PM
275	Less Development, over 50s Free Parking for car free zones, More Activities for working woman as they tend to be mainly during the working day	7/15/2016 7:14 PM
276	Schools, restrict parking along Westferry road on its narrower parts, improve greenery	7/15/2016 6:51 PM
277	Activities for youths, places to socialise, schools	7/15/2016 6:27 PM
278	New secondary school New public swimming pool Bridge to rotherhithe	7/15/2016 6:19 PM
279	More police More police More doctors	7/15/2016 6:17 PM
280	Better traffic enforcement and more pedestrianised areas. Better parking facilities for new development so it doesn't make parking hard as new developments are built.	7/15/2016 5:58 PM
281	Community cafes Better sports facilities More schools	7/15/2016 4:09 PM
282	Much better infrastructure for pedestrians. Start by building proper pedestrian walks and bridges. Safety/ stop asb. Greener, we need more parks and public spaces.	7/15/2016 3:58 PM
283	Stop overdevelopment. Better health services. Change planning to limit number of estate agents, so that retail properties really are retail.	7/15/2016 3:03 PM
284	More shops and leisure facilities. Safer and cleaner. Better transport and infrastructure.	7/15/2016 2:31 PM
285	Clean up and sort anti-social behaviour, improve transport, more schools and GP surgeries	7/15/2016 1:05 PM
286	less construction work, less high-density buildings, more recreational businesses	7/15/2016 1:03 PM
287	Anti social behaviour. Speeding by adults who use hire cars for racing Anti social behavior	7/15/2016 12:27 PM
288	more social housing traffic enforcement dealing with antisocial behaviour	7/15/2016 12:08 PM
289	More 'community' - tactical encouragement of specific events/ meetings/get together a, eg local events, sporting teams etc Better infrastructure - from roads, water, pavements, landscaping More social - why is there not a 'high street' somewhere, builders and planners should be tasked with creating that 'community' feel with a well planned high street	7/15/2016 11:06 AM
290	More transport, more police present in the streets	7/15/2016 10:49 AM

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291	Too many unaffordable flats being built for foreign investors Said investors and banks taking priority over normal residents while building etc no consideration taken. Children being more of a focus	7/15/2016 10:33 AM
292	Safer place with less antisocial behavior Limit the number of new build developments	7/15/2016 10:24 AM
293	More green spaces and tackling the anti social behaviour	7/15/2016 10:22 AM
294	* More shops/restaurants/pubs/cafes * Less louts taking drugs/speeding cars/etc. * Better transport options across the river.	7/15/2016 10:19 AM
295	Antisocial behaviour Too many developments in a small space causing problems with traveling around the island. More community events	7/15/2016 10:16 AM
296	ore GP surgeries,more frequent buses , Less congestion on our roads due to Building works	7/15/2016 9:53 AM
297	More schools (secondary) Public toilets in Millwall park Local shops	7/15/2016 9:50 AM
298	Lack of supermarket down the bottom of the island, more frequent thames clipper services and the council to stop being horrible about parking.	7/15/2016 9:25 AM
299	Over development 20mph on big roads More for children	7/15/2016 9:17 AM
300	Less high rise buildings More family oriented activities Less anti social behaviour (from dog fouling to car racing)	7/15/2016 9:15 AM
301	Speed limit GP surgery s Bus routes	7/15/2016 9:15 AM
302	Andrew Wood test	7/15/2016 8:06 AM
303	If you build excessively dense, then you have to build community facilities.	7/13/2016 5:20 PM
304	Shops, more of a high street, more green space.	7/12/2016 11:49 AM

Q23 Looking forward 10 years, what kind of place would you like the Isle of Dogs to become?

Answered: 288 Skipped: 122

#	RESPONSES	DATE
1	Family friendly, suburban not all high rise buildings full of transient people	4/10/2018 4:49 PM
2	A more community focused place where people can live permanently and raise families.	3/21/2018 10:43 PM
3	Safe for residents, with good transport links and good quality independent shops.	1/21/2018 10:13 AM
4	Retain strong community feel with good provision for children	9/29/2017 6:28 PM
5	a canary wharf state, where bankers will be put up in a "luxury flat" and spending their money in canary wharf not in the local community. This will increase the development gap as local businesses aren't supported. MEANING HIGHER PRICES of goods due to the increase of the housing, which now isolates more people who are not "Canary wharf Bankers" as they cant afford good food and a higher standard of living. thankfully there is a chicken and chips shop which will ruin their health but have to refer to that when thinking of food as they cannot afford meals else wise.	9/8/2017 1:12 PM
6	A COMMUNITY	6/6/2017 7:40 PM
7	A family friendly place with lots of green spaces	5/17/2017 10:39 PM
8	More green with lots of parks	5/5/2017 11:38 AM
9	More lively because of more pubs, cafes, restaurants but without increasing the number of residents. More green. Less traffic, more bike routes.	5/1/2017 9:19 PM
10	NO OVERDEVELOPMENTS	5/1/2017 8:31 PM
11	The same that it was 10 years ago	4/25/2017 9:54 PM
12	Great place to live, thriving with families, young and old. Good services, safe, clean, secure. More tourists visiting.	4/18/2017 8:25 PM
13	innovative living with more green/eco space. For example, vertical green spaces and greenways (like New York)	4/18/2017 4:59 PM
14	not too much involvement by the council in planning. mix it up with business to what they want to bring about a integrated flexible creative work life balance spaces. to be cutting edge	4/18/2017 3:55 PM
15	There still needs to be plenty of green spaces, parks and playgrounds to allow all residents to live in a green and healthy place - the problem with high rise buildings can be the lack of sunshine as is already the case in Canary Wharf.	4/17/2017 4:54 PM
16	A modern and pleasant place where to live. A model for other cities around the world.	4/8/2017 5:55 PM
17	I would like it to be 2 places. One, south of Marsh Wall for residents and recreation and the other north of Marsh Wall dedicated to business and work in buildings that do not exceed 35 floors.	3/11/2017 10:50 PM
18	A friendly, settled, community with top-quality education and a housing stock restored to family use, so that professional couples feel happy to stay long-term on the Island and bring up their children.	1/23/2017 12:36 PM
19	Community based, a decent social housing structure not just affordable homes, a safe place to be. Open spaces retained and expanded	1/16/2017 3:13 PM
20	the same but safer	1/16/2017 10:20 AM
21	A coercive community which has retained some of its past history and values	1/16/2017 9:29 AM
22	1. A place that provides a great experience for families as their children grow up. In particular, sufficient schools and safe/maintained recreational facilities. 2. A place that makes use of its geography to foster the community with a safe, navigable, urban environment with ample community and recreational spaces.	1/15/2017 10:10 PM
23	Conservative run with people in office who don't just want to look after themselves and who actually want to make changes without dragging their heels.	1/15/2017 8:23 PM

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24	The neighborhood that it was 20 years ago and not the empty sterile glass jungle it is now littered with intimidating gangs	1/15/2017 4:54 PM
25	A more welcoming community in which residents are willing to contribute to community life.	1/15/2017 4:36 PM
26	More of a community's	1/15/2017 4:11 PM
27	Less of a building site. Not too overdeveloped	1/15/2017 3:45 PM
28	a mixed residential and office place with plenty of parks and leisure facilities.	1/15/2017 2:18 PM
29	An affordable and friendly area	1/15/2017 1:16 PM
30	A true community not just an island of residences. If they're planning on making this the "Manhattan or HK" of London there's got to be more things to do past Canary Wharf. Right now it feels like a college campus - Canary Wharf being the campus and IoD being the dormitories.	1/15/2017 1:10 PM
31	Anything but a building site	1/15/2017 1:01 PM
32	More social and community lead, a greener area too	1/9/2017 8:19 PM
33	Hamsptead	1/7/2017 1:37 AM
34	More family place	1/6/2017 8:22 AM
35	Similar, fewer high rise flats, good community, more and better schools	1/3/2017 8:36 PM
36	The £20m dollar question. In the hands of Mr Biggs. I think he will blow it and history will portray him as a complete failure in allowing an iconic part of London to be destroyed.	1/2/2017 8:35 PM
37	a high standard and safe residential area with adequate and well maintained facilities for all to enjoy	1/1/2017 5:53 PM
38	I've only lived on the Island for 17 of my 47 years so will never be considered an "Islander", but I have some sympathy for those who have lived here all their lives who are feeling squeezed out and marginalised in their own home. The pace of change has been relentless. The council needs to be very careful in managing this change to prevent increasing levels of tension. I've witnessed some very unpleasant exchanges, and sometimes outright racist verbal attacks, on the buses and can only see this increasing if the population explosion continues. I would like to see more investment in the more "deprived" areas of the island so the ever expanding gap between the haves and have nots is at least slowed.	1/1/2017 5:41 PM
39	I fear what the Island will become. Building appears uncontrolled and unsupported and there is definitely '2 types of societies' developing on the Island. I would love it to become a more 'civilised' place to live and bring up families but the trend to build and build will no doubt continue above all else and the important social facilities such as pubs and supermarkets etc will be sacrificed for developer's profits. This will lead to even less community interaction.	1/1/2017 3:09 PM
40	No comment	1/1/2017 3:04 PM
41	-less polluted, less overcrowded public transports, safer roads.	1/1/2017 2:58 PM
42	Less building/road work	1/1/2017 2:10 PM
43	I'd like it to be a place where people move to live with a view to being here long term. A community that genuinely thrives on the diversity that comes from having a major financial centre on the doorstep beside residents who have lived in the area for several generations. And a place that people want to visit from outside the Isle of Dogs as a destination for great experiences. It should be cheaper than other parts of London so let's make it happen!	1/1/2017 2:04 PM
44	A proper neighbourhood with much greater integration between the many ethnic groups that live here, safe for all to live learn and work here	1/1/2017 1:40 PM
45	Family orientated	1/1/2017 1:09 PM
46	I hope all the good bits will be conserved: the parks, the greenery, the wonderful fresh air and I hope that the overdevelopment can be curbed. I don't want the island to sink!	1/1/2017 12:57 PM
47	Cheaper housing	1/1/2017 9:34 AM
48	A Friendly, clean, and mixed community, that is racially and financially diverse, full of well educated and socially acceptable people who have employment and exciting opportunities.	1/1/2017 8:47 AM
49	Don't care hope to move when I retire.plus locals will not have any choice because developers do what they like. There are way too many buildings being built IOD will look like Hong Kong soon! :(1/1/2017 8:42 AM
50	A greener place	1/1/2017 7:45 AM
51	Safer	1/1/2017 1:44 AM

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52	N/A	12/31/2016 3:49 PM
53	An oasis of nature, parks and trees with a mix of good housing opportunities at a reasonable price and with very little new construction taking place	12/31/2016 3:29 PM
54	More things to do both day and night time. Neighbours knowing their neighbours. A happy friendly place to be with more small local shops to do daily shopping.	12/31/2016 11:45 AM
55	Community cohesiveness Affordable homes Better schooling	12/31/2016 10:39 AM
56	A safe community that supports families	12/31/2016 9:20 AM
57	Greener and cleaner	12/31/2016 9:15 AM
58	I quite like living here and don't see much large opportunities for change. For me it's fine.	12/31/2016 8:55 AM
59	Hopefully all the work will be finished !!!	12/31/2016 8:39 AM
60	This is a heavily residential area so a better sense of community would be good.	12/31/2016 7:02 AM
61	More family orientated, more green spaces, better policing, no more construction for some years	12/31/2016 4:04 AM
62	Better	12/30/2016 10:07 PM
63	Similar to what it was 5-10 years ago. It's getting too crowded.	12/30/2016 7:50 PM
64	To be a welcoming place with a good community spirit and good facilities	12/30/2016 4:46 PM
65	Friendly Place for all communities Successful	12/30/2016 2:57 PM
66	I'd like more facilities within easy walking distance, such as supermarkets, a choice of bars and restaurants and fun events put on in the parks perhaps in the summertime or winter fairs	12/30/2016 1:54 PM
67	A place for original east end families and city workers to live in unity - better quality / level of restaurants, clean streets, smart river fronts, tourist attractive weekends, better quality small supermarkets i.e. Waitrose Sainsbury metros, a riverfront we can feel safe walking the dog again!	12/30/2016 1:05 PM
68	Change to develop the area but not to lose its clocks east end character	12/30/2016 10:05 AM
69	Redeveloped in sophisticated and measured manner. Not necessarily more density than already planned, but continuing smart development projects that protect green space and add community facilities	12/30/2016 7:16 AM
70	The most beautiful neighbourhood	12/30/2016 2:39 AM
71	safe friendly less built up more houses for families social housing	12/30/2016 12:48 AM
72	It should remain as it is now- Ensure that all current open spaces remain Open. Prevent further over development. Maintain/increase police presence.	12/29/2016 11:36 PM
73	A thriving central London community with a diverse and integrated population, with access to plenty of local services and loads of employment opportunities in Canary Wharf.	12/29/2016 11:35 PM
74	Less construction	12/29/2016 11:20 PM
75	North of the island is over built I don't want the south to become like the north.	12/29/2016 10:05 PM
76	Green and peaceful area for professional workers and their families where people can afford buying a new houses/flats. Ask, there would be outstanding schools and a lot of opportunities to raise bright children	12/29/2016 9:32 PM
77	A safe area with a community feel, good schools and lots of local shops, a bit like Greenwich.	12/29/2016 9:25 PM
78	More green and peaceful	12/29/2016 9:03 PM
79	A mix of old and new	12/29/2016 8:59 PM
80	It would be great if the IoD was a model for other boroughs to follow with regards to lowering pollution/going green/clean energy. It would also be good if it was residential in 10 years and not all office blocks, and if a bridge was built to connect Canary Wharf to Canada Water	12/29/2016 8:15 PM
81	Family friendly as it is way too corporate	12/29/2016 8:07 PM
82	Much more family friendly - like it used to be.	12/29/2016 7:57 PM
83	Low crime, progressive, adopters of new technology/ ideas e.g. Fibre optic, shared space between cars, bicycles and pedestrians, green open spaces, low carbon emissions area	12/29/2016 7:23 PM

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84	A place for everyone and not just residents of tower blocks who have no parking spaces so come and park in our streets.the council needs to get a grip on what it is doing to the area.allows garage conversions but then nowhere to park cars..parking is a big issue and will only get worse unless they do something soon	12/29/2016 7:20 PM
85	A place where working class people can live in safety and decent homes	12/29/2016 7:13 PM
86	I like it the way it is!!! And would like to see it current way of life protected.	12/29/2016 6:39 PM
87	A natural residential extension of Canary Wharf,with lots of social and commercial life nearby but retaining the peaceful haven of the island as it is in parts by the river,less anti-social behaviour and comparable in desirability to living in west London. It would also be nice however to retain some of the east end heritage.	12/29/2016 6:12 PM
88	The amount of building work going on is already destroying the Island. Can't see there being an improvement over 10 years. Will there be any green space left or water left at the wharf?!	12/29/2016 5:48 PM
89	Less divisive.	12/29/2016 4:58 PM
90	Brighter less crowded	12/29/2016 4:44 PM
91	Community based with ties to older history	12/29/2016 4:41 PM
92	A strong community	12/29/2016 4:39 PM
93	A happening, safe area, a model of modern living. We have so much to learn from how Singapore has done this successfully	12/29/2016 4:20 PM
94	Better balance for work/families	12/29/2016 4:14 PM
95	A greener and cleaner place that welcomes family life and matching infrastructure for the population density in the area.	12/29/2016 3:48 PM
96	A place where homes are more accessible and you are not forced out of the area you grew up in due to lack of affordable houses.	12/29/2016 3:33 PM
97	1) somewhere suitable for all stages of life - single, first home, family, retirement etc. 2) s106 money reinvested well to improve the isle, we should have one of the best planned, prettiest boroughs! 3) cohesive community appropriate for the population - pubs, restaurants, sports facilities, schools, doctors, night school classes e.g. Learning English for foreigners, sports clubs etc that bring people together.	12/29/2016 3:25 PM
98	Keep going in the community direction it is now, keep skyline level lower as is now.	12/29/2016 3:16 PM
99	Not too crowded	12/29/2016 3:11 PM
100	A peaceful friendly and clean place	12/29/2016 3:04 PM
101	Modern safe, clean and diverse neighborhood with no remains of 60s architecture from where it's easy to get to the center and where middle-class parents don't feel obliged to pay thousands for a decent school.	12/29/2016 2:59 PM
102	An integrated caring community with not for profit activities to keep people healthy happy and feeling part of something fantastic	12/29/2016 2:43 PM
103	Lively area with lots of individual shops and creative industries	12/29/2016 2:34 PM
104	Same really very good community	12/29/2016 2:13 PM
105	Singapore	12/29/2016 2:10 PM
106	Let's not sacrifice our green places for development, have adequate facilities for kids/teens and ensure we have a holistic view to avoid congestion of streets	12/29/2016 2:07 PM
107	A nice and quiet place, a break from the city.	12/29/2016 1:54 PM
108	A community again where you know your neighbours and all get along. Children outside playing together and lots of community events where everyone comes together. Jobs for all and training for our young	12/29/2016 1:41 PM
109	More family oriented and less packed	12/29/2016 1:39 PM
110	Construction free	12/29/2016 1:34 PM
111	Modern stylish residential area, retaining the character and history of the area	12/29/2016 1:30 PM
112	More open and cohesive, less development, more established community with better schools as opposed to having to move because there is nothing	12/29/2016 1:30 PM
113	I believe the island will be overcrowded and expensive	12/29/2016 1:28 PM
114	i would like to see more shops. I would hope the development would slow down.	12/23/2016 6:45 PM

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115	An oasis surrounded by water	12/23/2016 6:23 PM
116	Friendly, alot more amenities, shops and safe environment for all to live	12/2/2016 3:55 PM
117	Full of hardworking people with vision and self respect. A place where professionals can stay as there are enough schools. We will be moving out of the area soon as there are no suitable secondary schools.	12/2/2016 1:57 PM
118	Remain low traffic and low rise areas	11/30/2016 10:38 PM
119	A community centred not a business centred	11/30/2016 8:01 PM
120	Vibrant community and family area that caters for the diversity of residents with good infrastructure including schools and services so people want to stay in the area	11/30/2016 10:55 AM
121	Inclusive, with a strong community feel, good social housing	11/30/2016 10:37 AM
122	Safe neighbourhood	11/28/2016 1:06 PM
123	Continue to develop as it is	11/28/2016 12:58 PM
124	A space with more green spaces and sporting facilities	11/28/2016 12:43 PM
125	An increasingly independent place to live with more green space	11/27/2016 10:02 PM
126	Density should be much higher to alleviate the desperate shortage of housing and allow more people to live close to where they work. High rise developments would also leave more space for schools, clinics etc. I would like to see the Isle of Dogs using space more efficiently with higher density housing and more integrated parks, markets, schools & playgrounds and community centres in the space inbetween.	11/14/2016 12:12 PM
127	I would like to keep it the same mostly instead of making it a big fat housing association	11/13/2016 11:07 PM
128	Manhattan on Thames high rise but Good transport Safe Sufficient local facilities Excellent piazza	11/13/2016 10:08 PM
129	To have a wide & diverse population i.e. not just foreign single tenants in expensive flats & unemployed large families in social housing We need a blend of everyone in inbetween with trades people & middle income couples & families & welcoming place to live	11/13/2016 9:46 PM
130	All the buildings finished, no more cranes, people feel safe & happy walking about.	11/13/2016 9:27 PM
131	Safe - sustainable - a place people can be proud to call home	11/13/2016 9:14 PM
132	Green & clean - tree's, litter free Low volumes of traffic - not a rat run Safe & secure, communal, inclusive Promising, creative, inspirational Accessible housing - I can move into a bigger local house when I start a family More local influence & say Kids get a place at Canary Wharf College	11/11/2016 10:45 PM
133	1. Not too densely populated 2. Not too noisy 3. A safe environment for me as a pensioner	11/11/2016 8:33 PM
134	Not in over density area with more play & educational facilities	11/11/2016 7:54 PM
135	A place that achieves a better balance between housing growth and the infrastructure (schools, health services, transport etc.) that are needed for that growth to be sustainable.	10/30/2016 10:53 PM
136	Not too busy More neighbourly	10/21/2016 5:24 PM
137	Green and safe area	10/19/2016 10:55 PM
138	A more upscale place	10/16/2016 6:26 PM
139	A safe place, where it is safe to live and walk around evening after sunset.	10/9/2016 9:57 PM
140	Adequate school places, safe place to walk after dark, less speeding so you feel safe using pedestrian crossings, more play areas for children.	10/4/2016 10:55 AM
141	More neighbourly, it compares badly with other parts of London (see Wapping as an example of an integrated area with mixed housing)	9/25/2016 12:42 PM
142	A new betmonsey	9/21/2016 9:21 PM
143	Mixed community where the poor and middle income families can still afford to live.	9/21/2016 7:27 PM
144	less busy place	9/21/2016 6:45 PM
145	Not more crowded, without any further bigger high-rises built.	9/21/2016 3:33 PM
146	I honestly don't think I'll still be here due to school chooses and being priced out housing wise. I'd love it to still be a family friendly area I can afford to live in.	9/21/2016 1:15 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

147	A family friendly area, with outstanding primary and secondary schools, with lots of sports activities for kids and teens, and safe.	9/21/2016 1:13 PM
148	Less expensive housing segregation of the area and return to a more cohesive community led area with local small business, shops and facilities. Promotion of and investment in arts and culture and green spaces. The idea that the area is for all to enjoy and access not only those rich enough to buy out local residents and change the culture of the Isle of Dogs. The council to have more back bone in promoting a healthy, sustainable and access free place to live.	9/21/2016 12:21 PM
149	Progressive	9/21/2016 12:00 PM
150	A multicultural community with a 'village' feel - good schools and sports facilities within walking distance, more parks and recreational spaces	9/21/2016 11:35 AM
151	A more varied, integrated community.	9/21/2016 10:37 AM
152	Safer, less crowded	9/21/2016 9:45 AM
153	A community of people who have grown up together who are happy and healthy.	9/21/2016 9:23 AM
154	A family happy place	9/19/2016 12:10 PM
155	A place with a great community that has sufficient facilities for the amount of residents it holds	9/19/2016 10:30 AM
156	A well-integrated neighbourhood, clean and friendly. It already has a "village-y" feel. People know each other, but that needs to be built upon. The area has real potential to be one of the most pleasant neighbourhoods in London.	9/19/2016 10:18 AM
157	Educationally rich Very clean Peaceful	9/18/2016 5:47 AM
158	The same as it is now without all the new proposed developments having been built	9/17/2016 8:01 AM
159	I wouldn't like it to become anything, I would like it to retain it's feeling of being a place where families are together and people know each other and who know who their neighbours are, unfortunately this feeling is already being eroded.	9/17/2016 12:03 AM
160	Well designed - somewhere people look to to say 'yes they developed dense population but didn't they do it well, think it through' and despite bringing in lots of people from multiple diverse backgrounds, they work together, help each other out and integrate well, regardless of faith, background, age, income, background etc	9/16/2016 11:57 PM
161	Something that resembles less Hong Kong and more Stockholm; i.e. a sensible use of space and buildings with plenty of recreational space and good transport links, not over developed (as it is now if all buildings in the pipeline get built).	9/6/2016 3:51 PM
162	- a secure, sustainable, residential area providing mixed housing and green open spaces for a diverse and caring community.	8/25/2016 5:20 PM
163	Better local community and local shops established, safe and clean, area that suitable also for families to bring up their children, hence more schools and children play areas.	8/20/2016 4:42 PM
164	A family friendly neighbourhood	8/19/2016 11:32 AM
165	A mini Manhattan where space and light is limited and controlled by local groups of youths, to be honest we will prob leave before the little one is old enough to understand these issues!	8/15/2016 8:26 AM
166	Safe, flourishing neighbourhood. No more buildings!	8/15/2016 8:08 AM
167	More upmarket, cleaner, safer, with a broad range of shops and restaurants. The best transport links. Retaining green space. Revert back to 30mph from 20 which is too slow	8/15/2016 8:00 AM
168	A place with no gangs, drugs and anti social behaviour	8/15/2016 7:35 AM
169	Modern community lots of green space and village feel where you know neighbours rather than segregated into wealthy living in high rise luxury flats. Better integration between ethnic groups	8/15/2016 6:47 AM
170	Safe, with supporting infrastructure	8/13/2016 10:17 AM
171	mini manhattan with beautiful buildings, parks and gardens and many retail facilities. a luxury place.	8/8/2016 10:24 AM
172	Not a growing island	8/4/2016 5:33 AM
173	Very Modern and Very Green with lots of Planting and walkways , Restricted Traffic to Public Spaces	8/2/2016 7:25 PM
174	as above	8/2/2016 12:07 PM
175	Building-site free. Coherent approach to building planning that takes a holistic view and is decide on by people with the correct level of experience. Crime-free.	8/1/2016 1:57 PM

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176	if the isle of dogs continue to be developed at such a high rate and I am threatened by the Local housing of losing my home to development, then I hope to be living far far away or dead.	7/31/2016 4:50 PM
177	Quiet residential area with high-quality family housing and sufficient facilities for an increased population. Canary Wharf to be contained as a financial centre without high-density residential blocks spreading down the Island.	7/31/2016 3:19 PM
178	With the opening of the Thames Tideway tunnel, the Thames and docks waters should be cleaner - can we develop watersports? Eg. docks boating/swimming?	7/31/2016 8:57 AM
179	An integrated community of folk who walk to the shops and spend lots of time at ground level in social contact with members of the same species...	7/31/2016 12:17 AM
180	Community focused	7/30/2016 7:05 PM
181	More friendly for all ages	7/30/2016 2:56 PM
182	Quiet, safe, less populated. To have to not worry about losing my home day after day. Don't want local established family and friends to leave the Island	7/30/2016 10:24 AM
183	Would like it to be the Chelsea if east London.	7/30/2016 8:41 AM
184	NOT overcrowded with new high rise buildings and additional 40000 people in the area. IOD is a small area - I don't understand that it's being so crowded with new high rise housing. I chose this area as my home 10 years ago and it changed so much, number of people grew som much. If it continues this way I will have to move out from the area. I don't want to live on top of each other.	7/30/2016 6:41 AM
185	A free, green integrated society	7/29/2016 11:33 PM
186	A safe diversified community	7/29/2016 11:21 PM
187	The whole place to be modernised, mainly the decrepit old housing estates that should be revamped - shudder to think what they will look like in 10 years time. Should be a lot more green areas (grass and trees) in between the tower blocks.	7/29/2016 8:41 PM
188	No more building high rise and un affordable housing	7/29/2016 6:12 PM
189	A place where young and old people would like to live, a thriving community that isn't completely dead quiet on the weekends.	7/29/2016 4:22 PM
190	An outward looking area, that builds it's future by acknowledging it's past for the people that live and work here.	7/29/2016 3:55 PM
191	I would like the Isle of Dogs to have more of a community feel. I have noticed that with the advent of so much overdevelopment, the feeling of community has changed in the last 20 years - sadly for the worse.	7/29/2016 3:47 PM
192	A nice community like it used to be for local people	7/29/2016 3:02 PM
193	friendly, peaceful, successful.	7/29/2016 2:52 PM
194	The community area I moved to 25 years ago! A place where I knew and trusted my neighbours, felt safe to walk about at any time, could see a GP when I needed to. A place where people are valued and not seen as a cash cow for a small area where business is more important than people	7/29/2016 2:46 PM
195	Family orientated with a community spirit	7/29/2016 2:24 PM
196	More balanced, more harmonious, and no more overdevelopment.	7/29/2016 9:20 AM
197	Community feel, safe and not so ridiculously over developed, a place where you can safely walk around	7/29/2016 8:19 AM
198	A safe place, with parks and a sense of community - like a village.	7/29/2016 7:16 AM
199	Great community with open spaces, parks and not an overcrowded isle which actually Isle of Dogs already leaning towards to	7/29/2016 6:29 AM
200	Remain a friendly peaceful place to live	7/29/2016 5:13 AM
201	A safe residencial place where people live as a community	7/29/2016 5:09 AM
202	Calm and tranquil - no building	7/29/2016 2:01 AM
203	A safer and more family oriented place.	7/29/2016 1:11 AM
204	More family friendly	7/28/2016 11:03 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

205	A family area where people who live and work here, whether they've been here fore generations or whether they moved here for work when they were single, want to stay here to bring up their family and are able to find a property in which to do so, with all the required services available in the area.	7/28/2016 10:51 PM
206	More user friendly !!!	7/28/2016 10:37 PM
207	A community which supports families in everyway. I would like to see the result of thoughtfulness in development planning ensuring old and new communities can live a good quality of life together	7/28/2016 10:27 PM
208	The building of high rises has to stop. The infrastructure cannot support it.	7/28/2016 10:10 PM
209	Safe	7/28/2016 9:46 PM
210	A place where I can actually spend time and not have to leave during the weekends. I'd like it to be a well thought out self sufficient community with services to accommodate the population/demographic. Right now, it's a place I just sleep at. I socialise and attend activities in other areas of London	7/28/2016 9:42 PM
211	Community cohesion and getting people in developments/streets talking to one another AND getting representatives of those places getting together. Like a network. Feeding back/forth. Togetherness, vibrant, innovative, a fun, healthy and inspiring place to be and live.	7/28/2016 9:38 PM
212	One where kids can still know what a tree and a blade of grass looks like	7/28/2016 9:18 PM
213	A green and quiet space sort of 'bridge to Greenwich	7/28/2016 8:59 PM
214	Safe and greener	7/28/2016 8:50 PM
215	I think we will probably leave the island in 10 years, it's becoming a little crowded for our liking.	7/28/2016 8:48 PM
216	A safe, lively, caring and vibrant community with bespoke shops, restaurants and a shopping mall similar to Gallens Reach at Becktn.	7/28/2016 8:42 PM
217	Go back to the family orientated place it was not constantly plaques by high rise building works affecting the area we live and how we access the island open space should be a priority not just building a tower in every space as a mum I don't want my daughter to grow up looking at sky scrapers	7/28/2016 8:39 PM
218	High quality, friendly neighbourhood with lots of nice places to go out to and that has many good quality schools.	7/28/2016 8:24 PM
219	Community based, safe with good schools and healthcare. Stop the massive offices and apartment blocks spreading outwards	7/28/2016 8:16 PM
220	More friendly and community spirit to be lifted up	7/28/2016 8:13 PM
221	Plenty of outdoor space and parks. Not densely populated and looking worse than Manhattan.	7/28/2016 8:06 PM
222	Rich people only	7/28/2016 8:03 PM
223	Grounded family community, diverse but not predominantly any religion. Inclusive, respectful. 3 or 4 Canary Wharf College schools	7/25/2016 11:34 AM
224	Safe, bright, clean, open, well connected with some limit on population density	7/24/2016 12:14 PM
225	A vibrant residential neighbourhood with sufficient infrastructure, leisure and retail to service the rapidly growing and increasingly upmarket population.	7/22/2016 4:35 PM
226	Green and safe for families	7/22/2016 9:18 AM
227	A clean place to live with more life (restaurants, cafes, etc.) and safer walkways around docks and river with no groups of youths hanging around causing anti-social behaviour and a greater police presence to deter this (and not just sitting in cars driving round main streets but patrolling on foot along river/dock walkways, etc.).	7/22/2016 8:50 AM
228	More of a "village" with it's own shops and jobs rather than just being a residential satellite of Canary Wharf	7/21/2016 4:09 PM
229	Safer for all	7/20/2016 3:01 AM
230	A place with fast reliable communications including internet and transport. An inclusive place with a good mix of residential and employment use. Somewhere where people of all ages including children have the services they need and are free from risks to health such as poor air quality.	7/19/2016 2:58 PM

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231	A place really focused on fostering a close-knit community with lots of green areas that supports local industries and businesses. A place that preserves its docklands heritage and has just as much character as any of the other neighborhoods in central London. I'm very worried about the Isle of Dogs becoming too corporate and being a place where young professionals uninterested in putting down routes just come and go.	7/18/2016 4:58 PM
232	More diverse	7/18/2016 8:22 AM
233	a place with a more diversified population	7/17/2016 9:02 PM
234	More resident friendly - total population reduced	7/17/2016 7:15 PM
235	Crowded and unwelcome for families with tiny flats for singles and professionals. We are planning to move in the next 2-3 years to get a better opportunity to our kids. That's a shame as it is a really unique and nice closed place with the docks and the Thames around.	7/17/2016 3:39 PM
236	More integrated rather than ethnic groups keeping separate. Continue to have a proud local identity supported by great parks, schools, and community cohesion	7/17/2016 1:48 PM
237	Better connx to south of the river, family rather than business orientated with free open spaces to enjoy	7/17/2016 10:45 AM
238	Happy residential area known for excellent schools.	7/17/2016 10:31 AM
239	Magic.	7/17/2016 9:42 AM
240	A green family friendly place with less high rise for investment, more sports venues and choices for children and adults alike	7/16/2016 11:27 PM
241	not what it's going to be - too much highrise without the supporting infrastructure	7/16/2016 10:44 PM
242	an integrated neighbourhood where we breathe clean air, move around without permanent traffic issues (bikes, cars, buses, construction, road digging) where people are people and not numbers	7/16/2016 5:08 PM
243	Care to be taken and thought through in term of the residential population so that it does not become a place were people rest their heads at night but a community where people live	7/16/2016 4:25 PM
244	A place where developers respect the character of the island and the people who already live here - no more infill of the docks or uncoordinated building work.	7/16/2016 3:59 PM
245	A residential area with a thriving set of shops, cafes, restaurants, libraries, parks, public spaces with a significant reduction in crime and anti social behaviour. A significant reduction in car traffic through better traffic routes on and off the island. Improved public transport routes and services. Improved pedestrian access and routes from the island to the public transport. LBTH become a properly functioning entity as opposed to the woefully incompetent organisation they currently are. A much improved planning process that considers the construction period as well as the end result.	7/16/2016 2:41 PM
246	One that doesn't suffer from traffic and that will have sufficient schools so that you are not forced to move to another area when you have a family.	7/16/2016 10:04 AM
247	An area with more green areas with greater social cohesion.	7/16/2016 9:40 AM
248	Safe, easy to get to/from and more inclusive sports/recreational facilities.	7/16/2016 8:37 AM
249	More restaurants and nice shops. Less people. Stop building high rise apartment blocks.	7/16/2016 7:32 AM
250	More connected and vibrant community	7/16/2016 7:16 AM
251	Vibrant community with sidewalk cafes, well lit streets that maintains a suburb / out of city feel	7/16/2016 5:10 AM
252	A vibrant, safe and healthy place to live	7/15/2016 11:14 PM
253	Not a place full of public/social housing!	7/15/2016 10:59 PM
254	great little corner of london safe, comfortable and an area kids could grow up in and know their communities	7/15/2016 10:53 PM
255	More than just a dormitory	7/15/2016 10:45 PM
256	One of the most desirable places in London to live.	7/15/2016 10:02 PM
257	Place where people are well connected and can welcome others in.	7/15/2016 9:42 PM
258	As place with a centre. More people enjoying the outside spaces More restaurants More integration. No more construction	7/15/2016 9:12 PM
259	A construction free place, it would be nice to walk around the Isle of Dogs without seeing a building site on every corner!	7/15/2016 8:22 PM

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260	More Integrated and Diverse, Less Pollution,Safe	7/15/2016 7:14 PM
261	more vibrant, not a housing jungle	7/15/2016 6:51 PM
262	Retain community feel and cater for families- maybe more cafes/ hub around millwall park	7/15/2016 6:19 PM
263	More residential	7/15/2016 6:17 PM
264	A bit more like Greenwich. A nicer blend of shops, cafes and open spaces.	7/15/2016 5:58 PM
265	An area which has been controlled in terms of building new homes but also ensuring the public facilities can support them eg schools and gp	7/15/2016 4:09 PM
266	Greener, safe, a properly integrated neighbourhood, fewer high rise buildings, good infrastructure	7/15/2016 3:58 PM
267	Liveable and green	7/15/2016 3:03 PM
268	Cleaner. Safer. A lively, buzzing community.	7/15/2016 2:31 PM
269	Preserving its community spirit, with less transient population, and generally a nice place to live . Clean air is hugely important	7/15/2016 1:05 PM
270	Like a mini-city in itself, free-flowing traffic, nice spaces and pubs and restaurants, trees and flowers, clean and tidy streets, regular buses and more affordable river transport	7/15/2016 1:03 PM
271	Hoping I get out by then	7/15/2016 12:27 PM
272	continue to be a diverse neighbourhood	7/15/2016 12:08 PM
273	Well designed, well planned - I'd like people to look back and say 'all those big towers added to the area' in terms of people, diversity, integration etc Well planned streets, roads A 'community' feel across a range of backgrounds, incomes etc	7/15/2016 11:06 AM
274	A place were kids can grow up safe and not being overcrowded	7/15/2016 10:49 AM
275	A more family orientated place not corperation island	7/15/2016 10:33 AM
276	A place where everyone is welcome and somewhere to be proud of living	7/15/2016 10:24 AM
277	A great community to let my kids play and grow up in	7/15/2016 10:22 AM
278	More neighbourhood-y, more shops/restaurants/pubs/cafes.	7/15/2016 10:19 AM
279	I would like the island to become a place for the people living here not for the developers and being due to move into the big fancy apartments. Such as more activity for the youth, shops to cater for current people not fancy expensive shops and restraints. The community to come back together yearly fun days and trips such as to the sea side that I had growing up to get to know your neighbours.	7/15/2016 10:16 AM
280	BUILDING SITE FREE ZONE	7/15/2016 9:53 AM
281	A place with continued sense of community	7/15/2016 9:50 AM
282	Cleaner on the streets but otherwise fine.	7/15/2016 9:25 AM
283	Better community of local people, with lots more to offer youth.	7/15/2016 9:17 AM
284	A buzzing place for people to live and work, but at a human scale.	7/15/2016 9:15 AM
285	All the building work finished and a safer environment	7/15/2016 9:15 AM
286	Andrew Wood test	7/15/2016 8:06 AM
287	More of the same really.	7/13/2016 5:20 PM
288	more places for a whole community -- not just residential without any other adequate infrastructure.	7/12/2016 11:49 AM

Q24 Please provide your postcode

Answered: 322 Skipped: 88

#	RESPONSES	DATE
1	E14 3QR	4/10/2018 4:50 PM
2	E148NJ	3/21/2018 10:45 PM
3	E14 9Df	1/21/2018 10:14 AM
4	E14 3DX	9/29/2017 6:28 PM
5	E14 3ap	9/8/2017 1:14 PM
6	E149xd	6/6/2017 7:41 PM
7	E14 3GG	6/1/2017 8:39 PM
8	e14	5/17/2017 10:40 PM
9	E14 9DJ	5/5/2017 11:39 AM
10	E14 3JB	5/1/2017 9:20 PM
11	E14 9XD	5/1/2017 8:33 PM
12	E14 3AB	4/25/2017 9:55 PM
13	E14 9h	4/18/2017 8:26 PM
14	E14 9EZ	4/18/2017 5:00 PM
15	e14 9ts	4/18/2017 3:57 PM
16	E143AF	4/17/2017 4:55 PM
17	E14 8JX	4/8/2017 5:56 PM
18	E14 3HX	3/11/2017 10:51 PM
19	E14 3EW	1/23/2017 12:37 PM
20	E143DB	1/16/2017 3:13 PM
21	e149dr	1/16/2017 10:21 AM
22	E14 3WQ	1/16/2017 9:30 AM
23	E14 3EU	1/15/2017 10:11 PM
24	E14 9QJ	1/15/2017 5:48 PM
25	E14 3JB	1/15/2017 4:55 PM
26	E14	1/15/2017 4:37 PM
27	E148SS	1/15/2017 3:45 PM
28	E14 3HZ	1/15/2017 2:19 PM
29	E14 9WJ	1/15/2017 1:18 PM
30	E14 3dn	1/15/2017 1:13 PM
31	I14 3UH	1/15/2017 1:02 PM
32	E14 8GW	1/15/2017 10:27 AM
33	E143eg	1/9/2017 8:20 PM
34	E14 9ND	1/7/2017 1:38 AM
35	E143db	1/6/2017 8:23 AM
36	E14 3el	1/3/2017 8:37 PM
37	E14 3SX	1/2/2017 8:36 PM
38	e14 9un	1/1/2017 5:54 PM

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39	E14 3 GU	1/1/2017 5:42 PM
40	E14 3FD	1/1/2017 3:21 PM
41	E14 9DF	1/1/2017 3:10 PM
42	E14 3gf	1/1/2017 2:59 PM
43	E14 3aj	1/1/2017 2:11 PM
44	E14 8LU	1/1/2017 2:06 PM
45	E14 8LN	1/1/2017 1:41 PM
46	E14	1/1/2017 1:10 PM
47	E14 3AQ	1/1/2017 12:59 PM
48	E14 9DR	1/1/2017 12:43 PM
49	E14 9xd	1/1/2017 9:35 AM
50	E14 9ur	1/1/2017 8:49 AM
51	E14 3LR	1/1/2017 8:43 AM
52	E14 8GU	1/1/2017 7:47 AM
53	E14	1/1/2017 1:45 AM
54	E148LD	1/1/2017 1:15 AM
55	E149LT	12/31/2016 9:14 PM
56	E14 3EW	12/31/2016 3:50 PM
57	E149RZ	12/31/2016 3:30 PM
58	E149RZ	12/31/2016 3:22 PM
59	E143TU	12/31/2016 3:01 PM
60	E14	12/31/2016 12:55 PM
61	E14	12/31/2016 11:45 AM
62	e14 3ad	12/31/2016 11:22 AM
63	e149bj	12/31/2016 10:41 AM
64	E14 3LP	12/31/2016 9:22 AM
65	E14 3tq	12/31/2016 9:18 AM
66	E14 9XD	12/31/2016 9:15 AM
67	e149gr	12/31/2016 8:56 AM
68	E14 3TN	12/31/2016 8:40 AM
69	E14 9NT	12/31/2016 4:04 AM
70	E14 8PL	12/30/2016 10:08 PM
71	E14 3LP	12/30/2016 2:59 PM
72	E14 3ed	12/30/2016 1:55 PM
73	E14 3lx	12/30/2016 1:10 PM
74	E143AF	12/30/2016 1:07 PM
75	E14 3bg	12/30/2016 10:06 AM
76	E14 3JY	12/30/2016 7:17 AM
77	E14 3AX	12/30/2016 2:41 AM
78	E14 3AD	12/30/2016 12:49 AM
79	E14 8ss	12/30/2016 12:27 AM
80	E14	12/29/2016 11:37 PM
81	E143ED	12/29/2016 11:37 PM
82	E14 8ne	12/29/2016 11:21 PM

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83	E14 3GW	12/29/2016 10:08 PM
84	E14 3en	12/29/2016 9:33 PM
85	E143qr	12/29/2016 9:29 PM
86	E14 3WG	12/29/2016 9:26 PM
87	E149bn	12/29/2016 9:22 PM
88	E14 8JY	12/29/2016 9:05 PM
89	E14 3Gj	12/29/2016 8:59 PM
90	E14 9xd	12/29/2016 8:16 PM
91	E14 8PF	12/29/2016 7:58 PM
92	E14 8jr	12/29/2016 7:24 PM
93	E14 9xa	12/29/2016 7:22 PM
94	E148sp	12/29/2016 7:14 PM
95	E143xa	12/29/2016 7:03 PM
96	E143GH	12/29/2016 6:41 PM
97	E14 9NE	12/29/2016 6:38 PM
98	E14 3WN	12/29/2016 6:13 PM
99	E14	12/29/2016 5:48 PM
100	E14 3aj	12/29/2016 5:40 PM
101	E14 9NS	12/29/2016 5:13 PM
102	E14 3AJ	12/29/2016 5:01 PM
103	E14 8JP	12/29/2016 4:45 PM
104	E143dz	12/29/2016 4:42 PM
105	E14 3NR	12/29/2016 4:41 PM
106	E14 9DT	12/29/2016 4:21 PM
107	E14 9NH	12/29/2016 4:15 PM
108	E14 9LL	12/29/2016 3:49 PM
109	E14 8GU	12/29/2016 3:34 PM
110	E14 9RT	12/29/2016 3:27 PM
111	E14 9AX	12/29/2016 3:23 PM
112	E14	12/29/2016 3:16 PM
113	E14 3wn	12/29/2016 3:12 PM
114	E14 3RR	12/29/2016 3:05 PM
115	E14 3gh	12/29/2016 3:00 PM
116	E143wq	12/29/2016 2:44 PM
117	E14 9AX	12/29/2016 2:35 PM
118	E14 3DS	12/29/2016 2:15 PM
119	E14 9rt	12/29/2016 2:11 PM
120	E14 3LN	12/29/2016 2:08 PM
121	E14 3QD	12/29/2016 1:56 PM
122	E14 8NZ	12/29/2016 1:43 PM
123	E14 3BG	12/29/2016 1:40 PM
124	E14 3AX	12/29/2016 1:35 PM
125	E143SD	12/29/2016 1:35 PM
126	E149UW	12/29/2016 1:31 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

127	E14 3ET	12/29/2016 1:29 PM
128	E14	12/29/2016 1:14 PM
129	E14 3NA	12/23/2016 6:46 PM
130	E14 3DT	12/23/2016 6:24 PM
131	E14 9UR	12/4/2016 7:41 PM
132	E143GF	12/2/2016 5:22 PM
133	E14 3AY	12/2/2016 3:57 PM
134	e14 3de	12/2/2016 1:58 PM
135	E14 9UW	11/30/2016 10:38 PM
136	E14 9FQ	11/30/2016 8:03 PM
137	E14	11/30/2016 12:34 PM
138	E143AJ	11/30/2016 10:56 AM
139	E14 3gg	11/30/2016 10:38 AM
140	E14	11/28/2016 12:59 PM
141	E14 9HL	11/28/2016 12:44 PM
142	E14 9HD	11/27/2016 10:29 PM
143	E14 9HN	11/27/2016 10:03 PM
144	E14 3GG	11/14/2016 12:13 PM
145	E14 8NA	11/13/2016 11:09 PM
146	E14 3BF	11/13/2016 10:10 PM
147	E14 8LN	11/13/2016 9:47 PM
148	E14 8SN	11/13/2016 9:28 PM
149	E14 9ZT	11/13/2016 9:14 PM
150	E14	11/11/2016 11:00 PM
151	E14 3JY	11/11/2016 8:34 PM
152	E14 8NF	11/11/2016 7:55 PM
153	E14 9HL	10/30/2016 10:54 PM
154	E143ss	10/21/2016 5:25 PM
155	E14 3NU	10/19/2016 10:57 PM
156	E14 9AE	10/16/2016 6:27 PM
157	E14 9BS	10/9/2016 9:58 PM
158	E14 3TL	10/4/2016 10:55 AM
159	E14 8JX	9/25/2016 12:43 PM
160	E14 3el	9/21/2016 9:24 PM
161	E14 3AB	9/21/2016 7:28 PM
162	E14 3WG	9/21/2016 3:33 PM
163	E14 3wd	9/21/2016 1:16 PM
164	E14 3wd	9/21/2016 1:14 PM
165	E14 8PP	9/21/2016 12:21 PM
166	E143WE	9/21/2016 12:02 PM
167	E14 8DB	9/21/2016 11:37 AM
168	E14 9UW	9/21/2016 10:38 AM
169	E143WN	9/21/2016 9:46 AM
170	E14 3AH	9/21/2016 9:25 AM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

171	E14 2dn	9/19/2016 12:11 PM
172	E14 3eb	9/19/2016 10:30 AM
173	E14 3AS	9/19/2016 10:19 AM
174	e14 3BA	9/19/2016 9:55 AM
175	E14	9/18/2016 5:49 AM
176	E14 3XD	9/17/2016 8:02 AM
177	e14 3lp	9/17/2016 12:04 AM
178	E14 9RT	9/16/2016 11:58 PM
179	E14 9HR	9/6/2016 3:52 PM
180	E14 9UX	8/25/2016 5:21 PM
181	E14 9BE	8/20/2016 4:43 PM
182	E14 3WN	8/19/2016 11:34 AM
183	E14 3AG	8/15/2016 10:51 PM
184	E143we	8/15/2016 8:27 AM
185	E14 3TD	8/15/2016 8:09 AM
186	E14 3tb	8/15/2016 8:01 AM
187	E14 3ta	8/15/2016 6:48 AM
188	E149RZ	8/13/2016 10:18 AM
189	E14 3tu	8/9/2016 7:30 AM
190	e149ae	8/8/2016 10:25 AM
191	E14 9UZ	8/4/2016 5:34 AM
192	E14 3td	8/2/2016 9:03 PM
193	e14 9bj	8/2/2016 7:26 PM
194	E14 3ST	8/2/2016 12:08 PM
195	E14 8NF	8/1/2016 1:59 PM
196	E14 8qf	7/31/2016 4:52 PM
197	E14 3EW	7/31/2016 3:20 PM
198	E14 9EG	7/31/2016 8:58 AM
199	E14 3GR	7/31/2016 7:36 AM
200	E143as	7/30/2016 7:06 PM
201	E14 3uh	7/30/2016 2:57 PM
202	E14 8QF	7/30/2016 10:26 AM
203	E14 3NQ	7/30/2016 8:42 AM
204	E14 3DX	7/30/2016 6:42 AM
205	E14 9NA	7/29/2016 11:34 PM
206	E14 8LP	7/29/2016 9:55 PM
207	e148ss	7/29/2016 8:42 PM
208	E14 3EA	7/29/2016 6:13 PM
209	E14 9FG	7/29/2016 4:23 PM
210	E14 3QJ	7/29/2016 3:56 PM
211	E14 3AJ	7/29/2016 3:48 PM
212	E14 8GU	7/29/2016 3:02 PM
213	E14 3HR	7/29/2016 2:53 PM
214	E14 3JB	7/29/2016 2:47 PM

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215	e14 edj	7/29/2016 2:26 PM
216	E14 8JS	7/29/2016 9:21 AM
217	E14 8SS	7/29/2016 8:21 AM
218	E14 9NY	7/29/2016 7:16 AM
219	E14 3SR	7/29/2016 6:31 AM
220	E14 3QJ	7/29/2016 5:14 AM
221	E14 9ut	7/29/2016 5:11 AM
222	E14 8GU	7/29/2016 4:21 AM
223	E14 3SY	7/29/2016 2:04 AM
224	E14 9EZ	7/29/2016 1:12 AM
225	E14 9EB	7/28/2016 11:04 PM
226	E14 3jq	7/28/2016 11:00 PM
227	E14 3SH	7/28/2016 10:52 PM
228	E14 3TN	7/28/2016 10:39 PM
229	E14 8PG	7/28/2016 10:27 PM
230	E14 9EY	7/28/2016 10:10 PM
231	E14 3we	7/28/2016 9:48 PM
232	E14 8JT	7/28/2016 9:39 PM
233	e14 3lp	7/28/2016 9:05 PM
234	E14 3qd	7/28/2016 9:01 PM
235	E14 7hu	7/28/2016 8:51 PM
236	E14 3BJ	7/28/2016 8:49 PM
237	E14 9nn	7/28/2016 8:44 PM
238	E14 8LP	7/28/2016 8:40 PM
239	E14 8JY	7/28/2016 8:25 PM
240	E14	7/28/2016 8:17 PM
241	E14 3gf	7/28/2016 8:14 PM
242	E143WN	7/28/2016 8:07 PM
243	E14 3LU	7/28/2016 8:03 PM
244	E14 3WQ	7/25/2016 11:35 AM
245	E14 3TS	7/24/2016 10:27 PM
246	E14 9UY	7/24/2016 12:16 PM
247	E143SS	7/23/2016 8:57 PM
248	E14 9HR	7/22/2016 4:36 PM
249	E149ND	7/22/2016 9:19 AM
250	E14 3TS	7/22/2016 8:51 AM
251	E14 3QR	7/21/2016 4:10 PM
252	E14 3AB	7/20/2016 3:04 AM
253	E14 3SS	7/19/2016 3:16 PM
254	E14 3QE	7/19/2016 3:00 PM
255	E14 9NU	7/18/2016 5:00 PM
256	E14 3SS	7/18/2016 8:23 AM
257	E14 3GF	7/17/2016 9:03 PM
258	E14 3UH	7/17/2016 7:16 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

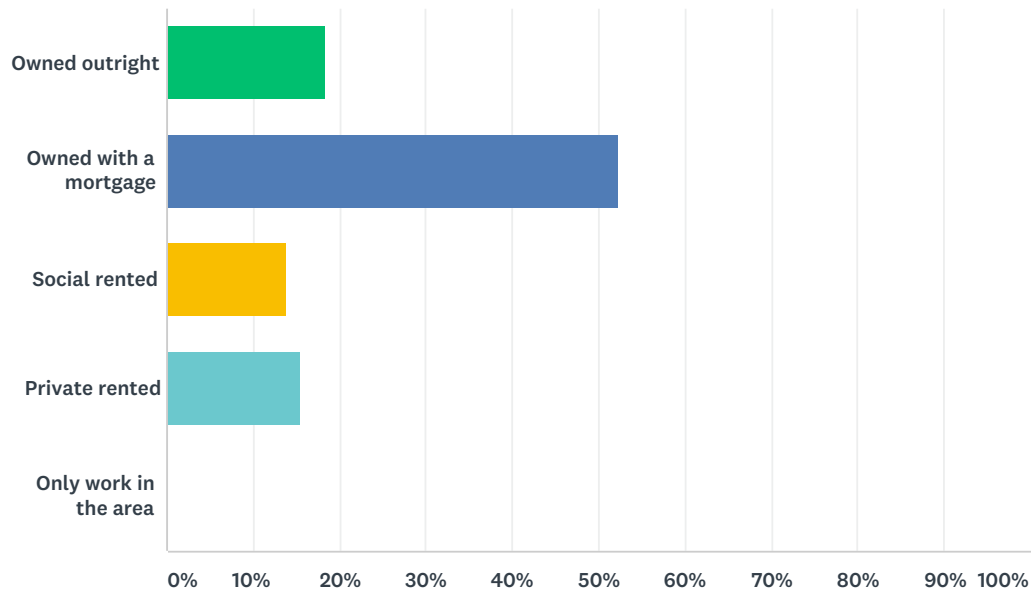
259	E143RU	7/17/2016 3:40 PM
260	E14 3EU	7/17/2016 1:49 PM
261	E14 3TJ	7/17/2016 12:01 PM
262	E143ss	7/17/2016 10:46 AM
263	E14 3WA	7/17/2016 10:33 AM
264	E14 9WG	7/17/2016 9:42 AM
265	E143AJ	7/16/2016 11:28 PM
266	e14 3tn	7/16/2016 10:45 PM
267	E14 3ST	7/16/2016 5:09 PM
268	E14 6pb	7/16/2016 4:26 PM
269	E14 3SS	7/16/2016 4:03 PM
270	E143ss	7/16/2016 2:41 PM
271	E14 9NE	7/16/2016 10:06 AM
272	E149ju	7/16/2016 9:40 AM
273	E14 3EP	7/16/2016 8:38 AM
274	E14 3aa	7/16/2016 7:33 AM
275	E143tw	7/16/2016 7:17 AM
276	E14 3GR	7/16/2016 5:11 AM
277	E14 3BE	7/15/2016 11:15 PM
278	E14 9JU	7/15/2016 11:00 PM
279	e14	7/15/2016 10:57 PM
280	E14 3nq	7/15/2016 10:46 PM
281	E143UQ	7/15/2016 10:02 PM
282	E14 3aa	7/15/2016 10:02 PM
283	E149us	7/15/2016 9:43 PM
284	E149nl	7/15/2016 9:13 PM
285	E14 3jt	7/15/2016 8:43 PM
286	E14 3AX	7/15/2016 8:24 PM
287	E14 9AE	7/15/2016 7:20 PM
288	E14 3TX	7/15/2016 6:52 PM
289	E143BG	7/15/2016 6:27 PM
290	E143dx	7/15/2016 6:20 PM
291	E14 5SF	7/15/2016 6:18 PM
292	E14 3GG	7/15/2016 5:59 PM
293	E14 9UW	7/15/2016 5:05 PM
294	E143bg	7/15/2016 4:10 PM
295	E14 9EA	7/15/2016 3:59 PM
296	E14 3AQ	7/15/2016 3:04 PM
297	e14 9nn	7/15/2016 2:32 PM
298	E14 4nq	7/15/2016 1:06 PM
299	E14 9AL	7/15/2016 1:03 PM
300	E14 7JG	7/15/2016 12:55 PM
301	E143SS	7/15/2016 12:51 PM
302	E14 3TA	7/15/2016 12:27 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

303	E14 3TJ	7/15/2016 12:09 PM
304	E14 9rt	7/15/2016 11:07 AM
305	E14 3HW	7/15/2016 10:50 AM
306	E14 3DL	7/15/2016 10:34 AM
307	E14.. East India so just outside iod	7/15/2016 10:26 AM
308	e14 3tw	7/15/2016 10:23 AM
309	E143TR	7/15/2016 10:20 AM
310	E14 3jw	7/15/2016 10:16 AM
311	E14 8PD	7/15/2016 9:55 AM
312	E143bz	7/15/2016 9:51 AM
313	E14 3AB	7/15/2016 9:47 AM
314	e143ta	7/15/2016 9:26 AM
315	E14 3hy	7/15/2016 9:18 AM
316	E14 9GR	7/15/2016 9:16 AM
317	E14 3TH	7/15/2016 9:16 AM
318	E14 3BS	7/15/2016 9:10 AM
319	E149BT	7/15/2016 9:03 AM
320	E14 3UQ	7/15/2016 8:07 AM
321	E14 3BF	7/13/2016 5:21 PM
322	e13 3as	7/12/2016 11:50 AM

Q25 What is the tenure of your home?

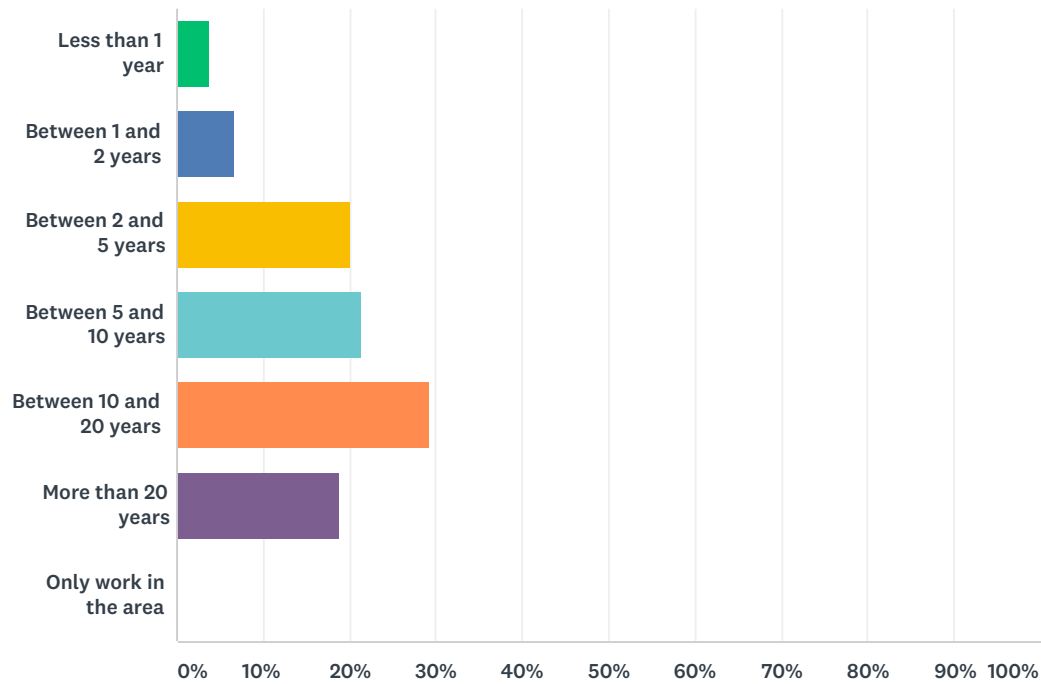
Answered: 335 Skipped: 75



ANSWER CHOICES	RESPONSES	
Owned outright	18.51%	62
Owned with a mortgage	52.24%	175
Social rented	13.73%	46
Private rented	15.52%	52
Only work in the area	0.00%	0
TOTAL		335

Q26 How long have you lived in the area?

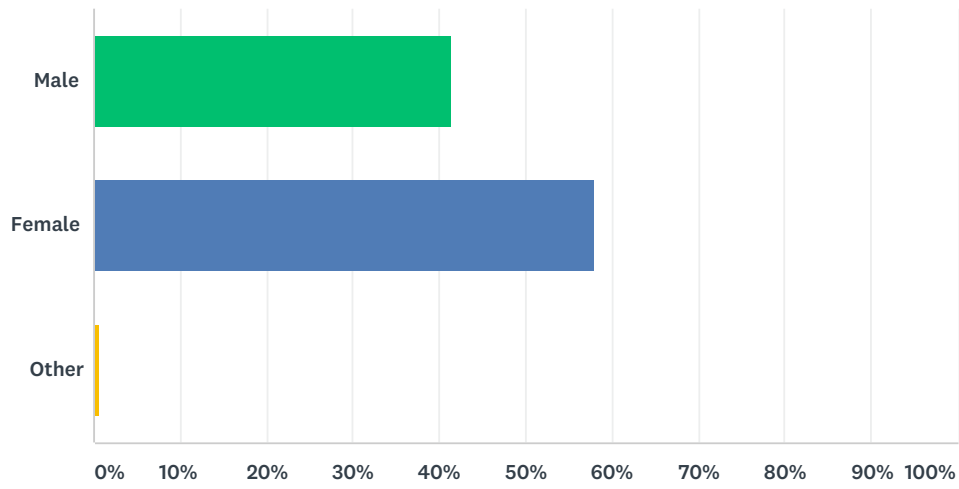
Answered: 339 Skipped: 71



ANSWER CHOICES	RESPONSES	
Less than 1 year	3.83%	13
Between 1 and 2 years	6.78%	23
Between 2 and 5 years	20.06%	68
Between 5 and 10 years	21.24%	72
Between 10 and 20 years	29.20%	99
More than 20 years	18.88%	64
Only work in the area	0.00%	0
TOTAL		339

Q27 Are you?

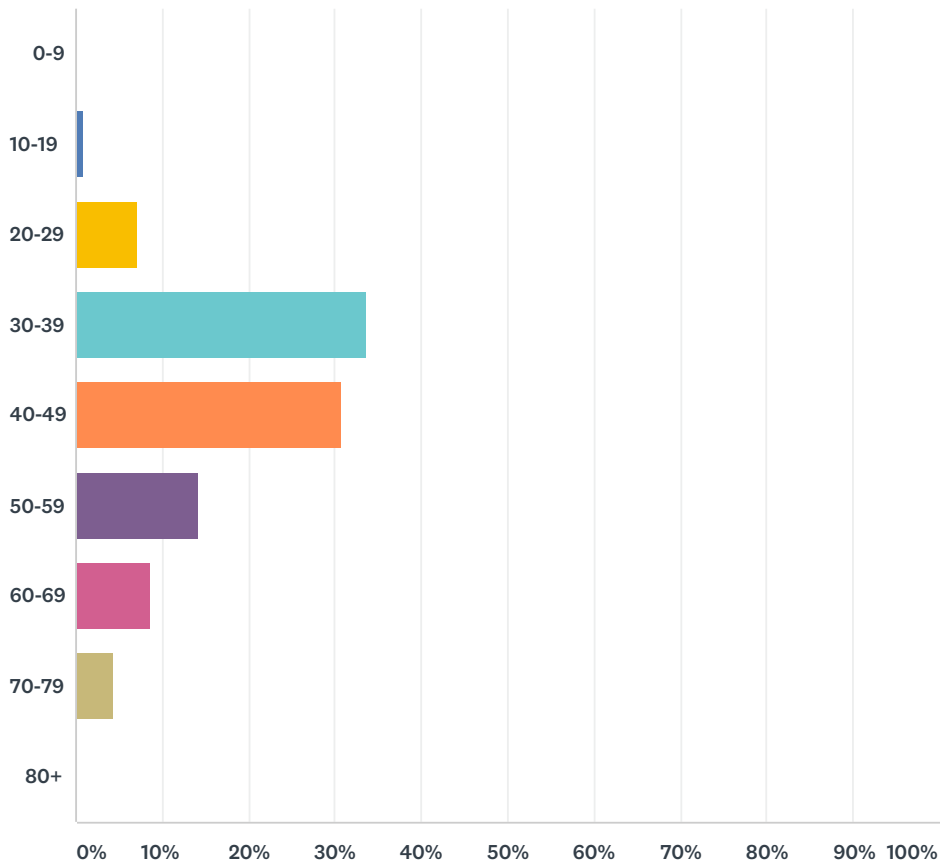
Answered: 335 Skipped: 75



ANSWER CHOICES	RESPONSES	
Male	41.49%	139
Female	57.91%	194
Other	0.60%	2
TOTAL		335

Q28 How old are you?

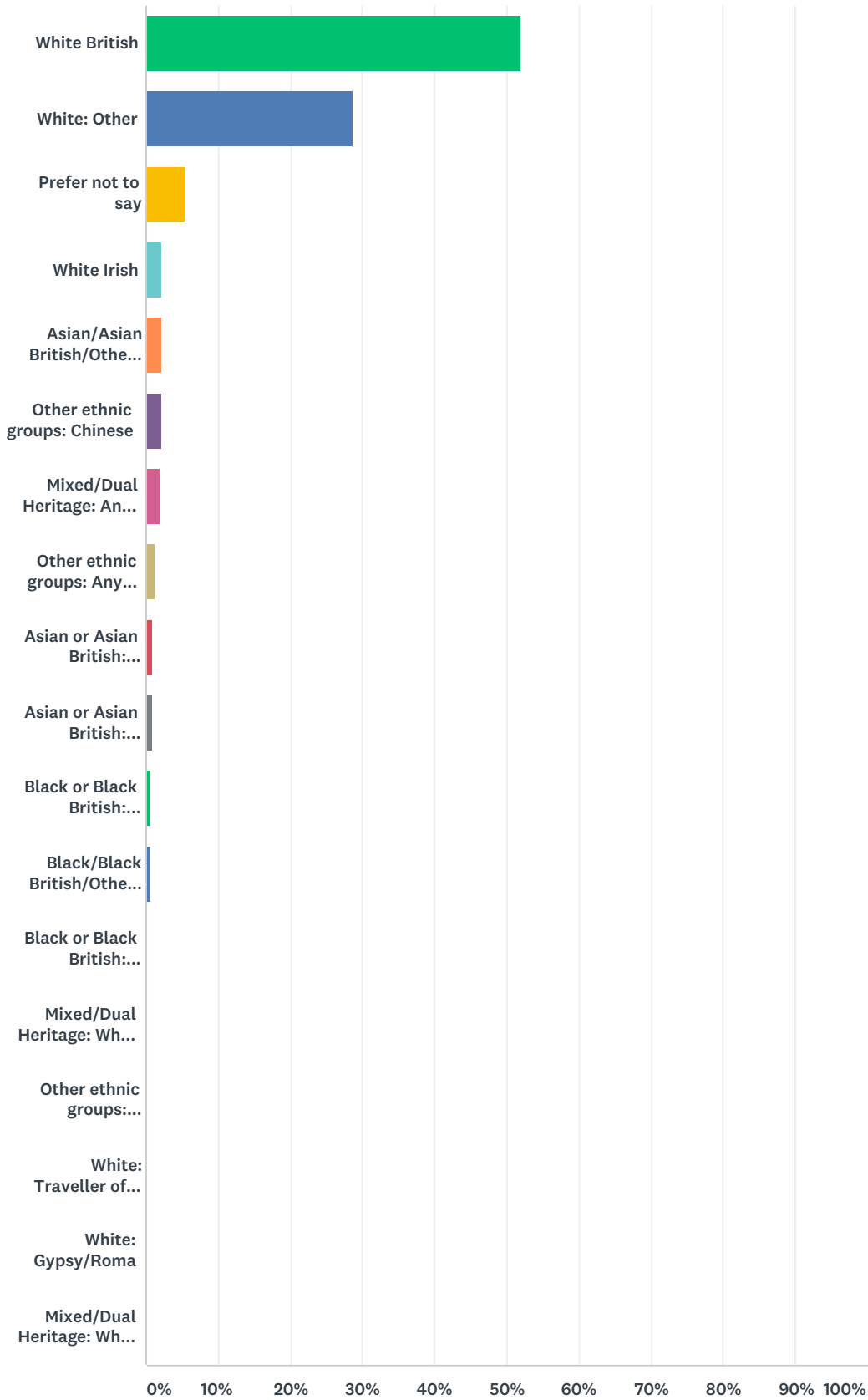
Answered: 336 Skipped: 74



ANSWER CHOICES	RESPONSES	
0-9	0.00%	0
10-19	0.89%	3
20-29	7.14%	24
30-39	33.63%	113
40-49	30.65%	103
50-59	14.29%	48
60-69	8.63%	29
70-79	4.46%	15
80+	0.30%	1
TOTAL		336

Q29 How do you describe your ethnic origin?

Answered: 332 Skipped: 78



ANSWER CHOICES	RESPONSES
White British	51.81% 172

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

White: Other	28.61%	95
Prefer not to say	5.42%	18
White Irish	2.11%	7
Asian/Asian British/Other Asian Background	2.11%	7
Other ethnic groups: Chinese	2.11%	7
Mixed/Dual Heritage: Any other mixed background	1.81%	6
Other ethnic groups: Any other Group	1.20%	4
Asian or Asian British: Bangladeshi	0.90%	3
Asian or Asian British: Pakistani	0.90%	3
Black or Black British: Caribbean	0.60%	2
Black/Black British/Other Black Background	0.60%	2
Black or Black British: African	0.30%	1
Mixed/Dual Heritage: White & Black Caribbean	0.30%	1
Other ethnic groups: Vietnamese	0.30%	1
White: Traveller of Irish Heritage	0.00%	0
White: Gypsy/Roma	0.00%	0
Mixed/Dual Heritage: White & Black African	0.00%	0
TOTAL		332

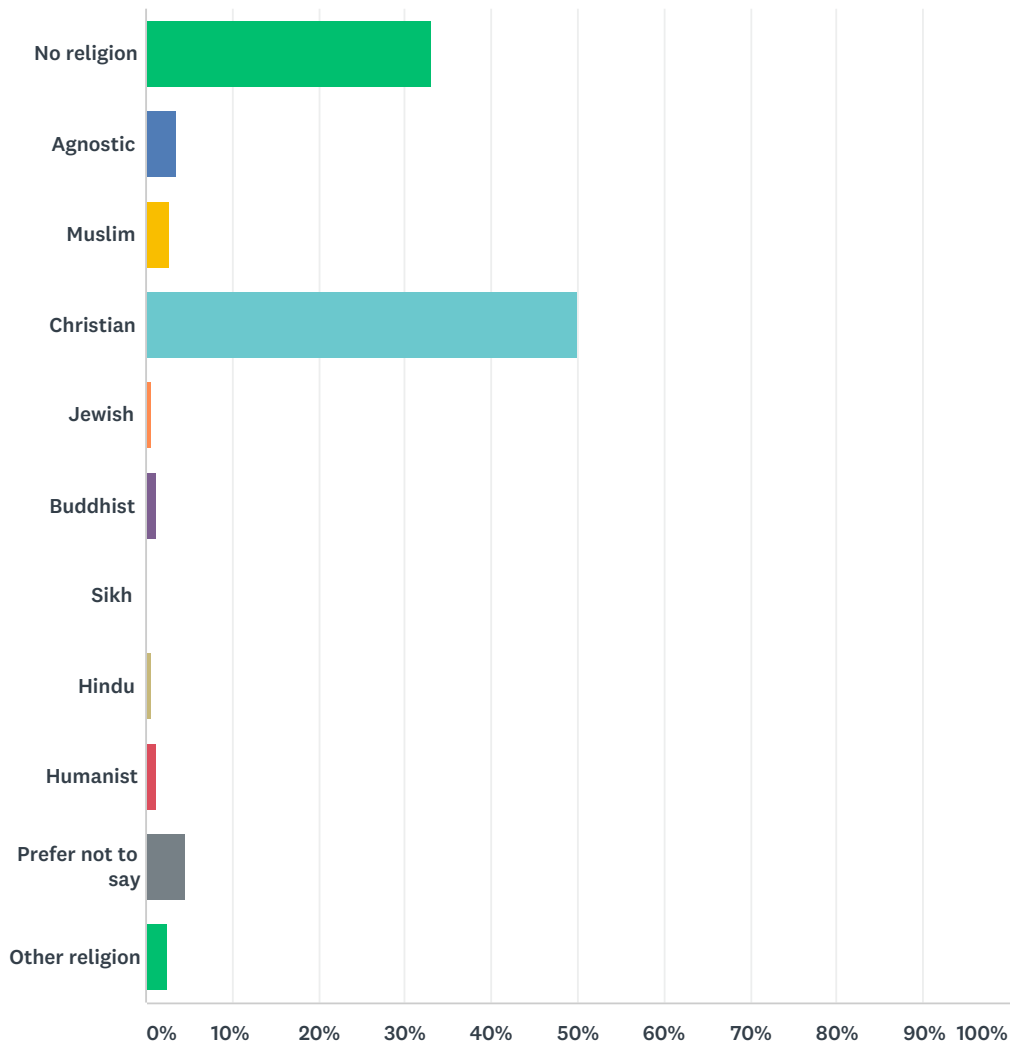
#	IF OTHER, PLEASE STATE IF YOU WISH:	DATE
1	British, St.helenian	9/8/2017 1:14 PM
2	Child of immigrants	6/6/2017 7:41 PM
3	Tower Hamlets	6/1/2017 8:39 PM
4	EUROPEAN	5/1/2017 8:33 PM
5	OTHER EUROPEAN	4/8/2017 5:56 PM
6	Norwegian	1/1/2017 2:11 PM
7	Hispanic	12/29/2016 10:08 PM
8	Londres	12/29/2016 9:05 PM
9	English	12/29/2016 4:41 PM
10	Malay	12/29/2016 4:21 PM
11	Western Cape	10/4/2016 10:55 AM
12	Filipino	9/21/2016 12:02 PM
13	Latina	9/19/2016 12:11 PM
14	Select...	8/25/2016 5:21 PM
15	Greater London	8/2/2016 7:26 PM
16	Stop trying to stereotype by race	7/29/2016 11:22 PM
17	London, City of	7/29/2016 6:13 PM
18	Tower Hamlets	7/29/2016 2:26 PM
19	whiteEnglish	7/29/2016 2:04 AM
20	DE	7/18/2016 5:00 PM
21	south African coloured	7/15/2016 10:57 PM

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22	Irish/Asian	7/15/2016 7:20 PM
23	-- Not Applicable --	7/15/2016 1:03 PM
24	London	7/15/2016 10:20 AM
25	London	7/15/2016 8:07 AM

Q30 Religion and belief: Are you or do you have...

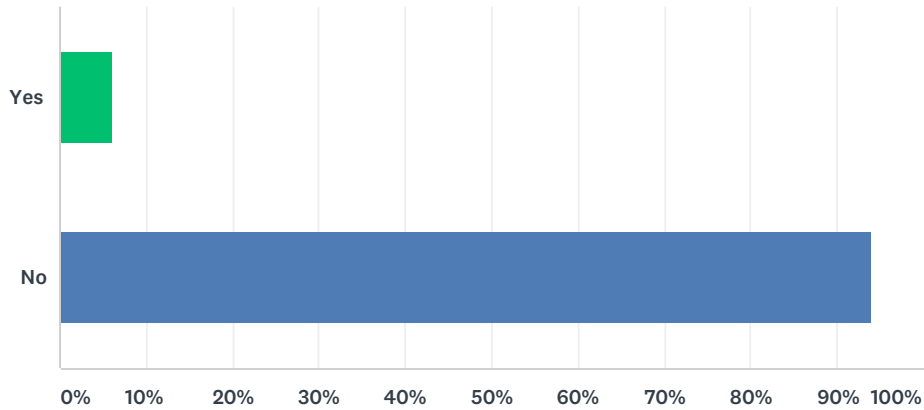
Answered: 330 Skipped: 80



ANSWER CHOICES	RESPONSES	
No religion	33.03%	109
Agnostic	3.64%	12
Muslim	2.73%	9
Christian	50.00%	165
Jewish	0.61%	2
Buddhist	1.21%	4
Sikh	0.00%	0
Hindu	0.61%	2
Humanist	1.21%	4
Prefer not to say	4.55%	15
Other religion	2.42%	8
TOTAL		330

Q31 Do you consider yourself disabled?

Answered: 329 Skipped: 81



ANSWER CHOICES	RESPONSES
Yes	6.08% 20
No	93.92% 309
TOTAL	329

#	CAN YOU DESCRIBE YOUR DISABILITY	DATE
1	REduced mobility, poor sight	1/15/2017 4:55 PM
2	Pheriphal nueropathy	12/30/2016 2:59 PM
3	MS	12/29/2016 10:08 PM
4	Mental health	12/29/2016 4:42 PM
5	mobility	12/29/2016 4:41 PM
6	Osteo arthritis mental health	12/29/2016 2:15 PM
7	Age related macular degeneration	8/25/2016 5:21 PM
8	Heart	7/29/2016 6:13 PM
9	mental health	7/29/2016 2:53 PM
10	Mobility impaired	7/29/2016 2:47 PM
11	MS	7/20/2016 3:04 AM
12	OCD, LEARNING DISABILITIES.	7/17/2016 9:42 AM
13	Long-term degenerative you logical degenerative neurological condition	7/16/2016 4:03 PM
14	Lung condition	7/15/2016 7:20 PM

Q32 Would you like to be kept informed about progress in developing the Neighbourhood Plan? (optional)

Answered: 115 Skipped: 295

ANSWER CHOICES	RESPONSES	
Name	97.39%	112
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	115
Phone Number	0.00%	0

#	NAME	DATE
1	David	3/21/2018 10:45 PM
2	Andrea Deards	9/29/2017 6:28 PM
3	Nathnaiel	9/8/2017 1:14 PM
4	Bob Turner	6/1/2017 8:39 PM
5	Francesco Mosca	4/8/2017 5:56 PM
6	Tim Penrice	3/11/2017 10:51 PM
7	Bill Chesshyre	1/23/2017 12:37 PM
8	yes	1/16/2017 10:21 AM
9	Anna Foynes	1/16/2017 9:30 AM
10	Ian Dodds	1/1/2017 3:21 PM
11	Sylvain prado	1/1/2017 2:59 PM
12	Ros Mari Grindheim	1/1/2017 2:11 PM
13	Fraser Smart	1/1/2017 2:06 PM
14	Carol mccarthy	1/1/2017 1:10 PM
15	Jo Mitchell	12/31/2016 3:50 PM
16	Alex	12/31/2016 3:30 PM
17	Jonathan McMillan	12/31/2016 9:22 AM
18	Stijn Rubens	12/31/2016 8:56 AM
19	Hasya Qureshi	12/30/2016 2:59 PM
20	Rebecca Shaw	12/30/2016 1:55 PM
21	Louise bessant	12/30/2016 1:07 PM
22	Pippa harrison	12/30/2016 10:06 AM
23	Steve	12/30/2016 7:17 AM
24	dionne Mottley	12/30/2016 12:49 AM

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25	Mark Flint	12/29/2016 11:37 PM
26	Lili Adani	12/29/2016 10:08 PM
27	Niv	12/29/2016 9:22 PM
28	Andreia Santos	12/29/2016 9:05 PM
29	Jackie rowe	12/29/2016 7:22 PM
30	Henry Smith	12/29/2016 7:14 PM
31	Joanne Bird	12/29/2016 6:41 PM
32	Melina Gisler	12/29/2016 6:13 PM
33	Andrea Marchesetti	12/29/2016 5:13 PM
34	Julie Almond	12/29/2016 4:45 PM
35	Jean Farrugia	12/29/2016 4:41 PM
36	Liane	12/29/2016 3:49 PM
37	Dan Gatrell	12/29/2016 3:27 PM
38	mary gray	12/29/2016 2:15 PM
39	Karen ward	12/29/2016 1:43 PM
40	Nilam Mistry	12/2/2016 3:57 PM
41	Helene	11/30/2016 10:56 AM
42	Mika	10/30/2016 10:54 PM
43	Paolo Romeo	10/9/2016 9:58 PM
44	Liesl	10/4/2016 10:55 AM
45	Charlie Williams	9/25/2016 12:43 PM
46	Issbella	9/21/2016 9:24 PM
47	Adam Nowacki	9/21/2016 3:33 PM
48	christina mcglynn	9/21/2016 1:16 PM
49	Michael Grundy	9/21/2016 12:21 PM
50	Evelyn Marquez	9/21/2016 12:02 PM
51	Amy Balmer	9/21/2016 9:25 AM
52	Dan Gatrell	9/16/2016 11:58 PM
53	Olavi Valli	9/6/2016 3:52 PM
54	Ruth Vincenzi	8/25/2016 5:21 PM
55	Kenneth Law	8/20/2016 4:43 PM
56	Nikos Prepalas	8/19/2016 11:34 AM
57	Mark Revell	8/15/2016 8:09 AM
58	Gareth Caple	8/13/2016 10:18 AM
59	Miki	8/4/2016 5:34 AM
60	Gurdeep Singh	8/2/2016 7:26 PM
61	Susan Milton	8/1/2016 1:59 PM
62	Bill Chesshyre	7/31/2016 3:20 PM
63	Tim Penrice	7/31/2016 12:18 AM
64	Kathy McTasney	7/29/2016 6:13 PM
65	Sarah Mak	7/29/2016 4:23 PM
66	Andy	7/29/2016 3:56 PM
67	james knight	7/29/2016 2:26 PM
68	Adam Spiers	7/29/2016 9:21 AM

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69	Yolande C Spagnolo	7/29/2016 8:21 AM
70	Anita Kovacs	7/29/2016 6:31 AM
71	Alvin Chang	7/29/2016 4:21 AM
72	Diana Maudslay Cross	7/28/2016 10:52 PM
73	Ina Kostadinova	7/28/2016 9:48 PM
74	Michelle	7/28/2016 9:39 PM
75	Sabina Toniolo	7/28/2016 9:01 PM
76	Zaiton Haron	7/28/2016 8:40 PM
77	Kobir Ahmed	7/28/2016 8:03 PM
78	Martin	7/25/2016 11:35 AM
79	Daniel Pytlewski	7/24/2016 10:27 PM
80	Daniel	7/23/2016 8:57 PM
81	Fabrice Llabres	7/22/2016 9:19 AM
82	Lena	7/19/2016 3:16 PM
83	Jane McChrystal	7/19/2016 3:00 PM
84	Carolina	7/18/2016 5:00 PM
85	Sue Gardiner	7/17/2016 7:16 PM
86	Anita G	7/17/2016 3:40 PM
87	Hilko Chang	7/17/2016 10:33 AM
88	TOM CATHER	7/17/2016 9:42 AM
89	Helene Oger-Zaher	7/16/2016 11:28 PM
90	Sita aley	7/16/2016 7:33 AM
91	Paul Betts	7/16/2016 7:17 AM
92	Kevin Treco	7/16/2016 5:11 AM
93	denver	7/15/2016 10:57 PM
94	Rachel Redfearn	7/15/2016 9:43 PM
95	Julie	7/15/2016 9:13 PM
96	Andrea Deards	7/15/2016 6:20 PM
97	Edward Dack	7/15/2016 5:59 PM
98	Emily wobly	7/15/2016 4:10 PM
99	D. Gerlach	7/15/2016 3:59 PM
100	Yelena Furman	7/15/2016 1:06 PM
101	Steven McGunigel	7/15/2016 1:03 PM
102	Bernard Oppenheim	7/15/2016 12:55 PM
103	Andy Johnstone	7/15/2016 12:09 PM
104	Dan	7/15/2016 11:07 AM
105	Alex Glanfield-Collis	7/15/2016 10:34 AM
106	Andrew Ferrier	7/15/2016 10:20 AM
107	Stephanie Kennard	7/15/2016 9:51 AM
108	Jason Noiles	7/15/2016 9:26 AM
109	Nadege Genetay	7/15/2016 9:16 AM
110	Jon Millwood	7/15/2016 9:10 AM
111	Andrew Wood	7/15/2016 8:07 AM
112	Michael Byrne	7/13/2016 5:21 PM

Community Questionnaire - Isle of Dogs Neighbourhood Planning Forum

#	COMPANY	DATE
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1	davidd2003qegs@hotmail.com	3/21/2018 10:45 PM
2	andrea@deards.org	9/29/2017 6:28 PM
3	taniel212yon@live.com	9/8/2017 1:14 PM
4	bobsootie@googlemail.com	6/1/2017 8:39 PM
5	moscaemail@gmail.com	4/8/2017 5:56 PM
6	timpenrice@gmail.com	3/11/2017 10:51 PM
7	bill@chesshyre.co.uk	1/23/2017 12:37 PM
8	suechadwick050@gmail.com	1/16/2017 10:21 AM
9	anna-foynes@btconnect.com	1/16/2017 9:30 AM
10	iandodds@iandoddsconsulting.com	1/1/2017 3:21 PM
11	sylvain.prado@gmail.com	1/1/2017 2:59 PM
12	rosmarijewellery@gmail.com	1/1/2017 2:11 PM
13	fraser@smarts.me.uk	1/1/2017 2:06 PM
14	carolmccarthy@hotmail.co.uk	1/1/2017 1:10 PM
15	mitchpixx@gmail.com	12/31/2016 3:50 PM
16	alegw81@gmail.com	12/31/2016 3:30 PM
17	jonathan@jonoville.com	12/31/2016 9:22 AM
18	stirub@gmail.com	12/31/2016 8:56 AM
19	hasya.queshi@hotmail.co.uk	12/30/2016 2:59 PM
20	becca.shaw@outlook.com	12/30/2016 1:55 PM
21	louisesampson@btinternet.com	12/30/2016 1:07 PM
22	pippachan@hotmail.com	12/30/2016 10:06 AM
23	stephen.w.russell@icloud.com	12/30/2016 7:17 AM
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25	markflint@live.com	12/29/2016 11:37 PM
26	liliadani@icloud.com	12/29/2016 10:08 PM
27	nirvair.vig12@gmail.com	12/29/2016 9:22 PM
28	cleoxikipiki@hotmail.com	12/29/2016 9:05 PM
29	jl7@hotmail.co.uk	12/29/2016 7:22 PM

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31	jobird90@hotmail.com	12/29/2016 6:41 PM
32	melina.gisler@gmail.com	12/29/2016 6:13 PM
33	a.marchesetti@gmail.com	12/29/2016 5:13 PM
34	julie_almond@yahoo.co.uk	12/29/2016 4:45 PM
35	jean_farrugia@yahoo.co.uk	12/29/2016 4:41 PM
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44	liesl.kannenberg@gmail.com	10/4/2016 10:55 AM
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55	kennethklaw@gmail.com	8/20/2016 4:43 PM
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59	gareth.e.caple@gmail.com	8/13/2016 10:18 AM
60	jambrichmiki@yahoo.com	8/4/2016 5:34 AM
61	gurdeepsingh.stratfordcity@gmail.com	8/2/2016 7:26 PM
62	prefinnej@gmail.com	8/2/2016 12:08 PM
63	sueanywhere@yahoo.co.uk	8/1/2016 1:59 PM
64	bill@cheshyre.co.uk	7/31/2016 3:20 PM
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66	ceeno03@.yahoo.com	7/30/2016 8:42 AM
67	kathymctasney23@aol.com	7/29/2016 6:13 PM
68	mak.sarah@gmail.com	7/29/2016 4:23 PM
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71	iod@adamspiers.org	7/29/2016 9:21 AM
72	crystalspags@fastmail.fm	7/29/2016 8:21 AM
73	anita.kovacs@dnvgl.com	7/29/2016 6:31 AM

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75	diana.maudslay@mac.com	7/28/2016 10:52 PM
76	vesi_koleva@yahoo.com	7/28/2016 9:48 PM
77	lowe68@mac.com	7/28/2016 9:39 PM
78	essetisab@gmail.com	7/28/2016 9:01 PM
79	zaitonharon86@hotmail.co.uk	7/28/2016 8:40 PM
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81	martingriffiths63@hotmail.com	7/25/2016 11:35 AM
82	daniel.pytlewski@gmail.com	7/24/2016 10:27 PM
83	dszabo2012@gmail.com	7/23/2016 8:57 PM
84	fabrice.llabres@gmail.com	7/22/2016 9:19 AM
85	lenavorreiter.gmx.de	7/19/2016 3:16 PM
86	janemcchrysal@gmail.com	7/19/2016 3:00 PM
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112	ngenetay@hotmail.com	7/15/2016 9:16 AM
113	jon.millwood@gmail.com	7/15/2016 9:10 AM
114	andrewwood17@me.com	7/15/2016 8:07 AM
115	michael@byrne.net	7/13/2016 5:21 PM

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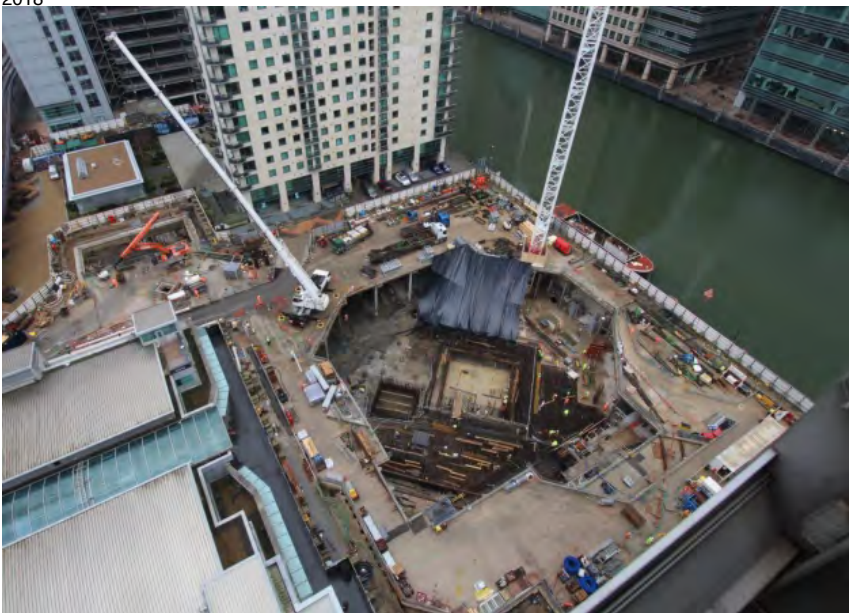
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'Stop all new building work till we sort out our mains and drains' Isle of Dogs forum demands

PUBLISHED: 07:00 13 June 2018 | UPDATED: 12:18 13 June 2018

Mike Brooke



Major construction on Isle of Dogs continues unabated.
Picture source: Isle of Dogs Planning Forum

All new development should stop around Canary Wharf and the Isle of Dogs because critical services now identified by the Greater London Authority haven't been put in place, campaigners are demanding.



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Construction staging work being carried out at Cuba Street without planning permission, says council.
Picture: Mike Brooke

Another 20,000 homes are now under construction or have planning permission, as well as more Canary Wharf office skyscrapers, while TfL has looked into the effects of an additional 59,000 homes by 2031 “if development is unconstrained”.

But nothing has been done to improve mains and drains, or provide the schools, medical and public transport services that are needed, the Isle of Dogs’ neighbourhood forum points out.

“What residents need is water, electricity, GP surgeries, schools, better bus services and leisure facilities,” the forum’s secretary and Tower Hamlets councillor Andrew Wood tells tomorrow’s *East London Advertiser*.

“But the Mayor of London has focussed resources on a new bridge to Rotherhithe and Tower Hamlets has concentrated on the new civic centre in Whitechapel.



Tower Hamlets Cllr Andrew Wood at the 'construction staging' site where enforcement notice has been served. Picture: Mike Brooke

“These projects divert resources and don’t deal with the impact of population growth in the fastest expanding corner of the UK.”

He is urging the mayors of London and Tower Hamlets to set up teams “to deliver the vital infrastructure we need as soon as possible”.

The forum is also calling for developers to put back any planning applications “until there is a clear strategy to catch up with the backlog”.

It estimates £41m earmarked for improvements in the past 12 months alone have not been spent, while pressure on over-stretched existing services continues with more and more major housing being added unchecked.



Isle of Dogs Forum chairman Richard Horwood with its members at Neighbourhood Plan public hearing on May 10. Picture: Mike Brooke

GLA consultants say another £40 million should be spent in South Poplar and the Isle of Dogs by March 2020 as “critical” before any further development. Their report held back for seven months and finally released last month stresses: “Without these works, development cannot proceed.”

City Hall came under fire this week for delaying the report until just 15 hours before a crucial public examination hearing on March 10 into the local forum’s long-awaited *Neighbourhood Plan* to tackle the Isle of Dogs’ population explosion crisis—even though the study “was ready in November”.

The delay led to the announcement this week that the plan was failed by the public examiner, which means it is now put back for another six months before it can be resubmitted and go to a public referendum.

The local authority which took part in the March 10 public examination learned this week of the failure to get the *Neighbourhood Plan* through.

A Tower Hamlets spokesman told the *Advertiser* today: “We’ll look closely at the examiner’s recommendation that it doesn’t go forward to a referendum at this stage. The forum could bring a revised plan later for which the council of course would provide assistance.”

The council’s own *Infrastructure Plan* identifies £1.9bn likely to be needed up to 2031 across the whole borough. It also identifies an extra £650m investment required and is using the projection “to plan ahead to meet this need”.

The forum has been calling for tougher planning laws to make it illegal to give the green light to major housing schemes without first funding the infrastructure needed.

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New bid to ease strain on services by massive Isle of Dogs developments after first attempt was 'torpedoed'

PUBLISHED: 11:10 10 April 2019 | **UPDATED:** 13:30 12 April

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Mike Brooke

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Hugh developments outstripping infrastructure on Isle of Dogs. Picture: Neighbourhood Forum

Another neighbourhood plan is being launched to try and control major developments on the Isle of Dogs to ease the strain on public services—almost a year on from a previous failed attempt.



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Richard Horwood and Isle of Dogs Neighbourhood Planning Forum team.

Picture: Mike Brooke

A simplified policy has now been put forward by the Isle of Dogs' planning forum, whose earlier attempt was said to have been "torpedoed" by official data not being released in time which exposed a £1 billion infrastructure funding gap.

A public hearing ruled that the data on what schools, GP surgeries, parks, public transport, mains supplies and even footbridges would be needed in the next 25 years was inadmissible because it hadn't been released officially.

Yet the information was already included in Tower Hamlets Council's *Local Plan* in 2017.

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It is now public information with the GLA's own *Planning Framework* for the area being adopted this month.

Richard Horwood presenting original Neighbourhood Plan to the Public Examiner (right) at Jack Dash House in May 2018... which failed get through. Picture: Mike Brooke

“That means it’s the right time to launch the consultation on our new ‘neighbourhood’ plan,” forum chair Richard Horwood told the *East London Advertiser*.

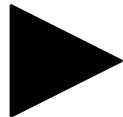
“It cannot now be undermined in the same way as our first attempt that was torpedoed by the GLA failing to publish its data in time.”

The revised plan forces the local authority to reject any new major developments without first making sure the infrastructure can cope.

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“The council doesn’t have to give consent for super-dense developments just because it’s done so before,” Richard pointed out. “It has dug itself into a hole to be ‘consistent’.

“Our proposal spells out that circumstances change. Each new major development puts further strain on the infrastructure, so that does change circumstances.”

The Isle of Dogs has the fastest growth rate anywhere in the EU, with its current 40,000 population set to reach 100,000 in the next 10 years. One street alone, Marsh Wall, where 4,000 people live, is set to house 40,000 in the next decade. Towers soar to 70 storeys, packed cheek-by-jowl into a tight, enclosed area that just four decades ago was empty land after the India and Millwall Docks had closed.

Tower Hamlets last month approved yet another huge development at Marsh Wall, reaching nearly 50 storeys, but without infrastructure guarantees.

The authority’s hands are often tied, mayor John Biggs insists.

“Planning law is adequate for most areas,” he says. “But the sheer scale of Isle of Dogs development is phenomenal, nothing like anywhere else in the country.

“We’ve been meeting developers and the utility companies to reduce the pressure, but our powers are limited—that’s the problem.”

The original ‘neighbourhood’ plan included unpublished GLA data revealing the £1bn funding gap to pay for services, first uncovered by the *Advertiser* almost a year ago.

City Hall had been working on its study of the area since 2014, but delayed releasing the findings until just 15 hours before the public examination of the original ‘neighbourhood’ plan held at Jack Dash House last May. It wasn’t enough time for the data to be legally considered, the hearing ruled.

Now that same ‘neighbourhood’ plan has been simplified and the GLA’s statistics are out of the bag in time for another public hearing later this year, to meet the needs of Europe’s fastest-growing population.



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ELECTIONS: Tower Hamlets council candidates 'hadn't a clue' about major Isle of Dogs development plans

PUBLISHED: 07:05 21 April 2018 | **UPDATED:** 07:45 23 April 2018

Mike Brooke



Isle of Dogs Forum's Richard Horwood... to advocate Neighbourhood Plan for public examination at Jack Dash House. Picture: Mike Brooke

Richard Horwood is hoping the open election meeting he is chairing on Tuesday for candidates running for Tower Hamlets mayor doesn't turn into a disaster where they can't answer questions about the vital Isle of Dogs' upcoming Neighbourhood Plan.



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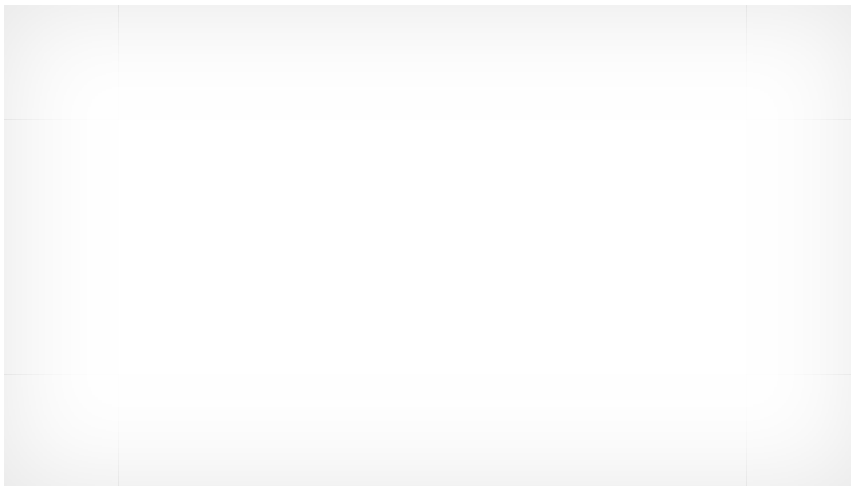
*Canary Wharf local ward hustings by Millwall's '1 Love Community' social enterprise in Pepper Street.
Picture: Mike Brooke*

After all, the area is facing a crisis of skyscraper over-development without proper infrastructure and he wants to know what each one will do if they win.

The neighbourhood planning forum's chairman got a shock at an open hustings meeting in Pepper Street last Wednesday evening where four of the five candidates present hoping to win a seat on the council just didn't have a clue about the plan—despite two years of public consultations and an open hearing coming up next month.

"We've had loads of public meetings," Richard told the stunned Canary Wharf ward candidates. "It's gone through a massive consultation process. We've had 200 pages of submissions—and you guys haven't even read it. I am stunned."

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One candidate openly apologised, then promised to take time to read it up.



Candidates at Canary Wharf ward hustings grilled on why they didn't know about Isle of Dogs Local Plan. Picture: Mike Brooke

A woman in the audience urged them: “You do need to read the Neighbourhood Plan. It’s a real disappointment that candidates haven’t engaged in it because it has more potential power than any of you.”

One voter accused the Tories of being responsible for Isle of Dogs over-development.

A second candidate responded when asked who they thought they were representing: “You ‘islanders’ need a strong voice on the council, someone who will listen to you. I think I’m that person—otherwise why would I come along and have horrible questions thrown at me.”

Richard Horwood wasn’t convinced, having organised “loads of public meetings” and taken part in a long public consultation process with the council.



Only one of these three candidates knew about Isle of Dogs Local Plan. Picture: Mike Brooke

He told the *East London Advertiser* afterwards: “Five candidates didn’t actually know about the Neighbourhood Plan, let alone read it, after it was put together by the community over the past three years. They should have known about it. We are about to have a public examination next month.”

His neighbourhood forum has 12,000 people on its mailing list—apparently not including all the candidates vying to represent them on the council. Nor had the candidates read the *Advertiser’s* front page story on April 5, it seems, highlighting Neighbourhood Plan concerns, headlined Thames Water warns ‘sewers won’t cope’ with major developments.

Richard expects a better response when candidates for mayor turn up at the forum's election hustings at 6pm on Tuesday at Millwall's Seven Mills School in Malabar Street, off Alpha Grove.

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GLA puts Isle of 'Dogs & South Poplar' plans up to 2041 out to the public with Canary Wharf launch

PUBLISHED: 09:00 19 June 2018 | Mike Brooke



Future of Isle of Dogs and Poplar for next 25 years up for public consultation. Picture source: IoD Forum

The controversial planning framework for the Isle of Dogs and South Poplar setting out the Mayor of London's vision to 2041 are up for public consultation.



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Public Examination hearing into Isle of Dogs planning forum's Neighbourhood Plan. Picture: Mike Brooke

The aim is to coordinate the development pressures and take into account the effects of the population explosion on local services and the environment.

City Hall is anxious to make sure there is enough infrastructure like mains, drains schools, roads, transport and health services to cope with the population explosion after coming in for heavy criticism over lack of planning.

“This is the last chance to influence the GLA’s plans,” Tower Hamlets deputy mayor Rachel Blake said. “The Isle of Dogs and South Poplar are experiencing huge development—we must get the balance right between investing in our existing communities and preparing for new ones, sharing the benefits of growth.”

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City Hall has been slammed by the Isle of Dogs planning forum for keeping its *Infrastructure Study* under wraps while major developments were going ahead unabated—even though its vital data had already been pushed out by Tower Hamlets since November.



GLA plans for Isle of Dogs and Poplar up to 2041 out for public consultation. Picture: Mike Brooke

The data was left out of public scrutiny and only released by the GLA 12 hours before a public examination hearing on May 10 into the Isle of Dogs forum's own *Neighbourhood Plan* that had used the same figures.

This led to a ruling last week that there wasn't enough time for the data to have been "in the public domain" and therefore invalidated the *Neighbourhood Plan*, which has put it back six months before it can be resubmitted and a local referendum organised.

The forum is pressing to make planning permission for major developments illegal without first guaranteeing cash for utilities and public services, after discovering a funding gap of almost £1 billion for the infrastructure, revealed by the *East London Advertiser* on May 2.

The GLA's draft *Isle of Dogs and South Poplar Planning Framework* is being launched at the Museum of London Docklands in Canary Wharf on June 26. Public drop-in events are being set up over the summer, while documents are being promised to be available online and at Idea Stores.

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Why the Isle of Dogs is now 'best place to live' in whole of London

PUBLISHED: 07:00 12 April 2019 | UPDATED: 13:38 12 April 2019

Mike Brooke



Nothing sheepish about Isle of Dogs named by Sunday Times as best place in London to Live. Picture: Trip Advisor

The "best place to live in London" has been named as the Isle of Dogs in a national Sunday paper.



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Desirable place to live... Maybe, but what about all the development on the Isle of Dogs? Picture: Isle of Dogs Forum

It tops nine other most sort-after locations including Belgravia, according to a *Sunday Times* panel of judges.

The findings being published this weekend take in factors for living the good life like jobs, schools, broadband speed, local shopping and public transport.

But the Isle of Dogs also has unrivalled views, surrounded on three sides by the loop in the Thames, and beats Battersea into second place and surprisingly Belgravia in third.

It also has Europe's biggest city farm, the 32-acre Mudchute, contrasting the skyscrapers, which was shortlisted in 2017 as one of Britain's "most popular farm parks" by a holiday lettings website. The farm is home to 100 animals and fowl and regularly visited by large flocks of humans.



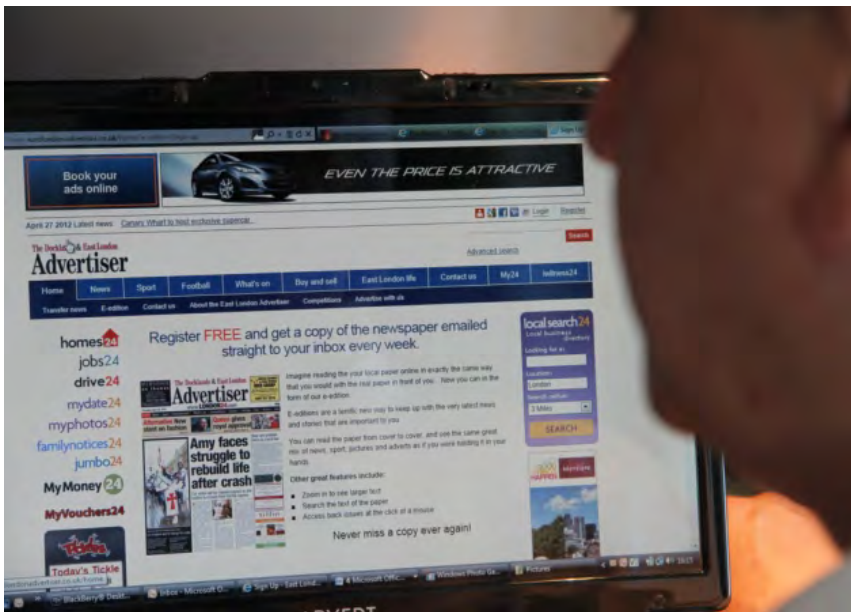
Richard Horwood... unrivalled London view from his 42nd floor balcony. Picture: Mike Brooke

Its southern tip waterfront is also where the 17th century Italian master Canaletto sat to paint his famous canvas of the Royal Greenwich Palace on the opposite bank.

But above all is the thriving East End community spirit—though more likely bourn out of the dust from all the major development going on.

One business executive attracted to the area was Richard Horwood, who moved into an apartment 42 storeys up in a Canary Wharf skyscraper with a view to die for.

"It's a fantastic place to live, apart all the construction going on," Richard tells the *East London Advertiser*.



Isle of Dogs has hyperfast broadband. Picture: Mike Brooke

“But you can’t beat the view—I can see Greenwich Royal Palace, the Cutty Sark, the Thames Barrier, the whole curve in the river, the Millennium Dome and most City skyscrapers like the Gherkin, Cheesegrater, Walkie Talkie and the BT tower. St Paul’s Cathedral, however, is hidden by another building from this angle.”

He moved in seven years ago from posh Hampstead Village as the skyscraper developments were going into overdrive, which drew him to community action.

Richard set up a residents’ association to represent 750 skyscraper households, before founding the Isle of Dogs Neighbourhood Forum now battling to check uncontrolled construction going ahead without planning the infrastructure.

“Planning issues affecting our lives is what strengthens community spirit here,” he adds. “So many people want to live here that we have to keep the infrastructure tight.”

The Isle of Dogs has the fastest population growth rate anywhere in the EU, with its current 40,000 population set to reach 100,000 in the next 10 years. One street alone, Marsh Wall, where 4,000 people live, is set to house 40,000 in the next decade.

It can be a headache for Tower Hamlets Council planning ahead for things like schools and doctors’ surgeries, above all trying to keep that East End community spirit alive.

John Biggs, the mayor, agrees ‘the Island’ is a “fantastic place to live” with its transport links, but warns: “The massive scale of development bringing a sense of change risks some people in the old Dockland community getting left behind. I’d like to see at least 20 per cent investment in public housing, rather than all private which most East Enders can’t afford.”

This “unheralded corner of Docklands” took first place in the *Sunday Times* panel’s list partly because of its 15 minute DLR link to the City, the Underground Jubilee line and Crossrail opening later this year, being a short walk to Canary Wharf. Other factors were clean air—fortunately the Isle of Dogs just misses the traffic pollution at the Blackwall Tunnel Approach and along the congested A13.

But for Richard Horwood, planning issues aside, it’s the panoramic view of the London skyline from his 42nd floor balcony that does it for him.



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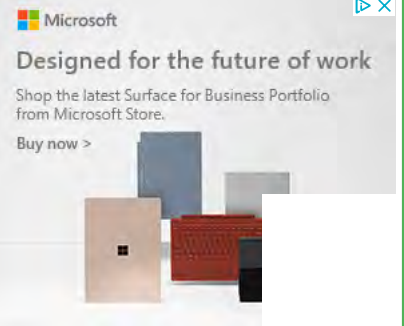
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Isle of Dogs Neighbourhood Plan public examination opens today at Jack Dash House

PUBLISHED: 00:02 10 May 2018 | UPDATED: 15:15 10 May 2018 | Mike Brooke



Major new developments are leading to funding crisis to pay for gas and water mains and drainage. Picture source: Neighbourhood Planning Forum

The controversial Neighbourhood Plan for the Isle of Dogs where over-development has caused a funding gap of nearly £1 billion to sort out gas and water mains, drainage and sewers is up for public examination this-morning.



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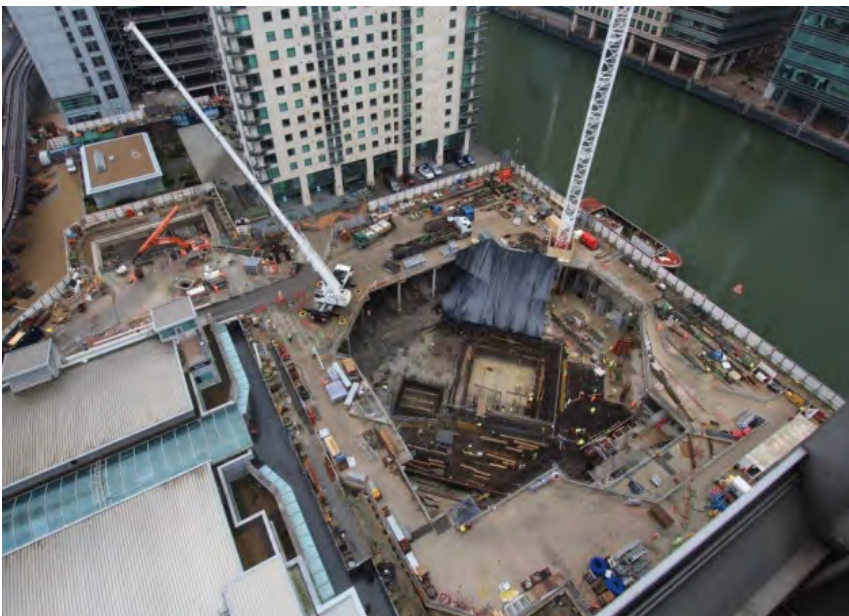
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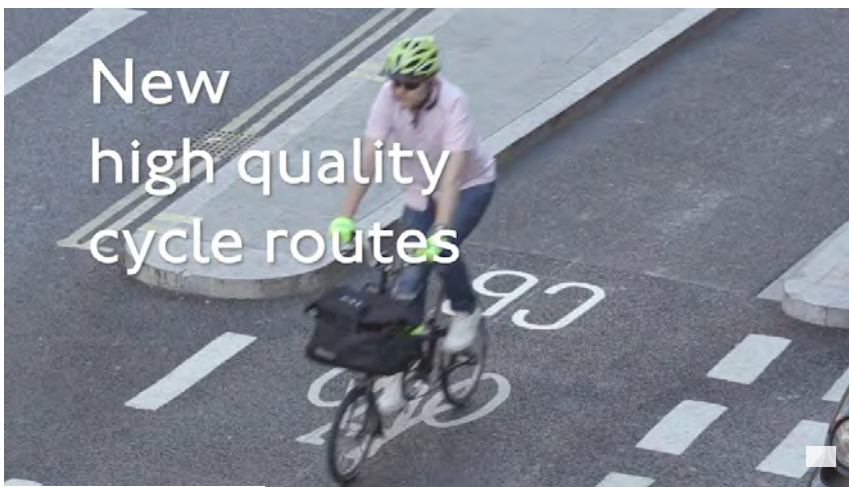
Funding crisis for mains and drains for new developments... where's the cash coming from? Picture source: Neighbourhood Planning Forum

The plan goes before an independent public examiner testing its planning legality, to prepare it for public referendum later this year.

The 10am hearing at Jack Dash House community centre at Marsh Wall, near Canary Wharf, follows three years of public meetings and consultations by the newly-recognised Isle of Dogs Neighbourhood Planning Forum.

It is aimed at halting yet more skyscrapers without infrastructure built first, based on a Tower Hamlets Council study showing costs at nearly £2bn to get all the infrastructure right, with only £1.1bn funding source identified so far—leaving a gap of almost £890 million to find, first revealed in the *East London Advertiser* last month.

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The Neighbourhood Plan uses a town hall study to press for changes in planning law to make it illegal for any local authority or the GLA which is responsible for London's strategic planning to give the green light to major developments without funds in place to pay for extra mains, drains and public transport.

It urges any planning levies be used only in the area affected by the impact of major developments, rather than dropped into the council's general community fund.

The issue comes to a head at the four-hour public examination showing an Isle of Dogs population rise of 44,000 in the next 14 years resulting from major housing developments already given the go-ahead or in the pipeline that critics say will bring overloaded mains and other services to a grinding halt.



Isle of Dogs Forum's Richard Horwood... to advocate Neighbourhood Plan for public examination at Jack Dash House. Picture: Mike Brooke

The 2001 census showed 20,000 people living on the Isle of Dogs, rising to 33,000 in 2011 and could reach 77,000 by 2131.

The examination tests whether the Neighbourhood Plan meets legal requirements or causes legality problems before going to a public referendum in late summer. This would force Tower Hamlets and the GLA to cool down the overheated population growth and build infrastructure before homes, if the referendum votes for it.

But activists are up against the GLA holding back for 16 months on its own study of what's needed which has been kept in 'draft' form until finally released at 5pm last night—just 17 hours before the public examination at Jack Dash House, which is not enough time for scrutiny.

Neighbourhood Forum chairman Richard Horwood, acting on legal advice by a leading QC on planning policy, is likely to call on the public examiner not to rely on the GLA's delayed report that was only released last night.

Instead, he will argue that the examiner should use Tower Hamlets council's *Infrastructure Delivery Plan* which has been ready since October which identifies what's needed and the gap in funding.

The Forum doesn't want more delays from City Hall which could hold up urgently-needed solutions to the Isle of Dogs' mains-and-drains crisis.

The delay stem from Mayor of London Sadiq Khan's push to get more housing through the planning system without waiting for the infrastructure to catch up, critics believe.

The 65,000 new homes targeted annually across the capital would add 3,500 every year to Tower Hamlets alone. Most would be built on the Isle of Dogs which is linked to the outside world by just two roads, one overcrowded Jubilee Underground line, the DLR and a foot tunnel under the Thames. The influx would add stress on already inadequate gas and water mains which have long reached full capacity, the forum points out.

The trend has already begun with developers doubling the size of one controversial housing scheme on the 15-acre Westferry Printworks site from 700 homes to 1,500 by increasing five tower blocks already given planning permission to 19 and 46 storeys, instead of the agreed eight and 30 storeys, and adding a sixth tower.

The developers say they are responding to City Hall's housing targets.

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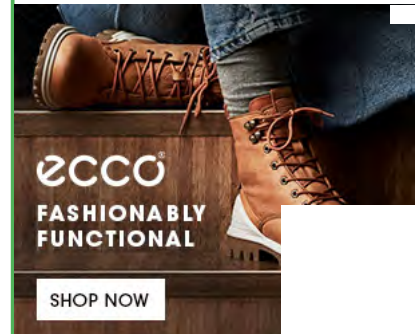
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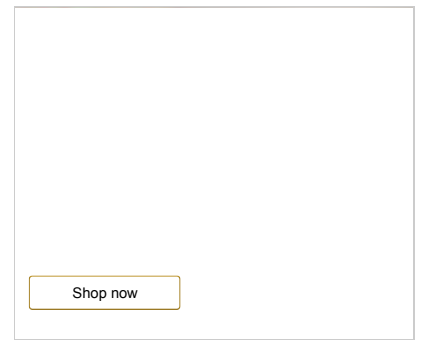
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Isle of Dogs referendum hit by delayed GLA study into future housing and service needs

PUBLISHED: 11:59 11 May 2018 | UPDATED: 17:32 15 May 2018 | Mike Brooke



Massive housing development on the Isle of Dogs with yet more construction going ahead. Picture: Mike Brooke

The proposed referendum on a neighbourhood plan for future Isle of Dogs developments could be delayed because City Hall didn't release a study on solving the 'mains and drains' crisis until just hours before a public hearing.



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Forum chairman Richard Horwood (right) with team members Andrew Wood and lawyer Dr Sue Chadwick preparing for Neighbourhood Plan public examination at Jack Dash House. Picture: Mike Brooke

The study into what infrastructure is needed to cope with the population explosion was only released 16 hours before yesterday's public examination.

Instead, the hearing at Jack Dash House community centre had to rely on a similar Tower Hamlets Council study completed in October which exposed a funding gap of nearly £1 billion to pay for gas and water mains, drainage and public transport that would be needed.

The shortfall—first revealed in the *East London Advertiser*—forms the backbone to the Neighbourhood Forum's argument for changing planning law to make it illegal to pass major housing schemes without first guaranteeing the infrastructure.

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Many schemes adding thousands of new homes have already been passed without 'mains and drains' guaranteed, with others are on the drawing board. A cautious Tower Hamlets Council was often overruled by the last Mayor of London pushing through lucrative developments along the waterfront.



Public examination into Isle of Dogs Neighbourhood Plan, held at Jack Dash House. Picture: Mike Brooke

Yesterday's public examination to test whether the local forum's proposed Neighbourhood Plan would be legal and meet planning requirements was adjourned because it was unable to take the GLA's delayed evidence.

The public examiner has asked the forum's chairman Richard Horwood and his team to meet town hall officials confirm that the GLA's study is "not materially different to the unpublished draft" before the Neighbourhood Plan was submitted.

"The Examiner refused to let us rely on the Tower Hamlets study," Richard told the *Advertiser*. "He asked us to confirm with the council that the GLA infrastructure study is not materially different to the unpublished draft that existed last June before we submitted our Neighbourhood Plan."

The examiner is to announce if the referendum of the future of the Isle of Dogs can go ahead, but only if all the figures tally. Any fundamental differences would mean having to reopen the stalled Public Examination which would push any referendum back, perhaps for months.



Public Examiner wading through evidence for Isle of Dogs Neighbourhood Plan. Picture: Mike Brooke

Adopting the Neighbourhood Plan would force Tower Hamlets and the GLA to cool down the overheated population growth and build infrastructure before homes.

This would rail against the Mayor of London's push for more housing with 65,000 targeted annually across the capital. That would add 3,500 new homes every year to Tower Hamlets alone—most of it, the forum believes, would come to the Isle of Dogs which has

to cope with only two roads, one overcrowded Underground line, the DLR and a foot tunnel under the Thames linking it to the outside world. Its population is predicted to hit 77,000 by 2031.

The trend has already begun with developers doubling the size of one controversial housing scheme on the 15-acre Westferry Printworks site from 700 homes to 1,500 by increasing five tower blocks already given planning permission to 19 and 46 storeys, instead of the agreed eight and 30 storeys, and adding a sixth tower. The developers say they are responding to City Hall's housing targets.

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Housing scheme bid to double tower block heights at Westferry Printworks scheme

PUBLISHED: 16:38 25 April 2018 | **UPDATED:** 09:41 02 May 2018

Mike Brooke



Entrance to Westferry printworks site on Isle of Dogs after being flattened for redevelopment. Picture source: Google

Plans to double the size of the controversial Westferry Printworks housing scheme from 700 homes to 1,500 have been revealed which will add to the Isle of Dogs' rocketing population.

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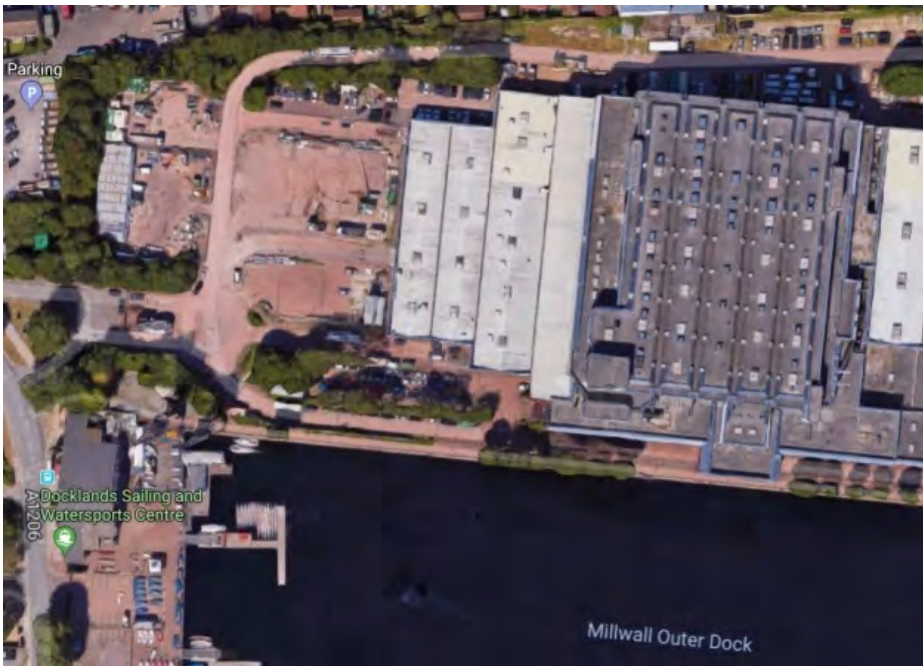


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Satellite view of Westferry printworks before it was bulldozed. Picture source: Google

The developers confirmed today that they are resubmitting their planning application for the 15-acre site to Tower Hamlets Council—despite getting the green light in 2016 for the smaller scheme.

They want to increase the five tower blocks to reach 19 and 46 storeys instead of the original eight and 30 storeys and add a sixth tower—all in response to the Mayor of London’s plans for more housing.

“The increase in housing will be achieved through increasing the height of the buildings,” the company has told the *East London Advertiser*.

The scheme came under fire at last night’s Tower Hamlets election hustings for mayor staged by the Isle of Dogs Neighbourhood Planning Forum at Millwall’s Seven Mills School, just half-a-mile from the proposed development.



Isle of Dogs hustings for Tower Hamlets mayor election held at Millwall's Seven Mills School. Picture: Mike Brooke

Candidates from across the political spectrum were angry at development going ahead without the infrastructure such as sewers and mains supplies being secured before being given the green light in 2016.

There are 10 major developments going ahead on the Isle of Dogs alone which Thames Water warns will be too much for the network to cope—first revealed in the *Advertiser* on April 5.

Thames Water's findings are being submitted to a public examination of the forum's *Neighbourhood Plan* on May 10 at Jack Dash House.

The developers, who are holding a meeting on Tuesday with neighbours living close to the site, are currently having talks with the utility mains company before submitting their redrawn proposals to the local authority in July. They also plan a public exhibition at the end of May.



Entrance to Westferry printworks site on Isle of Dogs after being flattened for redevelopment. Picture source: Google

The new scheme responds to the *London Plan* which earmarks Tower Hamlets to have 3,500 new homes every year, part of the 65,000 targeted annually across Greater London.

“We are resubmitting a bigger scheme because of the London Plan for more homes,” a spokesman for Mace Developments said. “We felt we had the capability to deliver that target.”

They will fall back on their original scheme for 700 homes if the revised application for double that number is rejected, the *Advertiser* has been told.

The proposals also include a new secondary school for 1,200 pupils, community and health centres, two new parks and a south facing dockside waterfront promenade with restaurants, bars and shops.

Population on the Isle of Dogs is set to rise by another 40,000 in the next 10 years, adding fears that the mains gas and water supplies, drainage, transport and other public services may not cope.

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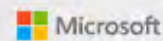
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South Dock bridge to Canary Wharf gets £7m go-ahead with London business rates cash

PUBLISHED: 18:00 09 October 2018 | **UPDATED:** 10:56 17

October 2018
Mike Brooke

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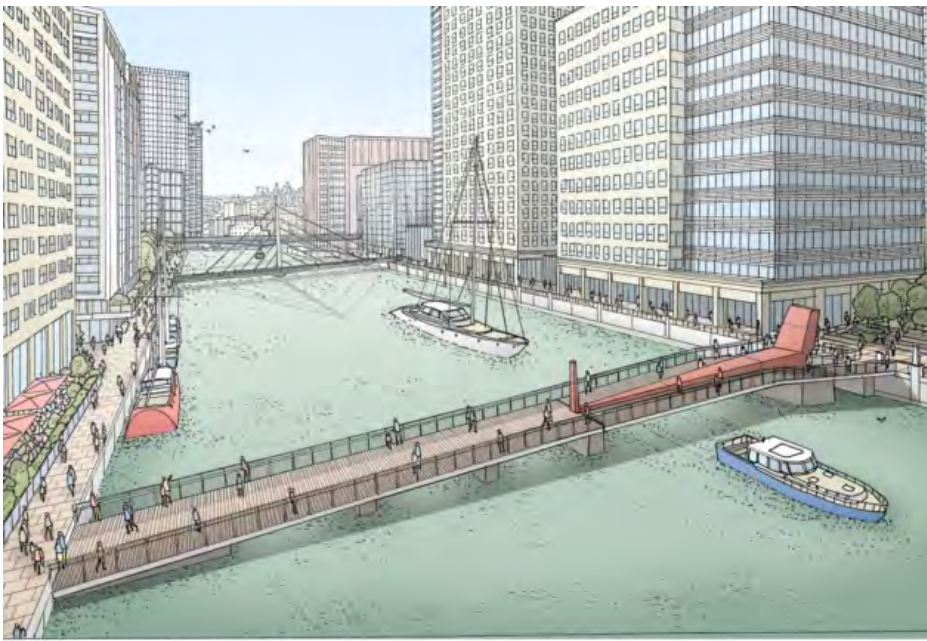
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Impression of how new South Dock footbridge will take shape. Picture source: LBTH

A badly-needed footbridge linking the Isle of Dogs to Canary Wharf has been given £7 million government funding to start construction following a three-year campaign.



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London Councils chairman Peter John... "Local authorities and the Mayor are determined to make sure business rates can be spent on strategic benefits."

Picture source: London Councils

But the grant chosen by London Councils representing local authorities is no government 'gift', as the money comes from business rates that were collected by Tower Hamlets Council in the first place.

The scheme is part of a £47m package clawed back from the chancellor for eight special projects.

"This shows we have our finger on the pulse of what London needs," London Councils' chair Peter John said. "Local authorities and the Mayor are all determined to make sure rates revenue can be spent on strategic benefits to the business community."

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Congested old footbridge crammed with commuters queuing to reach Canary Wharf Underground station. Picture: Sergey Kharlamov

Today's grant has been welcomed by Tower Hamlets councillor Andrew Wood, representing Canary Wharf ward, who has been campaigning for a footbridge following a strike on the DLR that caused 'bottleneck' queues of commuters trying to reach the alternative Jubilee line tube station,.

But Cllr Wood is sceptical about the funding 'gift' announced today.

"It's actually our money being returned to us," he told the *East London Advertiser*.



Canary Wharf councillor Andrew Wood... It's our own money coming back to us that should have stayed local in the first place." Picture: Mike Brooke

“Business rates are an appalling mechanism, being used as additional funding for infrastructure when it was the council that raised them in the first place.

“It’s our own money that should have stayed local in the first place.”

Tower Hamlets raises £300m in business rates a year for the government, but gets back just £119m.



Retired councillor Belle Harris... "Business rates should not be used for hand-picked projects which do not stop public service cuts." Picture: Mike Brooke

Former councillor Bell Harris, who has campaigned for all business rates to be returned to local authorities after they were reined in by the Thatcher government in 1991, slammed today’s grant as “a red herring” that starves public services of funds.

The retired Polytechnic lecturer said: “Distributing the revenue this way keeps public service cuts continuing.

Our business rates being next to the City have rocketed four-fold, which is killing small traders now facing bankruptcy. They should not be used for hand-picked projects by the government.”

Tower Hamlets mayor John Biggs also led a delegation of small traders to Downing Street last year calling for more business rates to be returned to local authorities rather than dished out for selected projects.

But London Councils insists that the South Dock footbridge is vital for the Isle of Dogs to get better access to the London Underground for commuters.

The area faces another 20,000 homes and more office towers being built or having planning permission. Yet another 59,000 homes could be built by 2031.

The Isle of Dogs' neighbourhood forum argued at a public examination hearing in March for all new development to stop until public services would be able to cope.

Resources were being spent on projects like the proposed Rotherhithe Bridge and a new civic centre at Whitechapel, which Cllr Wood feared diverted resources and didn't deal with the population growth.

Plans for South Dock footbridge were unveiled in February to relieve Canary Wharf's older 'bottleneck' footbridge. Public consultations have been held, but it is yet to receive formal planning consent from the council.

The design takes account of noise, vibration and wind to avoid the 'wobble' effect that plagued the Millennium Bridge in the City when it opened.

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Public hearing throws out desperately-needed Neighbourhood Plan for Isle of Dogs public services

PUBLISHED: 19:00 11 June 2018 | UPDATED: 11:44 14 June 2018

Mike Brooke



Rejected... Isle of Dogs plan for public services to cope with population explosion. Picture source: Isle of Dogs Forum

Proposals for a formal plan for public services to cope with the Isle of Dogs population explosion crisis have been rejected.



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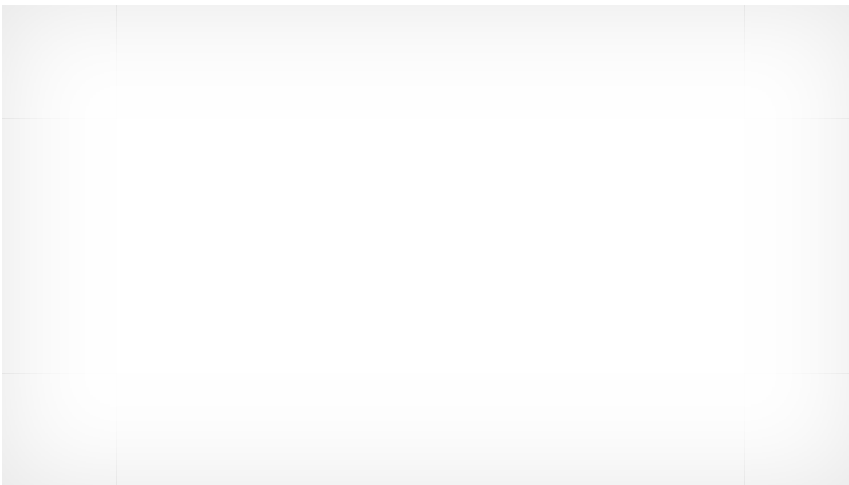
Isle of Dogs Forum chairman Richard Horwood with its members at Neighbourhood Plan public hearing on May 10. Picture: Mike Brooke

The Neighbourhood Plan for better mains, drains, schools and transport put forward by the area's planning forum has been turned down by the Public Examiner, it has emerged this week.

It means the voluntary forum's long-awaited *Neighbourhood Plan* won't go to a referendum this summer, despite months of public meetings and consultations.

The rejection was caused because it included data from the GLA's *Infrastructure Study* for the Isle of Dogs and South Poplar which was not yet in the public domain—even though it had the same information that Tower Hamlets Council issued last October.

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The GLA held onto its study for seven months and only released it 15 hours before last month's public examination hearing at Jack Dash House on the Isle of Dogs, which the independent examiner ruled was not enough time to be legally considered.



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Richard Horwood (centre) giving evidence at May 10 public examination of Isle of Dogs Neighbourhood Plan. Picture: Mike Brooke

The Neighbourhood Plan has now been delayed another six months before it can be resubmitted—while more development schemes are passed without legislation to guarantee funding for services needed for the population rise.

The GLA had been working on the publicly-funded study since 2014 and promised to have it ready by 2016, but postponed it until February 2017, then again until last summer and finally got it ready in November.

But its findings still hadn't been released until the evening before the *Neighbourhood Plan* public examination at Jack Dash House on May 10 when they were too late to be included.

Yet Tower Hamlets had used the GLA data in October for its own *Local Plan* on what schools, GP surgeries, parks, public transport, mains supplies and even bridges are needed in the next 25 years.

The study has already identified a funding shortfall of almost £1 billion that's needed to sort out gas and water mains, drains, sewers and other services needed for major schemes already given the go-ahead, the *East London Advertiser* first revealed on April 3.

Campaigners have been calling for tougher planning law to make it illegal to give the green light to housing schemes without first funding the infrastructure needed.

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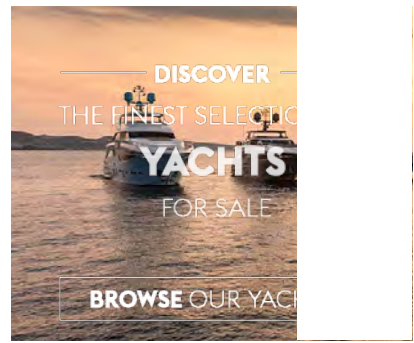
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Resident plan to help plug £1bn infrastructure funding gap for Isle of Dogs goes to public examination

Over-development has put extreme pressures on gas and water mains on the Isle of Dogs, a City Hall funding study found

RACHAEL BURFORD | Friday 11 May 2018 15:39 |

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The Forum has spent three years drafting its planning policies (*Isle of Dogs Neighbourhood Forum*)

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A resident-led plan to curb dense developments in **Tower Hamlets** and help plug an almost £1bn infrastructure funding gap has been sent for public examination.

Over-development has put extreme pressures on gas and water mains on the Isle of Dogs, a City Hall Development Infrastructure Funding Study (DIFS) found.

It will cost nearly £2bn to fix the problems, according to a council report, but only £1.1bn of funding has been identified.

The Isle of Dogs Neighbourhood Forum has spent three years drafting its planning policies, which, if rubber stamped, will make it illegal for the council or the GLA to approve major developments without funds in place to pay for the infrastructure needed around them.

Yesterday its plan went to public examination to test its legality before being sent to a referendum.



Over-development has put extreme pressures on gas and water mains on the Isle of Dogs (Isle of Dogs Neighbourhood Forum)

The Forum has had a copy of the draft DIFS for months and relied on its findings to write their plan. However, the GLA only officially published the document hours before yesterday's meeting.

The study now has to go to consultation to give the public time to review and comment on it, delaying the process by four weeks.

The Forum argues that developers are paying the council millions to build on the Island, but that money is being spent on infrastructure elsewhere.

Councillor Andrew Wood said: "Since April 2015 this ward has brought in £77m in Community Infrastructure Levy funds.

"I estimate only half of that will be spent in the borough. That is what the Forum is trying to change.

"We will desperately need between 10 and 14 new primary schools in this area. Other areas of the borough have a lower population and far better infrastructure. We shouldn't have to be the cash cow."

The number of towers being planned or built in the capital passed the 500 mark for the first time last year and half of these are in East London. Eighty-five are in Tower Hamlets, with the Isle of Dogs bearing the brunt of the building work.

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But Tower Hamlets Council, developers and housing associations in the area oppose parts of the Neighbourhood Plan, arguing some policies are too restrictive.

Philip Dunphy, representing developers Ballymore, said some of the plan points were "open ended and could be misinterpreted".

Ellie Kuper-Thomas, from the council's planning department, said that if some of the policies were put into place they would be "unlawful" and argued the council needed the flexibility to spend money on infrastructure where it deems necessary.

She added: "We have a housing target imposed on us by the GLA that we seek to meet. Inserting infrastructure in other areas helps us shift planning into those areas."

If the examiners report allows the Neighbourhood Plan to go forward, a referendum will be organised by Tower Hamlets Council and would likely be in September.

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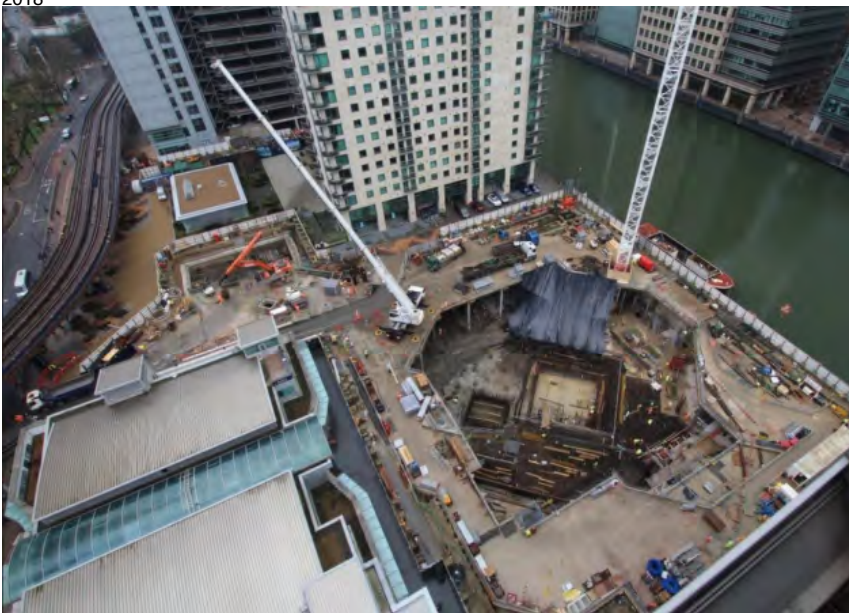
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Thames Water warns 'sewers won't cope' at 16 major developments on Isle of Dogs and nearby

PUBLISHED: 15:25 03 April 2018 | UPDATED: 08:10 04 April 2018

Mike Brooke



Candidates in the local elections have clashed over affordable housing. Picture: Isle of Dogs Forum

Sewer and drainage capacity on the Isle of Dogs may not be able to cope with the 10 massive redevelopments now under way along the Thames, it has emerged.



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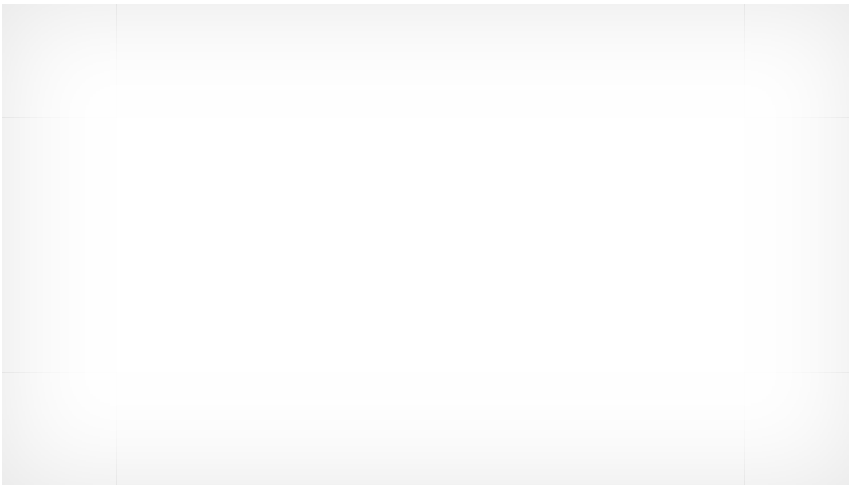
Massive Isle of Dogs developments causing strain on mains utilities. Picture source: Isle of Dogs Forum

That's the formal view of Thames Water's submission to a public hearing being held next month into the proposed Neighbourhood Plan and the right for current residents to decide the area's future.

The utility company has been concerned about lack of mains pressure at South Quay and other parts of the Isle of Dogs where there are huge tower block developments.

Its submission seen by the *East London Advertiser* says: "Upgrades to the existing infrastructure may be required to ensure sufficient capacity ahead of development.

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"The strategy should be submitted with any planning application by developers who should liaise with us to determine what is required, when and where, if there is constrained capacity."



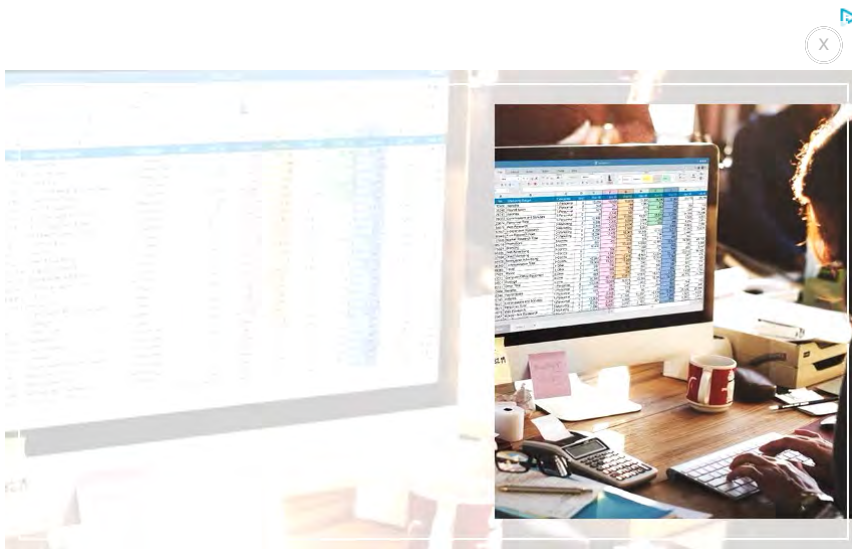
"Our right to make policies have been challenged"... Isle of Dogs Planning Forum chair Richard Horwood. Picture: Mike Brooke

Mains freshwater needs are more complex for any proposed housing, however. More details are required from Tower Hamlets Council's "aspirations for housing" at each site, it adds, such as the scale and anticipated completion date.

But before then, tenants and residents on older housing estates should be able to vote on whether their homes are torn down to make way for rejuvenation projects, the Isle of Dogs Neighbourhood Planning Forum demands.

The forum's chair Richard Horwood said: "Our right to make some of the policies have been challenged by some developers, the council and the GLA.

"The millions paid by the developers to the council for services to support new buildings should be spent where intended—on Isle of Dogs priorities rather than elsewhere in Tower Hamlets."



Packed meeting of Isle of Dogs Forum in February, 2017, railing against over development. Picture: Mike Brooke

But his forum is up against opposition to its proposed Neighbourhood Plan going before next month's public inquiry.

But Thames Water has come out in support of a residents' policy that Richard claims the council and GLA "are trying to block".

It is calling on local authorities to insist on infrastructure solutions before giving planning permission.

Its property chief Richard Hill says in his submission: "We support the requirement for all infrastructure needs to be identified prior to development coming forward and the requirement for all planning applications to have made clear how, where and when such infrastructure will be supplied."

Currently the council can give planning permission with a provision that services are sorted out. But Thames Water wants it the other way round, so developers get the go-ahead from them *before* applying for planning permission.

There are 16 major current developments across the East End where the public sewage and drainage network it says won't be able to cope. These include 10 on the Isle of Dogs alone—Crossharbour town centre (Asda supermarket), Limeharbour, North Quay Upper Bank Street, North Quay Aspen Way, Millharbour and Millharbour South, Marsh Wall West and Marsh Wall East, South Westferry Circus and Westferry Printworks site.

The other six major schemes likely to put pressure on the drainage network are the nearby Wood Wharf and the Reuters Blackwall Yard schemes, the massive Bishopsgate goodsyard project stretching between Spitalfields, Shoreditch and Bethnal Green, the Poplar gasworks site by the Lea River, the Bethnal Green gasworks site at The Oval by the Regent's Canal and ironically the Whitechapel south side which includes the new Tower Hamlets civic centre due to open by 2022.

Policies such as adequate infrastructure like drainage and mains supplies "must be identified and guaranteed" before more residential buildings or hotels are permitted by Tower Hamlets Council, the Isle of Dogs forum insists.

The public examination with appointed examiner John Parmiter on May 10 at Millwall's Jack Dash House, next to the two Marsh Wall schemes, is the final stage before the forum's Neighbourhood Plan goes to a public referendum in the summer.

The aim of the hearing is to consider whether its policies comply with regulations and legal requirements—not whether it is a good plan or not.

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A man arrested in Whitechapel after the Regent's Canal fatal stabbing of 25-year-old Zahir Visiter has been convicted of manslaughter.

East London Advertiser

Remember Heidi Klum's Daughter? Take A Deep Breath Before You See How She Looks Now

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Remember Linda Kozlowski? Try Not To Smile When You See Her Now

Travelfuntu | Sponsored

Jailed: Man from Harlesden found with a loaded gun at Aldgate East Underground station

A man has been sentenced to five years in prison after officers caught him carrying a loaded gun on the London Underground.

East London Advertiser

Royal Mail's parcel postboxes rolled out in Tower Hamlets

Parcel postboxes have been unveiled in locations across east London, including Tower Hamlets.

East London Advertiser

School for East End kids in care changed TV star Jaz Ampaw-Farr's life, she reveals

TV presenter Jaz Ampaw-Farr opened the Virtual School awards for children in Tower Hamlets care with a barnstorming speech about the need to be

East London Advertiser

25 Safe Countries Where \$150k Is Enough to Retire

Journalistate | Sponsored

He Walked More Than 12 Hours To Work But Then The CEO Found Out & Did This

Drivepedia | Sponsored

New exhibition in Bow examines history of printing industry in 20th century

A new exhibition opening in Bow explores the significant history of the printing industry in east London.

East London Advertiser

Docklands IRA bombing campaigner accepts OBE 'for all victims of conflict'

A campaigner has been honoured by the Queen for services to victims of terrorism.

East London Advertiser

Barts Health teams recognised for 'inspirational' cancer support

Two teams from Barts Health NHS Foundation Trust have been shortlisted for an award recognising their inspirational work supporting people living with cancer.

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Plan Update

Dear all,

Following a meeting with Tower Hamlets Council planning team last Friday we are close to submitting to them the Regulation 16 version of the Neighbourhood Plan. They will then launch a 6-week consultation on that version of the Plan before it and any comments received go to Examination next year.

But in advance of that submission, we wanted to update you on where we are, as well as the latest news.

The attached Neighbourhood Plan is the latest draft version click [here](#):

If you want to see what has changed between this draft and the original Regulation 14 Plan look at this document, click [here](#):

The main change is on page 34 where there is a new Policy:

RB1 – Resident Ballot Requirement. Relevant Estate regeneration projects must apply for GLA grant funding, including satisfying the GLA’s resident ballot requirement.

This policy is based on the estate regeneration policies in the Regulation 14 consultation.

Cycling and Transport research projects

Last week TfL released their consultation report on the proposed Hackney to Isle of Dogs cycle route, click [here](#) for their report. It contained this update on the Isle of Dogs section of the route:

"Further work has been undertaken on the Isle of Dogs section and we have been unable to find a design that meets our cycling quality criteria."

As a result, we would like to do some work on cycling issues across the Isle of Dogs. We also plan to do some research on how full the DLR is during the rush hour. If you are interested in helping with either of these projects please get in

hour. If you are interested in helping with either of these projects please get in touch with us by email here: isleofdogsnpf@gmail.com

There will be more information in future emails about these & other projects.

Meet the Mayor John Biggs on the Isle of Dogs Tuesday 29th October 7-9pm

'Ask the Mayor' events are question and answer sessions held throughout the year which allow residents of Tower Hamlets to raise the issues that matter to them directly with the Mayor.

This session will take place in the theatre at George Green's School on the Isle of Dogs, Manchester Road, E14 3DW

Doors will open at approximately 6.30 pm, event starts at 7pm Tuesday 29th October

You need to apply for tickets in advance click [here](#):

Community Infrastructure Levy consultation (Local Infrastructure Fund)

A more detailed email will follow about this public consultation by Tower Hamlets Council about how and where they should spend 25% of the Community Infrastructure Levy earned locally, click [here](#) for a link to the consultation.

But you may wish to put in your diary now these two workshop meetings at the Alpha Grove Community center, Alpha Grove, E14 8LH

on Wednesday 6th November

Session 1: 4-5.30pm

Session 2: 6-7.30pm

Please email infrastructure.planning@towerhamlets.gov.uk or call 020 7364 5009 if you would like to register for one of the workshops.

ASDA planning application

The application has been delayed. It was due at the end of August and we still expect it soon.

We plan to help organize a public meeting once it has been made public with local residents.

Westferry Printworks examination

The final comments were submitted to the Examiner by the developer, GLA and

Tower Hamlets Council on the 23rd of September. They can be read click [here](#):

The next step will for the Examiner to write a report before the final decision is made by the Secretary of State for Housing, Communities, and Local Government.

You can get updates click [here](#).

Tower Hamlets Council Local Plan 2031

After some delay, the Council has received the Planning Inspector's Final Report which includes a Schedule of Main Modifications (MMS). This concludes the examination in public. All of the documents are click [here](#).

This should mean that the Local Plan is approved early next year.

Isle of Dogs & South Poplar Opportunity Area Planning Framework

The final version of this document has not yet been released although the consultation ended in May 2018. This Framework should contain a detailed infrastructure plan for the Isle of Dogs and South Poplar area when published.

<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/opportunity-areas/opportunity-areas/isle-dogs-and-south-poplar-opportunity-area>

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Admirals Way, Isle of Dogs
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Development Consultation July 2019

[Campaign Preview](#)

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Dear all,

After months of almost no public consultation events this month we have a number of them over the next two weeks. There are so many of them this email will just summarise them. We will provide a separate update on the Neighbourhood Plan and Westferry Printworks later this week. The consultation events include:

- ASDA development public exhibition tonight Monday & Tuesday night (see details below)
- Two Tower Hamlets Council consultations on improvements to the Barkantine estate and to parks in the southern Isle of Dogs public event
- New apart-hotel next to Blackwall DLR station public exhibition
- New safeguarded wharf + new homes at Orchard Wharf in Leamouth next to Trinity Buoy Wharf public exhibition
- London City Airport online consultation on their future plans
- Billingsgate Fish Market move to Dagenham online consultation

We also had stalls at the Canary Wharf College Fete as well as the Mudchute Farm Agricultural Show in June and must have spoken to about 110 people in total. We plan more public events in future months on ASDA, cycling on the Isle of Dogs, river crossing to Rotherhithe, DLR capacity: if you are interested in any of these let us know.

ASDA public exhibition Monday 8th & Tuesday 9th July

The project team is bringing forward amended plans for the new District Centre at the existing Asda site at Crossharbour. Following extensive consultation with the local community, most significantly during Spring and Summer 2017, new plans are now being proposed for the redevelopment of the site.

The proposals will bring local shops, a public square, business space, community and leisure facilities along with new homes, including affordable housing.

Ahead of submitting a planning application, the revised plans will be available for the community to view on Monday 8th July and Tuesday 9th July at Café Forever (next to

Cubitt Town school), Glengall Grove. On both days the sessions will run from 6-9pm.

Liveable Streets Barkantine online consultation

Council programme to improve the Barkantine area has now started (from Cuba street down to Tiller road).

"Our Liveable Streets Programme will improve the look and feel of public spaces in your neighbourhood by creating a better environment, we can make it more convenient to get around by foot, bike and public transport."

Please fill in this online survey, you can put pins in the map where you want improvements
<https://www.pclconsult.co.uk/liveablestreetsbarkantine>

Parks south Isle of Dogs public engagement event Saturday 13th July

The London Borough of Tower Hamlets has commissioned architects and urban designers We Made That to develop a vision for key open spaces within the south Isle of Dogs area. The study will include recommendations for enhancing green spaces by addressing key challenges and celebrating community assets, whilst also ensuring the parks are accessible and inclusive for all.

They would like to invite you to an upcoming public engagement event they are hosting on Saturday 13th July 2019 from 11am - 3pm to help us establish priorities for improving green spaces in south Isle of Dogs.

Poplar Apart-hotel public exhibition Friday 19th July

Public exhibition for new 350 room apart-hotel next to Blackwall DLR station north side of Aspen Way where car parks are now, will involve changes to the bus stand

Friday 19th July 12.30-8pm
at Reach CommunityCtre, Oliphant St, Poplar, E14 0GB

<https://navalrowaparthotel.com>

Orchard Wharf public exhibition Thursday 11th July & Saturday 14th July

Public exhibition for new mixed-use development, which will bring Orchard Wharf back into working use as a freight logistics port + new homes in Leamouth/Blackwall area next to London City Island / East India Dock Basin / Trinity Buoy Wharf

Thursday 11th July 4-8pm
Saturday 13th July 11am - 3pm
at Story Box, Trinity Buoy Wharf, E14 OJW

www.orchardwharfconsultation.co.uk

London City Airport Draft Masterplan 2020-35 consultation

See consultation online here, it will inform any future changes to operating hours in particular.

<https://www.londoncityairport.com/corporate/consultation>

Billingsgate Fish Market online consultation

The City of London Corporation wants to hear your views on the proposal to bring together the three wholesale markets at Dagenham which will mean the removal of Billingsgate Fish Market from the site next to Canary Wharf.

<https://wholesalemarkets.cityoflondon.gov.uk/markets/consultation/>

Below are pictures from some of the public engagement events



When:
Monday 8th July, 6pm-9pm
Tuesday 9th July, 6pm-9pm

Venue:
Café Forever, 3 Glengall Grove, Isle of Dogs, London, E14 3NE



For more information, please:
Visit: crossharbourdc.co.uk
Email: info@crossharbourdc.co.uk
Call: 0800 368 7592



PUBLIC EXHIBITION INVITATION

Ashbourne Beech Ltd are bringing forward amended plans for the new District Centre at the existing Asda site at Crossharbour.

The proposals will bring a new supermarket and petrol filling station, amenity spaces, including a central public square, business space, community and leisure facilities, along with new homes, including affordable housing.

Following extensive consultation with the local community, most significantly during Spring and Summer 2017, new plans are now being proposed for the redevelopment of the site.

Ahead of submitting a planning application, the revised plans will be available for the community to view on **Monday 8th July and Tuesday 9th July at Café Forever.**



Join us to help shape a vision for parks and open spaces in the south Isle of Dogs.

Saturday 13th July 2019
11am - 3pm

Manchester Road entrance to Millwall Park
(next to Island Gardens DLR station)

The London Borough of Tower Hamlets has commissioned architects and urban designers We Made That to develop a vision for key open spaces within the south Isle of Dogs area. The study will include recommendations for enhancing green spaces by addressing key challenges and celebrating community assets, whilst also ensuring the parks are accessible and inclusive for all. Come and have your say about the proposals and help us establish priorities for improving green spaces in south Isle of Dogs.

For more information contact Will from We Made That: T: 02072523400 Email: william@wemadethat.co.uk



Making plans for parks in the south Isle of Dogs



PUBLIC CONSULTATION INVITATION

Naval Row Car Park, Poplar, London E14 9PU

Criterion Capital invites you to attend a public consultation on their exciting proposal to build a 350 bed apart-hotel on the car park site in Naval Row, Poplar E14 9PU.

A fairly new concept, an apart-hotel provides a temporary home for people working in and visiting an area for short periods, from a few days to a few months.

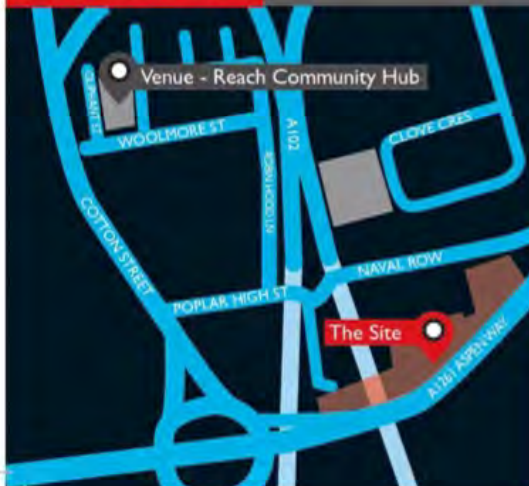
As such, the site is perfectly located to accommodate an apart-hotel due to air, rail and road links and its proximity to Canary Wharf, the City and London as a whole.

In addition to an apart-hotel, the emerging scheme proposes the relocation of the Blackwall bus stand, a public café / lounge area, and dedicated youth play space for use of the wider community.

The consultation provides an opportunity for local residents and stakeholders to view and comment on the proposals before the submission of a planning application to Tower Hamlets Council.

www.navalrowaparthotel.com

How to find us:



The consultation will be held on:

- **Date:** Friday 19th July
- **Time:** 12.30pm until 8pm
- **Venue:** Reach Community Hub,
11 Oliphant Street, Poplar,
E14 0GB

The architects, planning consultants and community consultation team will be on hand to answer your questions and discuss the proposals in detail.

We look forward to seeing you there.

This leaflet is available in other languages upon request, please contact us via email sammcgowan@newingtoncomms.co.uk to request a copy.

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HAVE YOUR SAY

Proposals for Orchard Wharf



Regal London would like to invite you to a public exhibition on our

This exhibition is your opportunity to:

Learn more about our

proposals to redevelop Orchard Wharf, a vacant safeguarded wharf on the north bank of the River Thames, between the East India Dock Basin and Trinity Buoy Wharf and directly opposite the O2.

proposals and look at our early plans

Meet the project team and ask any questions

Give us your views to help us shape the developing plans

We have more than 20 years' experience in delivering homes for Londoners and are now working with award winning architects JTP on our emerging plans for a mixed use development, which will bring the wharf back into working use as a freight logistics port and create

much needed new homes.



WHEN

**THURSDAY
11 JULY**

16.00 –
20.00

**SATURDAY
13 JULY**

11.00 –
15.00



WHERE

STORY
BOX,
TRINITY
BUOY
WHARF,
64
ORCHARD
PLACE,
E14 OJW

If you cannot make our public exhibition but would still like to share your thoughts, you can get in touch with the team via:

e:
orchardwharf@londoncommunications.co.uk
t: 0800 307 7959

(Freephone)

w:
www.orchardwharfconsultation.co.uk

Please note that the exhibition materials will be available for download from Thursday 11 July.



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Consultation Update & Extension To 26th May

[Campaign Preview](#)

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Dear all,

We originally proposed to have some drop-in sessions at the end of the consultation period but our normal location, the Ideas Store at Canary Wharf was not available due to purdah election rules until after the European election on Thursday:

So the new drop-in dates will be:

Friday 24th May 10am-12 noon

Saturday 25th May 3-5pm

Therefore the Regulation 14 consultation end date will be extended to midnight Sunday 26th May in case anybody has any last minute questions.

in Lab 3, Ideastore Canary Wharf, Churchill Place, Canary Wharf, London E14 5RB (behind Waitrose, below Brewdog (used to be Jamie's Italian)). Just turn up, no tickets required.

Copies of the documents are also available at the Canary Wharf Ideas Store and Cubitt Town Library.

ASDA update

A new planning application will be submitted in September to re-develop the ASDA site. We do not have any details yet but we expect a new public consultation over the summer.

Westferry Printworks update

Tower Hamlets Strategic Development Committee decided last week to recommend to the Planning Committee that he refuse the new Printworks

recommend to the Planning Inspector that he refuse the new Printworks application.

The Committee resolves to inform the Secretary of State that were it empowered to determine the application at Former Westferry Print Works 235 Westferry Road E14 8NX for a comprehensive mixed used development, it would have REFUSED planning permission for the amended Refusal Reasons 1 & 4 in the Committee update report together with Reasons 2, 3.& 5 within the Committee report as set out below:

See page 4 of the committee report [here](#). As a reminder as the Council did not make the decision within the statutory time limits the developer appealed to the Planning Inspector to make a decision. They decided to hold a public hearing before an Inspector starting on the 7th August 2019. Which means the deadline for comments is this Wednesday 22nd May. You can make a representation to the Inspector in this link [here](#) .

The Inspector will write a report which will go to the Secretary of State for Local Government James Brokenshire MP for a final decision which is why the Council is writing to the Secretary of State.

A group of Councillors and residents are writing a list of reasons as to why they object to this. If you wish to assist or know please let me know.

Isle of Dogs and South Poplar OAPF Update

We have been told the final version will be released this month.

We are working on a series of meetings over the coming months to start to work out what we want to do in the long Neighbourhood Plan which will replace this Basic Plan.

Directly below is a picture of the new Westferry Printworks application (just behind the right-hand tower you can see a new tower called T5), below that a picture of the original 2016 approved application as a comparison.





Figure 7 – Proposed view north across Millwall Outer Dock (Tower T4 subsequently reduced by two storeys)



Figure 8 – 2016 Permitted scheme - view north across Millwall Outer Dock

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Public Meeting Reminder

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Dear all,

A quick reminder that we have drop-in sessions if you want to come and have a chat or ask any questions about the Neighbourhood Plan or the Forum:

12th April Friday 10am-12pm tomorrow

13th April Saturday 3pm-4:45pm

16th April Tuesday 5pm-7pm

in Lab 3, Ideastore Canary Wharf, Churchill Place, Canary Wharf, London E14 5RB (behind Waitrose, below Brewdog (used to be Jamie's Italian)). Just turn up, no tickets required.

There will be more public meetings in May.

Copies of the documents are also available at the Canary Wharf Ideas Store and Cubitt Town Library.

Quay House update

The developer has submitted a request for an Environmental Impact Assessment scoping opinion for a 40 storey hotel & serviced apartments. More information [here](#).

PA/19/00659/NC | Request for an Environmental Impact Assessment Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) for the Demolition of existing buildings and structures on the application site and redevelopment to provide a single building extending to ground floor plus 39 storeys in height for a mix of uses; One basement level; Up to 16,500 m2 gross internal area (GIA) of hotel floorspace (including ancillary bar and restaurant); Up to 12,200 m2 GIA of serviced apartments floorspace; and Associated landscaping. | Quay House, Admirals Way E14 9XG

See picture below for the next public consultation on this scheme at Main Reception of Quay House, 2 Admirals Way, Isle of Dogs, E14 9XG on Thursday 25 April 3:00pm - 8:00pm and on Saturday 27 April 9:00am - 11:00am.

This is the white & black office building between Marsh Wall and the docks, next to the DLR track between South Quay station and Herons Quay station.

Westferry Printworks update

As Tower Hamlets Council did not resolve the application within 16 weeks the developer appealed to the Planning Inspector to make the decision instead. It has now been confirmed that an inquiry will now take place (maybe later this year) where the decision will be taken by a national Planning Inspector. Tower Hamlets will still have a Strategic Development Committee meeting but its decisions will be advisory and will set the position for the Council in the inquiry.

Isle of Dogs and South Poplar OAPF Update

Our last email said that the OAPF would be adopted this month, we understand now that a revised draft will be circulated instead but this is unconfirmed.

PUBLIC EXHIBITION

HAVE YOUR SAY ON THE REDEVELOPMENT PROPOSALS FOR QUAY HOUSE

Dear Neighbour,

In February 2019, Rockwell Property invited you to join them at their public exhibition to have your say on their emerging redevelopment proposals for Quay House, 2 Admirals Way. Since the exhibition Rockwell have taken on board feedback from the local community and are now in a position to present further details of the plans.

The proposals will replace the existing Quay House with a new development that will offer a new hotel, serviced apartments and dockside leisure facilities arranged over 40 storeys. An objective of the proposals is to deliver a building of exceptional design quality whilst also improving the public realm, enhancing the pedestrian experience along the waterfront and activating the currently underused spaces beneath the DLR. The development will also generate many employment opportunities for local people, as it is estimated that circa 300 on-site construction jobs will be provided, followed by up to 230 Full Time Equivalent jobs once the building has been completed and is fully operational.

We would like to once again welcome local residents and businesses to our public exhibition to view the details of the plans in the **Main Reception of Quay House, 2 Admirals Way, Isle of Dogs, E14 9XG** on **Thursday 25 April 3:00pm - 8:00pm and on Saturday 27 April 9:00am - 11:00am**. This will be a great opportunity to meet the team again, ask any questions you may have and leave your feedback on

great opportunity to meet the team again, ask any questions you may have and leave your feedback on the plans.

If you have any questions about the plans or are unable to attend the event you can email, or call us during office hours, by using the details below. We would also be delighted to send you a copy of the boards.

We look forward to hopefully meeting with you at the exhibition!

Yours faithfully,

Your Shout (The Quay House Consultation Team)

quayhouse@yourshout.org

0800 955 1042

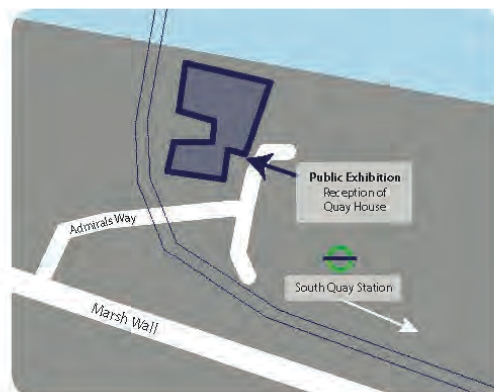
quayhouseconsultation.co.uk

FIND OUT MORE

WHEN: **Thursday 25 April 2019**
3:00pm - 8:00pm

Saturday 27 April 2019
9:00am - 11:00am

WHERE: **Main Reception of Quay House**
2 Admirals Way,
Isle of Dogs,
E14 9XG



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Launch Regulation 14 Consultation April 2019

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Dear all,

After months of discussion with the Council and others, the Isle of Dogs Neighbourhood Planning Forum has launched our formal “Regulation 14” public consultation on our new draft Neighbourhood Plan – dubbed ‘the Basic Plan’. The consultation will end at midnight Friday 17th May 2019. If you wish to respond please do so via this email, attend one of the drop in sessions or use the contact details at the bottom.

Click [here](#) for the draft Basic Plan itself, and click [here](#) for the draft Infrastructure Baseline Analysis as a PDF file or [here](#) as an Excel file, which is a key piece of the Plan’s new density policy. You can find the Evidence Base supporting the Plan and all of the documents by clicking [here](#). Anyone seeking more information please ask us.

It’s called the Basic Plan, both because it focuses on the basic policies that we have long been calling for in our increasingly densely developed area; and because we’ve stripped those policies down to their basic principles.

The formal policies still cover the strains on our infrastructure, the use of empty sites, construction management and communication, sustainable design, air quality, and 3D models for high rise planning.

Other policies that had been in our 2018 draft Plan and which the Council had argued – contrary to our own legal advice – did not fulfil the statutory tests required of planning policies, are now included in an annex or as a recommendation (as advised by the 2018 draft Plan’s Examiner); and the new formal Basic Plan policies have been revised to be more acceptable while still achieving our main goals. This should all help the new Basic Plan progress more easily to a public vote and formal adoption in the coming months.

Remember too that our 2018 attempt was actually frustrated by the GLA’s

remember too that our 2016 attempt was actually frustrated by the GLAs refusal to publish in time a key part of the evidence supporting our main policies, despite its having been finalised in 2017. That's not an issue any more.

There will be more information in future emails but the new Plan contains nine policies on:

- D1 – Infrastructure Impact Assessments
- D2 – High-density developments
- ES1 – Use of empty sites
- CC1 – Construction coordination
- CC2 – Construction communication
- CC3 – Control of dust and emissions during construction and demolition
- SD1 – Sustainable Design
- AQ1 – Air Quality
- 3D1 – 3D model for applications

In addition, there are ten Annex policies:

- ER1 – Right to vote to approve or reject final proposals
- ER2 – Conduct of votes
- ER3 – Resident participation in a transparent, inclusive, objective decision-making process
- ER4 – Right of return
- ER5 – Tenants' rights and costs
- ER6 – Leaseholders' and freeholders' rights
- ER7 – Adopting George Clarke Review recommendations
- ER8 – Estate small businesses, retailers, and community organisations
- ER9 – Public profit reinvestment
- GR1 – Helping establish new residents' associations

plus recommendations on how Community Infrastructure Levy should be spent.

The first set of drop-in sessions if you wish to ask any questions will be at:

Lab 3, Ideastore Canary Wharf, Churchill Place, Canary Wharf, London E14 5RB (behind Waitrose, below Jamie's Italian) on:

12th April Friday 10am-12pm

13th April Saturday 3pm-4:45pm

16th April Tuesday 5pm-7pm

There will be more meetings later in the 6 week consultation period.

Copies of these documents will be available at the Canary Wharf Ideas Store and Cubitt Town Library.

Our press release is [here](#)

Skylines update

Last week on a 4 to 2 vote the Council's Strategic Development Committee approved the Skylines planning application on the junction of Limeharbour and Marsh Wall. See picture below of approved scheme.

Skylines Village, Limeharbour, London (PA/17/01597) Demolition of all existing structures and construction of a new mixed use development consisting of five buildings ranging from ground plus 3 to ground plus 48 storeys in height comprising 579 residential units (Class C3); a two-form entry primary school with nursery facilities (Class D1); a 10,272 sq. m GIA small and medium enterprise (SME) Business Centre (Class B1); 2,228 sq. m GIA of flexible commercial floorspace (A1/A2/A3/B1/D1 and D2); single level basement car parking and servicing; and landscaped open space including a new public piazza with future pedestrian connection to Chipka Street and ground and podium level communal amenity space.

Westferry Printworks update

The Westferry Printworks developer has requested that the National Planning Inspectorate make the decision on the revised larger application on the basis that Tower Hamlets Council has not dealt with the application in time (also the reason why the then Mayor of London Boris Johnson called in the application back in 2016). However, a number of updates have been loaded to the Council website in March so it is not clear that the application was final.

If granted this would mean that the decision is taken out the hands of Tower Hamlets and would be made by an independent Planning Inspector through a public examination

Below in the picture is the email from the Planning Inspector. We do not know yet if the inspector agrees to do this. More information here:

https://development.towerhamlets.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_126178&fbclid=IwAR1ODJFpZdbafnD4nz_wBjYVX5VhjNJboR8I1mmi-C5_9HHfGB79Cn-l1oo

Isle of Dogs and South Poplar Opportunity Area Planning Framework Update

GLA comment ‘Officers have been updating the IoDSP OAPF in response to public consultation and in line with emerging LBTH Local Plan policy. It is expected that the final document will be adopted by the GLA in April 2019. GLA, TfL and LBTH officers continue to progress various delivery workstreams and are also actively engaging through the GLA’s Infrastructure Development Coordination Unit Isle of Dogs pilot project supporting upfront planning of utility infrastructure in the area.’

Tower Hamlets Council Local Plan 2031 Update

Tower Hamlets Council comment ‘The [Tower Hamlets Local Plan](#) is undergoing an independent public examination, following its submission to the government in February 2018.

As part of the examination process, the government-appointed inspector has proposed changes (known as “[main modifications](#)”) to the Local Plan and is inviting comments on them. The consultation will run from **25 March until 5pm on 9 May 2019.**’

More information here:

https://www.towerhamlets.gov.uk/lgnl/council_and_democracy/consultations/Local_Plan.aspx



Email from Planning Inspector about Westferry Printworks

Subject: Appeal at Former Westferry Printworks Site, 235 Westferry Road, E14 3QS, London 3225474 & PA/18/01877/A1

The above appeal was received on 26 March and the appellant has requested that it be heard at an inquiry.

The procedure will be determined by the Planning Inspectorate in accordance with Section 319A of the Town and Country Planning Act 1990. Our decision will be based on the published criteria and will take account of the views expressed by both the appellant and the local planning authority.

Your views regarding the most suitable procedure and likely duration of any inquiry would be welcome at this early stage. If you disagree with the appellant that an inquiry is necessary, it is essential that you give detailed reasons to support why your alternative choice of procedure is more appropriate.

Would you please send your comments to me by 28 March.

A copy of this email has been sent to the appellant's agent. Please would you also copy them in to your response.

Kind Regards

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AGM Meeting 2018 Reminder

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Dear all,

As a reminder our AGM is tonight 7pm Wednesday at the Dockland Sailing & Watersports Centre (upstairs) on Westferry road. D7, 135 & 277 bus stop outside, bus stop is called 'Arnhem Wharf Primary School' see map below

The presentation tonight is attached in this link:

https://gallery.mailchimp.com/c883f57b858003ae52d953256/files/f121e821-2671-4d32-88c7-e3a840514345/AGM_5th_December_2018_v3.pdf

Please find attached the formal notice for the AGM, click [here](#)

Click [here](#) for the proxy form if you cannot attend tonight





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AGM Meeting 2018 Notice

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Dear all,

Annual General Meeting Notice

Please find attached the formal notice for the AGM on the 5th December, click [here](#) and below.

Click [here](#) for the proxy form if you cannot attend

Alpha Square update

Yesterday we noted that Alpha Square is not guaranteed. But the Council are proposing to sell Wayside Gardens on Marsh Wall. It is the very small patch of Council owned land between the Novotel and the Nat West bank on Marsh Wall. The developer needs the land in order to be able to move the water pipes underneath the site and because it forms part of the access to Marsh Wall. The decision is not due to be made until the 30th January which means the scheme cannot proceed until then.

More information is [here](#)



Notice of the Annual General Meetings of the Isle of Dogs Neighbourhood Planning Forum ("the Forum")

The Annual General Meeting of the Forum will be held on **Wednesday, 5th December 2018 at 7pm**

at The Docklands Sailing & Watersports Centre, 235A Westferry Road, London, E14 3QS

to consider the following business in accordance with the Forum's constitution.

1. To approve the minutes of the last EGM and AGM of the Association, published on the Forum's official website at <http://isleofdogsforum.org.uk/meetings/>, and consider matters arising.
2. Receive a report from the Committee of the activities that have taken place in the year and of the prospects for

the coming year, including the status of the Forum's 'Basic' Neighbourhood Plan.

3. Receive a financial report for the year, but dispense with the need for an independent audit as the cost would be disproportionate in view of the limited funds involved.
4. Appoint the firm of Barretts, Chartered Accountants, of 22 Union Street, Newton Abbot, Devon, TQ12 2JS as the Forum's auditors on terms to be agreed for the following year.
5. Elect and/or re-elect the members of the Committee. Elections to the Committee shall take place as follows:
 - a. The existing members of the Committee (except for Lydia Benevicius, Mufeedah Bustin, Sue Chadwick, Michael Abiodun Olatokun, Mohammed Pappu and Mariya Talib, who have stepped down from the Committee during the year or have indicated that they will not be standing for re-election at this AGM), whose names are set out below and which are also published on the Forum's official website, will tender their resignations and have agreed to stand for re-election to the Committee.

Adam Allnutt, Mike Barraclough, Ed Berman; Gregory Cohn; Peter Fordham, Ralph Hardwick; Richard Horwood; Ahmed Hussain; John Mohammed, Jack Parker, Hanesh Patel; Michelle Stromgren; and Andrew Wood.
 - b. Other Forum members wishing to stand for election to the Committee must notify Andrew Wood (as Secretary) in writing at the address below, or via the contact form on the Forum's website (at <http://isleofdogsforum.org.uk/contactus/>) of their intention to stand at least 7 days before the Annual General Meeting takes place. Nominations from the floor may be accepted if approved by a majority of Forum members present.

21st November 2018

Note: Annual General Meetings require 14 days' notice, and 21 members present in person or by proxy to be quorate. Resolutions put to such meetings require a simple majority of those attending, entitled to vote and voting to be passed. Members may vote and be counted towards the quorum in person, or by proxy provided in advance of the meeting in writing to the Secretary and signed by the member. Proxy nominations can only be valid for votes and quorums at the one specific meeting identified in the proxy nomination document, and the nominated proxy must himself/herself be entitled to attend and vote at the meeting.

.....



@IsleofDogsForum

Isle of Dogs Neighbourhood Planning Forum
17 Ensign House, Admirals Way, Isle of Dogs, London E14 9XQ
Tel: 0300 030 6053



www.facebook.com/IsleofDogsNeighbourhoodPlanningForum
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AGM Meeting 2018

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Dear all,

Annual General Meeting

Our Annual General Meeting will be on Wednesday 5th December from 7 pm to 9 pm at the Docklands Sailing & Watersports Centre, 235A Westferry Road, London, E14 3QS. Bus stop outside serving D7, 135 and 277 buses, see map below. Click [here](#) for the formal notice and proxy form.

If you would like to stand for the Forum Committee please let us know before the meeting.

Basic Plan update

We are about to start the 'Regulation 14' public consultation on our new 'Basic' Neighbourhood Plan, in accordance with the decision of our last General Meeting, having adjusted it following further input from the Council and the public consultation on their new Local Plan (which has only recently finished). This will be detailed in a separate email in the next week but you can read a draft [here](#).

Development Update

Development

Five Tower Hamlets Council strategic development committees were cancelled between March and September this year and it is clear activity has slowed down. This is normal during an election year but normally public consultations pick up after an election and this has not happened to the same extent as in previous years. However, a number of schemes are still moving ahead.

Ballymore and the Kwok family bought from Galliard the 3 Millharbour scheme with 1,513 homes on the south and west sides of Millharbour. They plan to start construction next year.

Alpha Square and the third tower at South Quay Plaza (where the Berkeley Homes sales office is now) are also due to start work next year but Alpha Square is not guaranteed.

There are three planning schemes in Poplar which are in pre-application discussion with the Council including Poplar DLR depot - where Transport for London want to build a residential tower above the depot. Money has been allocated in the Governments budget for this work. TfL are also active on a scheme in Newham to the north of London City Island which is a Crossrail site.

New 19 storey 350 room Travelodge hotel planned in Blackwall on the north-west west side of Leamouth roundabout next to the data centres.

Approved

82 West India Dock Road was approved by the Council in October, the empty site next to Westferry DLR station. 30 storey hotel and apartments.

225 Marsh Wall was approved by a Planning Inspector last month. A 48 storey tower, it had been rejected in 2017 by the Council. More information will follow in a future email.

We are waiting to hear the results of the Planning Inspector examination of the Meadows Millharbour scheme where the red brick offices are now.

Slowed or stopped developments

Helix (McDonalds) - Prestons roundabout - owners trying to sell the site

The Spire - Hertsmere - has definitely slowed down, the unconfirmed news is that it won't happen now

Quayside House - the white & black office building by South Dock bridge. There was a public consultation on a new 38 storey hotel but we now hear the owners have sold the site

Alpha Square - slowed down

ASDA - still active but no live planning application

Live planning applications

Westferry Printworks - new application to double the size of the site to 1,540 homes

Full details in the link [here](#)

Skylines - Limeharbour & Marsh Wall - submitted some changes to the Council a few months ago

Full details in the link [here](#)

Full details in the link [here](#)

In Consultation

One Housing Group are consulting four areas on the Isle of Dogs about the long-term future of four estates.

1. Kingsbridge
2. Kedge, Winch House, Starboard Way on Tiller road
3. Samuda - Alice Shepherd & Oak House
4. Bellamy Close/north side Byng street - because of Alpha Square

Local Plan 2031

The examination of the Council's Local Plan took place between September and October of this year. The Forum were invited to speak on three of the sessions:

1. Deliverability, Infrastructure and Viability
2. Heritage, Design & Tall Buildings
3. Site Allocations: Isle of Dogs & South Poplar

You can read all of the information here:

https://www.towerhamlets.gov.uk/lgnl/planning_and_building_control/planning_policy_guidance/Local_plan/Local_Plan_2031_examination.aspx

The next step is that the Council will send the Examiner a list of alterations and updates. She will then consult for 6 weeks on those revisions before finalising the plan in 2019.

The Examiner did ask a number of questions about infrastructure.

Isle of Dogs & South Poplar Opportunity Area Planning Framework

Has gone quiet since the consultation ended on the 1st August, with the one exception: the meeting with Thames Water (see below)

More information, click [here](#)

Water Supply

At the Thames Water Stakeholder Engagement Meeting on the 12th November members of the Forum raised in the public Q&A session with senior

members of the Forum raised in the public Q&A session with senior management of Thames Water concerns over water supply as the population grows.

They are aware and specifically mentioned Canary Wharf as an issue. It was interesting to hear that if the Coppermill Lane waterworks in Walthamstow stops working we lose fresh water 10 minutes later!

We were told that four weeks ago that there was a kick-off off meeting between the Council, Thames Water and the GLA to initiate an Integrated Water Management Study (IWMS) for the Isle of Dogs and South Poplar. The GLA would pay an external consultant to do a study to examine flood risk, drainage and water supply issues. Work would start next financial year.

We have a meeting with Thames Water on the 11th December to discuss planning issues with them.

Proposed new 30 storey Travelodge hotel in Blackwall





Figure 7 – CGI Proposed view south east on West India Dock Road

Location of Docklands Sailing & Watersports Centre





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Presentation Material

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Dear all,

In advance of tonight's meeting at Canary Wharf College Eastferry from 7pm we attach copies of the presentation to be used. We are not sure if the AV is working so we will bring some printed copies.

Copy of the main presentation [here](#)

A summary of what the Development Infrastructure Funding Study is [here](#)

If you cannot make it we will be at the Canary Wharf Ideas store this Saturday 3pm in Lab 3

Location of Canary Wharf College Eastferry, next to Millwall Park and Mudchute DLR station

135 & 277 buses stop on Eastferry road outside

Walking distance to Mudchute DLR station

D7 bus stop less than 5 minutes walk away on Manchester/Westferry near Lord Nelson





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Meeting Reminder

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Dear all,

Quick reminder that we have a public meeting tomorrow night Wednesday 7pm at Canary Wharf College Eastferry (see map at bottom), the full agenda will be sent tomorrow in advance of the meeting. We will also have a session this Saturday 3pm in Lab 3 at the Canary Wharf Idea store, Churchill Place if you cannot make Wednesday night.

In addition tonight Tuesday from 7.30pm local Councillors have organised a meeting purely about Westferry Printworks and the expected new planning application to double the size of the development.

at The Forge (Craft Central), 397-441 Westferry Road, E14 3AE (see map below)

D7 & 277 buses pass outside and it is close to Island Gardens DLR

Mayor John Biggs, Cllr Rachel Blake (Deputy Mayor) and Unmesh Desai London AM will be in attendance tonight.


If you cannot make the Wednesday nor Saturday meetings then please complete the attached proxy form if you wish to vote on the resolutions [here](#)

Below are copies of the first four presentation boards from the recent developers public consultation on Westferry Printworks

WELCOME SCARBOROUGH PRINCIPALS

01

Thank you for being the first of the public to see this.
Our aim is to build the most successful regeneration of E14 in the
Westferry Printworks area, giving the area a new identity and a
new future.
We are excited to be working with you to help you shape the future of
the area.



The development so far
The development so far

PROPOSED SCHEME SCARBOROUGH PRINCIPALS

02

Vision
Our vision for the scheme is to create a vibrant new waterfront neighbourhood
with high quality spaces and services, a new waterfront connected to
existing commercial uses.
The team has been working on various proposals in private sector for submitting it to
planning. The final proposal is the scheme.
The following boards outline the changes to the consented scheme.

	Consented scheme	Proposed scheme
sale homes	722	circa (c.) 1,500
bike storage spaces	1,536	c. 2,600
shops and offices	3,600m ²	c. 6,000m ²
car parking spaces		c. 250
secondary school		c. 1,200 pupils
community centre health centre and office		included



Early consultation started in 2017, supported by 107 local residents. The consultation ended in May 2018 and by April 2019 the final scheme was agreed. The design team worked with the community to develop a scheme that meets the needs of the local community. The design team worked with the community to develop a scheme that meets the needs of the local community. The design team worked with the community to develop a scheme that meets the needs of the local community.

September 2017
Final offer completed

May 2018
Start of basement dig

Development team



imace ARCHITECTURE LOA DESIGN



imace ARCHITECTURE LOA DESIGN

PROPOSED SCHEME – MORE DETAIL
GROUND FLOOR

WESTERN FRONTAGE 04

A vibrant new waterfront neighbourhood

The ground floor plan has been further developed to include a vibrant new waterfront neighbourhood. The ground floor plan has been further developed to include a vibrant new waterfront neighbourhood. The ground floor plan has been further developed to include a vibrant new waterfront neighbourhood.



Uses at ground floor and site access



imace ARCHITECTURE LOA DESIGN

PROPOSED SCHEME

EASTERN FRONTAGE 03

List of the original features of the consented scheme have been retained in the revised proposal. Where opportunities for improvements have been identified these have been incorporated into the design.

The proposed scheme maintains:

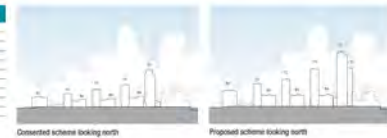
- Community facilities including a secondary school, community centre, health centre and creche.
- Accessible and attractive public open spaces with cafes, restaurants and offices on the ground floor of buildings.
- Public pedestrian routes across the site connecting to surrounding streets and opening new routes to the extensive south facing dock frontage.
- A central balanced parking west to east through the site for vehicular access and servicing, but closed off to general through traffic, and.
- The same number of car parking spaces as the consented scheme.

The proposed changes include:

- Increasing the height of the buildings, whilst maintaining the original layout to provide more homes including more affordable housing.
- Incorporating lower 'B3' to the north-east corner of the site to frame the entrance and channel pedestrians to the waterfront.
- Re-configuring buildings 'B6' and 'B7' by moving their south entry from existing buildings and separating building 'B6' into two parts.
- Improving the quality of landscaping, public spaces and play areas, including introducing a new public square and water feature, and.
- Increasing the number of cycle spaces to circa 2,000.

Building height comparison

Building	No. of Storeys	No. of Storeys - Proposed Scheme
B1	12	12
B2	12	12
B3	12	12
B4	12	12
B5	12	12
B6	12	12
B7	12	12
B8	12	12
B9	12	12
B10	12	12
B11	12	12
B12	12	12
B13	12	12
B14	12	12
B15	12	12

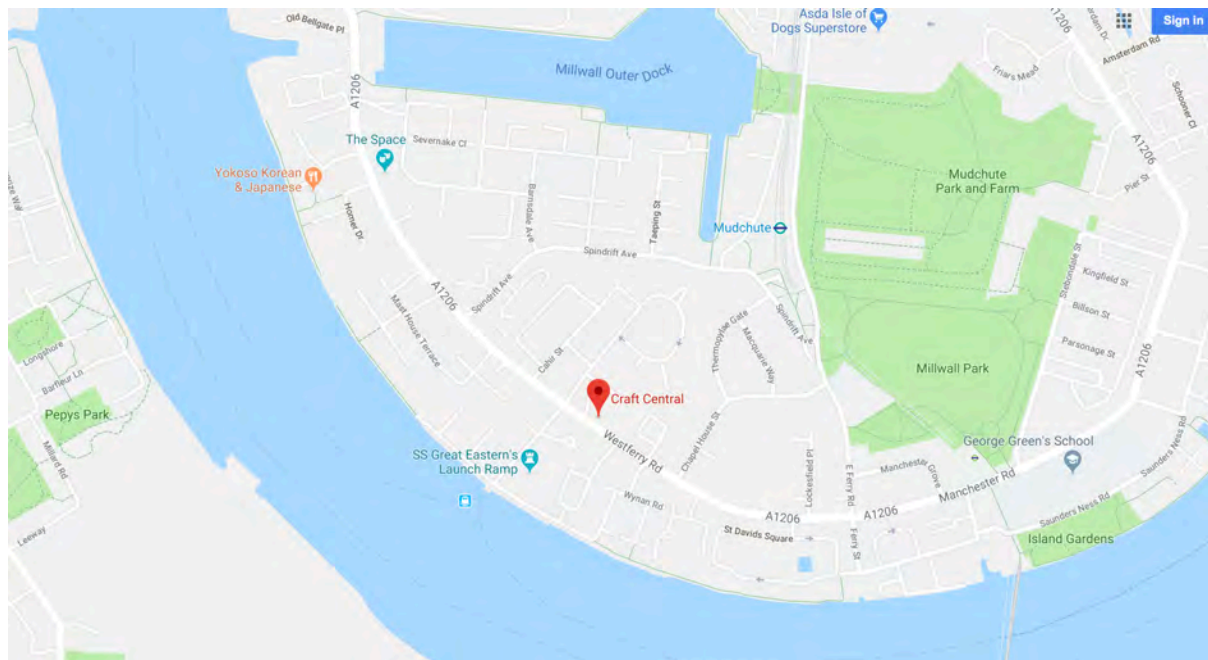


Site layout comparison



imace ARCHITECTURE LOA DESIGN

Location of The Forge (also known as Craft Central)



Location of Canary Wharf College, next to Millwall Park and Mudchute DLR station

135 & 277 buses stop on Eastferry road outside

Walking distance to Mudchute DLR station

D7 bus stop less than 5 minutes walk away on Manchester/Westferry near Lord Nelson



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Examination Update & EGM July 2018

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Dear all,

We're holding a meeting of the Forum on Wednesday 25th July 2018 at 7pm at Canary Wharf College, 197 East Ferry Road, E14 3BA (see map below), mainly to discuss the rejection of the Forum's Neighbourhood Plan by Tower Hamlets Council on the recommendation of the Independent Examiner, and decide what we want to do next. This is an important meeting to decide on our strategy, so do come along as we have a lot to discuss.

The official Meeting Notice (including a proxy form if you cannot attend on the night) is [here](#)

We will also briefly provide an update on the Westferry Printworks application (although a separate meeting is being arranged for that week), the GLA Opportunity Area Planning Framework launched in May, the consultation on which ends the 1st August (see below). Finally we will provide an update on the latest development news as a number of schemes will be submitting new planning applications this summer (see at bottom).

Examination Update

The Examiner considered the Plan – our 'quick' Plan comprising the most urgent policies – “fundamentally flawed” because the GLA had refused to publish its 'Development Infrastructure Funding Study' until just before the Examiner's public hearing on the Plan on 10th May 2018. The Examiner said the study (showing a need for about £1 billion of new infrastructure in the area) was necessary to justify the Plan's core 'density' policy, which called for the necessary infrastructure to have been specifically identified and guaranteed before permitting any more huge residential towers. As such, he thought the study needed to have been in the public domain when the public consultations on the Plan were taking place, and those consultations had finished in February this year before the GLA eventually published the study. The GLA had been

promising to publish it ever since July last year after it was first privately circulated, and even resisted a Freedom of Information Act request to do so.

In light of this turn of events, the proposal for the meeting to consider is for the Forum to commence a public consultation on a new 'Basic' Plan, while continuing work on the much more comprehensive 'long' Plan that's already started and will take some time to complete.

We will though also discuss three alternative options:

- a. Wait until the GLA's draft Opportunity Area Planning Framework for the Isle of Dogs and South Poplar, and Tower Hamlet's draft new Local Plan 2031, have both been completed later this year, with a view to our Isle of Dogs Neighbourhood Plan enhancing the authorities' plans and filling in any gaps, rather than seeking to establish our own policies up front.
- b. Use the Examiner's report on the 'quick' Plan solely as guidance for our continued work on the comprehensive 'long' Neighbourhood Plan, without pursuing any other Plan in the meantime.
- c. Progress the 'quick' Plan as a non-statutory Community Action Plan only, using our own procedures and potentially arranging our own public referendum. This would not have any formal statutory power over planning decisions, but should still be a material consideration for planners to take into account.

This Basic Plan will comprise formal policies covering the four subject areas which the 'quick' Plan's Examiner accepted as being for "land use or development of land" – a requirement for formal planning policies: density, construction management, sustainable design, and air quality. The main Basic Plan 'land use' policies are attached to the notice of the meeting.

The remaining 'quick' Plan policy areas would be included in an annex to the Basic Plan, and that would not have to be for land use or development.

Although not having the persuasive weight of formal 'land use' policies, the annex policies would still be material considerations in planning decisions as they would be would have been approved as an annex to the Basic Plan in its referendum. This should substantially simplify the Basic Plan's progress through to a referendum early next year.

We are still considering the legal implications of the Examiner's decision to rule out a number of our policies as not being for land use or development.

Because we knew that many of our policies were unusual for planning, we had engaged one of the country's top planning barristers, Richard Harwood QC, as

a legal adviser, and he had advised that our policies were indeed for land use or development. We submitted his opinion to the Examiner, but the Examiner disagreed except for the four Basic Plan policies. Our lawyer's advice can be read [here](#).

As regards our 'quick' Plan's air quality policy, while accepting that the issue does relate to land use or development, the Examiner felt that we could not exceed the boundaries of what had traditionally been in planning policies in this respect, and so we have focused the draft Basic Plan policy accordingly. The draft construction management and sustainable design policies have only had minor adjustments for the Basic Plan.

We have however substantially re-written our core density policy in light of Tower Hamlets Council's claim that the policy did not promote 'sustainable development' – another requirement for a planning policy. The Council disagreed with the Examiner who said: 'I have also concluded that the plan seeks to promote sustainable development'. The Council felt the original policy could have had the effect of imposing an embargo on major residential development in the area because of inadequate infrastructure. While development without adequate infrastructure cannot logically be considered sustainable, and although both the Examiner and our legal adviser disagree with the Council, modifying the policy should help the Council support the new Plan and smooth its progress.

The density policy has therefore been recast (i) to provide planning committees with enough information to judge whether there is sufficient infrastructure to support the proposed development and all existing and consented developments; and (ii) to require that information to be taken into account before granting consent. In other words, instead of a policy seeking to prohibit further huge developments unless the necessary infrastructure has been guaranteed, the new policy seeks to ensure the planning committees have the information needed to judge infrastructure adequacy, and the obligation to take it into account.

You can see the full exchange of emails, information and the Examiner's report here: You can see the full exchange of emails, information and the Examiner's report here:

https://www.towerhamlets.gov.uk/ignl/planning_and_building_control/planning_policy_guidance/neighbourhood_planning/Isle_of_Dogs.aspx

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

The consultation ends on the 1st August. At the meeting on the 25th July we will be asking you to approve a formal response by the Forum to the consultation.

If you have any views or want to help write a response please get in touch. We will organise some sessions to discuss in more detail our response starting with a session this Saturday 14th July between 3 & 5pm at the Canary Wharf Ideas store. We will advertise more such sessions next week.

<https://data.london.gov.uk/dataset/isle-of-dogs-and-south-poplar-oapf>

Development Update

Quay House - by the South Dock pedestrian bridge - 38 storey short term rental accommodation + work space - planning application being submitted soon

Westferry Printworks - new larger planning application to be submitted soon, see more information in this link [here](#)

Alpha Square - due to start construction early 2019 - about a year later than expected

The Spire - West India Quay - paused while the scheme is reviewed

Poplar - there are three large planning applications being looked at on the north side of Aspen Way in Poplar

ASDA - no news

Pepper Saint Ontiod pub - planning application submitted to knock down and rebuild as a seven storey residential tower with the pub rebuilt on the ground floor

One Housing Group consultations on the future of:

- Alice Shepherd House close to the blue bridge

- Kedge House and surrounding properties on the south side of Tiller road

- Kingsbridge estate by the sailing centre

- Bellamy Close and north side of Byng Street related to the Alpha Square construction

Planning Appeals

225 Marsh Wall, 82 West India Dock Road and the Meadows planning application to replace most of the red brick office buildings between Pepper Street bridge and Millharbour have been appealed to the national Planning Inspector. More information about what this means in a future email.

Location of Canary Wharf College, next to Millwall Park and Mudchute DLR station

135 & 277 buses stop on Eastferry road outside

Walking distance to Mudchute DLR station

D7 bus stop less than 5 minutes walk away on Manchester/Westferry near Lord Nelson



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Examination Update, OAPF & Westferry Printworks

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If you'd like to stay subscribed to these emails then you don't need to do a thing, but if you'd prefer to unsubscribe, you can use the link at the bottom of this (and any other) newsletter you receive from us. We will only be sending you emails about development issues on the Isle of Dogs and about what the Forum is doing.

Dear all,

Tomorrow Wednesday & Thursday there are two public consultation events for a new and larger planning application at the Westferry Printworks site (see below). The developer submitted an Environmental Impact Assessment scoping document to double the number of new homes from 722 in the approved planning application to possibly 1,537. As such a whole new planning application is required of which this public consultation is a part.

Wednesday 23rd and Thursday 24th May. The session will be open for drop-in anytime between 2PM and 9PM (was 8pm originally).

At The Forge, 397 – 441 Westferry Road, Isle of Dogs, London E14 3AE

See map below. 277 & D7 buses stop nearby.

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

The GLA have released the public consultation version of various documents associated with the OAPF which can be found here:

<https://data.london.gov.uk/dataset/isle-of-dogs-and-south-poplar-oapf>

As well as a general introduction [here](#)

There will be a more detailed email from the Forum about the contents of the OAPF, the transport plan and the local connections plan as they are extensive and important.

The OAPF looks at three growth options for the Isle of Dogs over the next 25 years:

Baseline/Low - 31,000 new homes and 110,000 extra jobs

High - 38,000 new homes and 110,000 extra jobs

Maximum - 49,000 new homes and 110,000 extra jobs

The TfL Transport Plan also models 59,000 extra homes and 110,000 extra jobs arriving by 2031 as a test to "help to identify the impact of uncoordinated development across potential sites.....This was done for strategic modelling and analysis purposes only."

It now starts a 12 week public consultation ending on the 1st August. We will be organising a combination of drop in events and public meetings on these important documents and will update you shortly on when these will be.

Examination Update

The public hearing took place on Thursday 10th May. The Examiner wrote to the Council and the Forum on Monday to say that he hoped to complete his report by the end of May and that he would accept no further exchange of emails.

There has been a lot of work behind the scenes to provide the Examiner with what he has requested. We will summarise what happened once we have the report but in the interim much of what has happened is detailed on the following Council web-page.

https://www.towerhamlets.gov.uk/lgn/planning_and_building_control/planning_policy_guidance/neighbourhood_planning/Isle_of_Dogs.aspx

Westferry Printworks information

Copy of Environmental Impact Assessment Scoping Opinion submitted, [here](#)

PA/18/00956/NC | Request for an Environmental Impact Assessment Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for alternative scheme to replace PA/15/02216. Approximately double the size of the extant scheme, providing 1,537 residential units and almost 8,000sqm of non-residential floorspace along with the 1,200 pupil secondary school. Building heights would generally be at 9 storeys for the blocks located along the east-west road and between 19 and 46 storeys for the 5 towers. | Former Westferry Printworks, 235 Westferry Road, London

Westferry Printworks invitation to public exhibition

On: 23rd and 24th May 2018

At: 2PM – 9PM

The Forge,
397 – 441 Westferry Road, Isle of Dogs, London E14 3AE

Dear Resident,

We are writing to invite you to the Westferry Printworks public exhibition on **Wednesday 23rd and Thursday 24th May**. The session will be open for drop-in anytime between **2PM and 9PM**.

The exhibition will give all local residents the opportunity to learn about our revised scheme for the former Westferry Printworks site, to ask questions and to provide feedback.

Our revised proposals include public open space, improvements to the dockside walk, community space, commercial space and quality homes with an increased provision of affordable housing across all tenure types.

Presentation boards and models will be on display to present the scheme and representatives will be on hand to answer your questions from PLP (the architects), Mace Developments (the development manager) and The Morris Consultancy (the community liaison officer).

We value your feedback on our proposals and there will be the opportunity to provide written feedback at the exhibition.

If you can't make the exhibition then information on display will be made available on our website after the event. Please visit www.westferryprintworks.co.uk for more details.

If you have any questions about the exhibition, please call Janine Jasper at The Morris Consultancy on 07568 350410.

We look forward to meeting you.

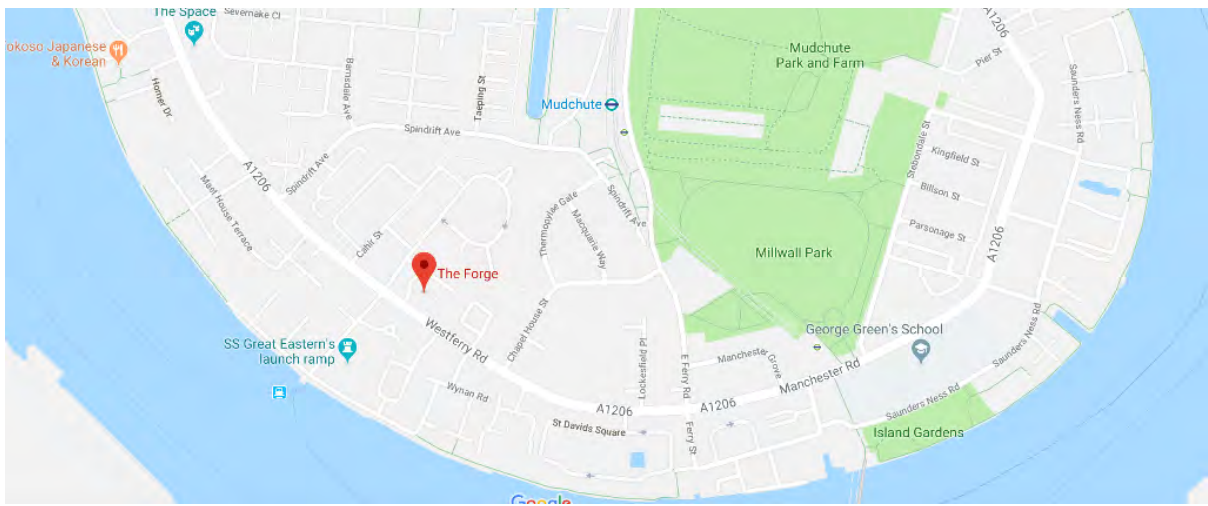
Yours faithfully,

Mike Myles
Development Director

On behalf of Westferry Developments Ltd.

Location of The Forge





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Examination Invite

[Campaign Preview](#)

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Dear all,

This Thursday the Neighbourhood Plan is being examined in public by an independent examiner from 10am to 1pm at Jack Dash House on Marsh Wall, 2 Lawn House Close, E14 9YQ

The meeting is open to the public to attend although you need to register to attend by emailing neighbourhoodplanning@towerhamlets.gov.uk

The public can watch but not speak (this is not a public Q&A) but the Forum, Council, GLA & developers who asked to speak will be able to do so + the 4estates forum on estate regeneration

The Examiner has the power to revise the policies in the Neighbourhood Plan, his note [here](#) is worth reading

Full information is in the link and a more detailed update will be provided later

https://www.towerhamlets.gov.uk/lgnl/planning_and_building_control/planning_policy_guidance/neighbourhood_planning/Isle_of_Dogs.aspx

"Following the consultation on the draft Isle of Dogs Neighbourhood Plan (regulation 16), the council, in consultation with the Isle of Dogs Neighbourhood forum have appointed Mr John Parmiter FRICS FRSA MRTPI, as the independent examiner to undertake the examination of the draft Isle of Dogs Neighbourhood Plan. The Examiner will consider the representations submitted to the council and whether the plan meets the 'basic conditions'.

As part of the examination, the Examiner has determined that a public hearing is required. The public hearing will be held on Thursday 10 May 2018 between 10am and 1.30pm (approx.) in the Chamber at Jack Dash House, 2 Lawn House Close, E14 9YQ.

In order to manage capacity please can you let us know if you are planning to

in order to manage capacity, please can you let us know if you are planning to attend the public hearing by emailing neighbourhoodplanning@towerhamlets.gov.uk"

Meeting agenda

Isle of Dogs Neighbourhood Plan Examination

Public Hearing 10 May 2018: Revised Agenda 24.4.18

Time	Topic	Questions	Participants
10.00	Opening statement		Examiner
10.10	Development Plan	To what extent, if any, should the NDP reflect emerging Development Plan policy (esp London Plan)	Forum LBTH Ashbourne Beech GLA Canary Wharf
10.30	Evidence Base	What is the status of the Development Infrastructure Funding Study (DIFS)? And how can it be relied on to support the plan if it has not been published or formed part of the consultation process?	Forum LBTH GLA
10.50	Density and Infrastructure	D1(1): What evidence is there to support the 1,100 hrph threshold? D1(2): How is the provision of relevant facilities to be linked to individual applications?	Forum LBTH Hondo Ballymore
11.15	CIL	Are these polices concerned with the use and development of land?	Forum LBTH Strong Drive Canal & River Trust
11.30	Estate Regeneration	Are these polices concerned with the use and development of land?	Forum LBTH One Housing 4 Estates Forum
12.00	Referendum Area	Does it need to extend beyond the plan area; and if so to what extent?	Forum LBTH

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Dear all,

We have organised a Mayoral hustings where you can meet, question and hear from the candidates running for Mayor of Tower Hamlets at the 3rd May local elections. Most of the candidates have confirmed attendance.

From: 6pm to 8pm Tuesday 24th April (next week) come along even if you miss the start

At: Seven Mills Primary School, Malabar Street, E14 8LY (next to the Barkatine estate and just off Alpha Grove - see map at the bottom)

It will be first come, first served entry with no tickets. If you need disabled seating access please let us know.

We will try to record or livestream the event for those who can't make it.

New London Architecture Tall Building Survey 2018 is out today

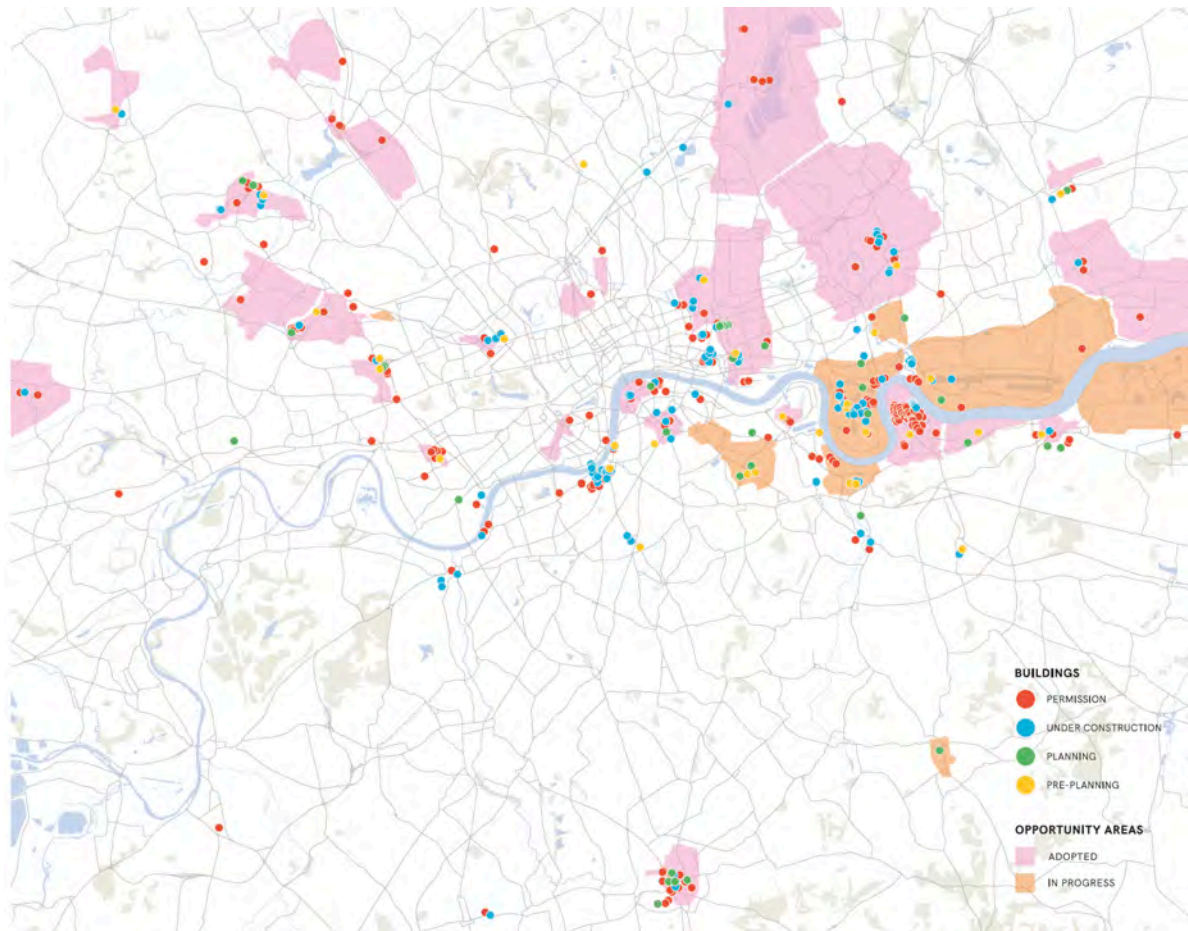
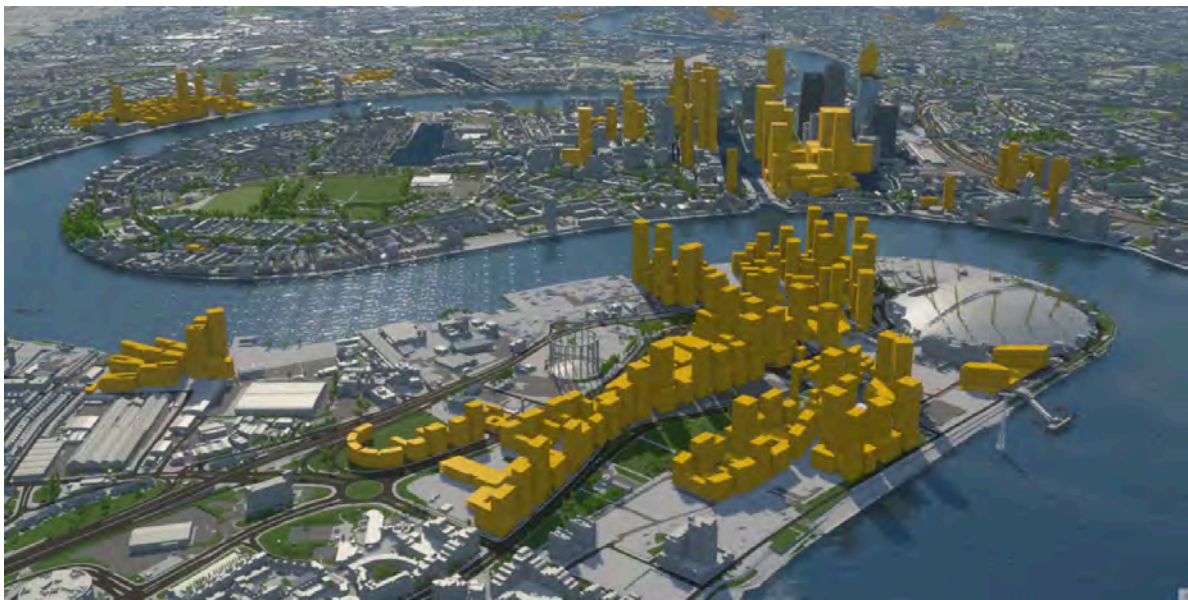
To quote from the report "Greenwich and Tower Hamlets continue to be the boroughs with the highest number of tall buildings in the pipeline, 70 and 85 respectively. Both boroughs are up from the previous year, with Greenwich increasing from 68 and Tower Hamlets from 77."

The report looks at the building pipeline for tall buildings (over 20 storeys) across London, full details are in this link:

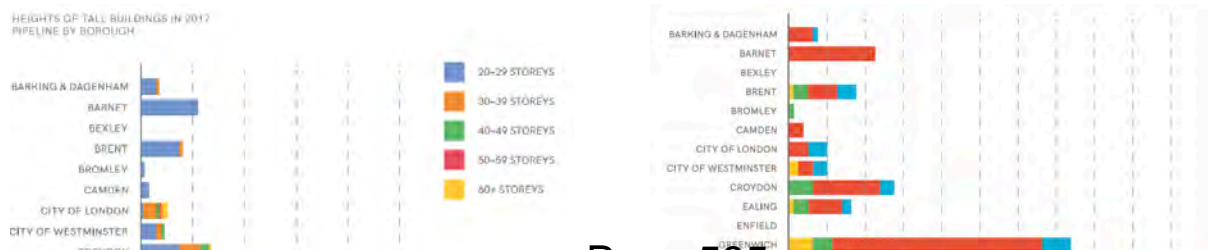
http://newlondonarchitecture.org/docs/tall_buildings_survey_2018.pdf

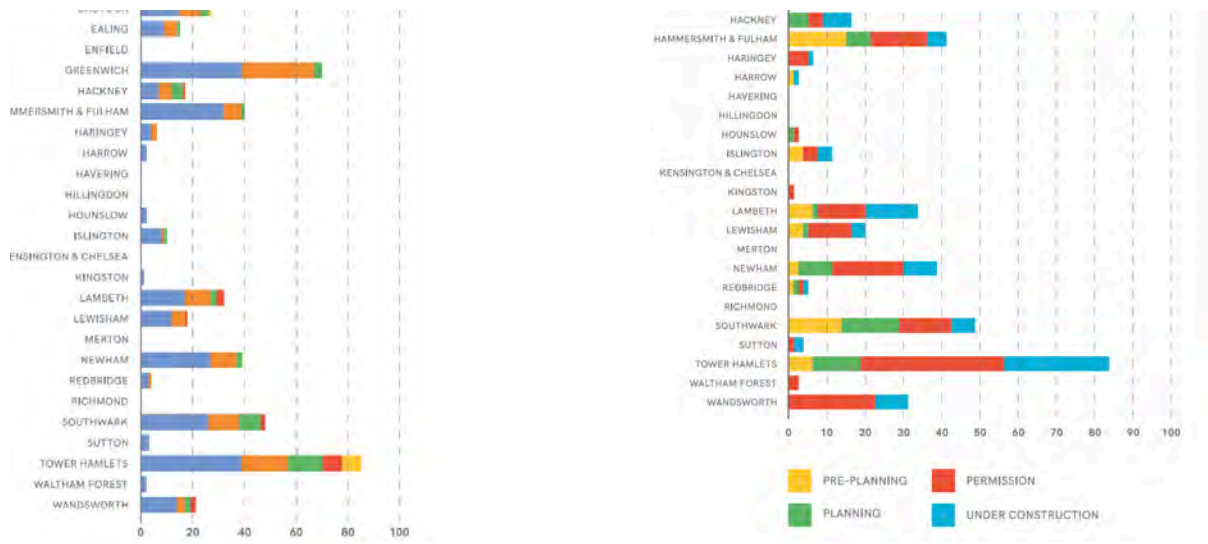
The first picture is from the report showing in yellow tall buildings in the pipeline in east London. The second picture is the map of where tall buildings are across London



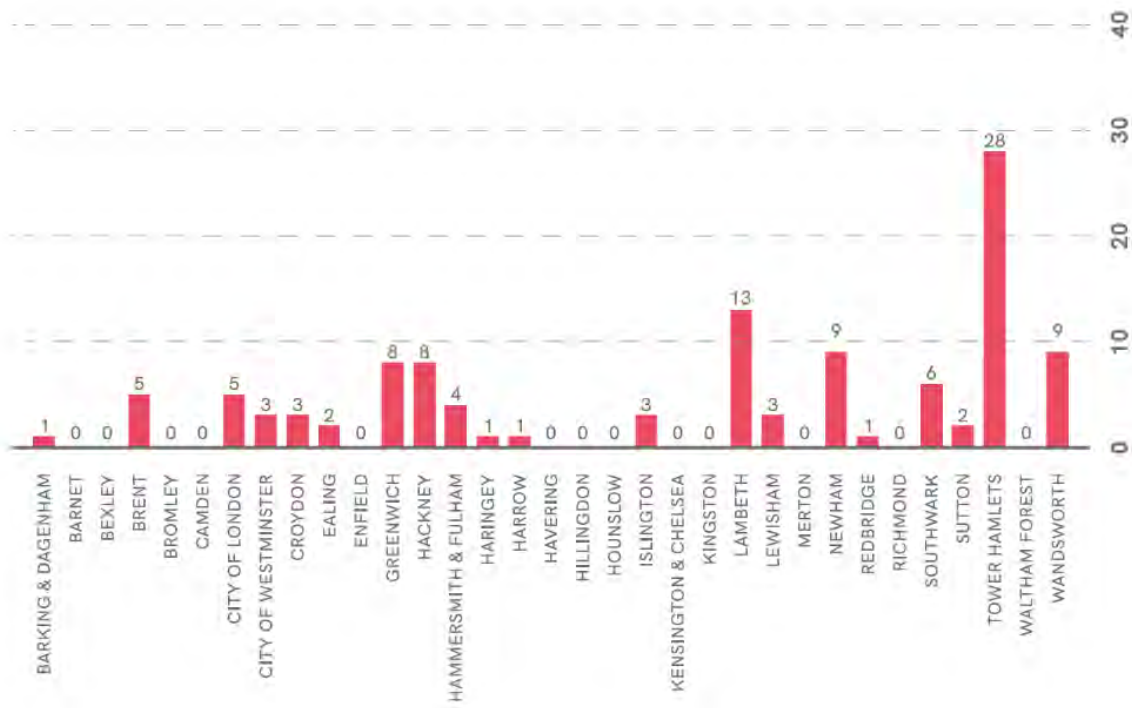


The table below on the left shows the height of tall buildings by Borough; and the table below on the right shows the number of tall buildings at different stages by Borough. Tower Hamlets is the third from the bottom with the highest numbers.

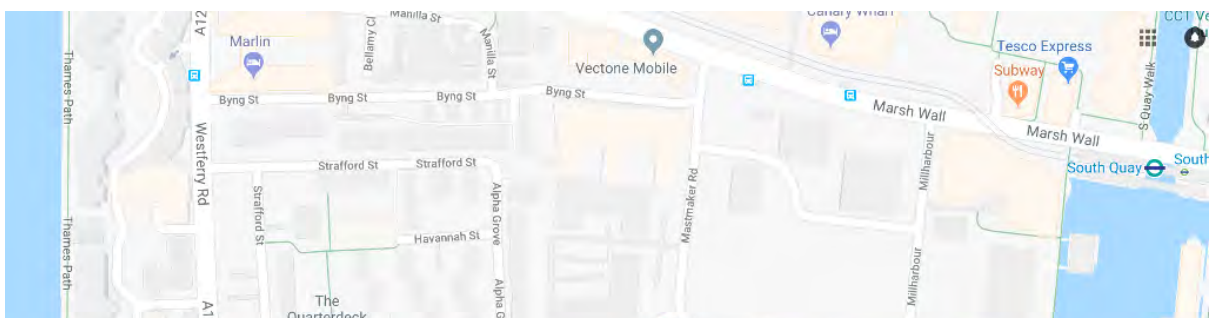




Where tall buildings are under construction in London, Tower Hamlets is third from the right in the table below with 28 tall buildings under construction.



Seven Mills Primary School location





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Development Update, Independent Examiner Appointed & Planning Appeals

[Campaign Preview](#)

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Dear all,

Thanks to the many of you who attended the four drop in events we organised about our neighbourhood plans over the last few weeks. We will write a fuller update once we have processed the results but below are a few pictures from the event.

Our 'quick' Neighbourhood Plan has reached its next stage. The Council have now appointed an experienced Independent Examiner, John Parmiter, to review the Plan to confirm that it meets all the statutory requirements for a properly drawn-up neighbourhood plan, and that it can be put to a public vote, which we hope will be in early July. We'll keep you informed of his progress.

In the meantime the Government are consulting on changes to the National Planning Policy Framework which are the national planning rules for England and Wales. There will be a more detailed email about this in the future as we may wish to respond to it. But in the meantime here is a link to the consultation: <https://www.gov.uk/government/consultations/draft-revised-national-planning-policy-framework>

Locally there are two development updates. Quay House has come back again with two public consultation meetings this week: and the developer behind the proposed 30 and 26 storey towers between Millharbour and Pepper St bridge has appealed the refusal of the scheme last year by Tower Hamlets Council to the planning inspector (as has the site next to Westferry DLR station).

Quay House public consultation Thursday and Saturday (22nd and 24th March)

MARCH

This coming week there are two public drop in events for the redevelopment of Quay House on Admirals Way. It is the white and black 3 storey office building next to the DLR track on South Quay – as you cross the pedestrian bridge heading south towards South Quay it is the building to your right (see map below).

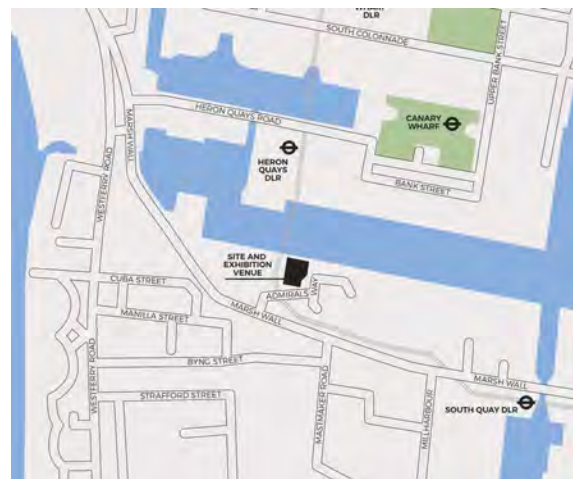
Attached [here](#) is more information from the developer, Investin.

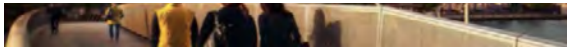
Investin propose "to bring forward proposals for an exciting mixed use scheme at Quay House. Our plans include a new building that provides serviced apartments and workspace for local businesses. We will also deliver new amenity space and improvements to the public realm around the quayside."

Dates Thursday 22 March: 4:00pm – 7:30pm
Saturday 24 March: 10:00am – 1:00pm

Venue: Quay House
2 Admirals Way
Isle of Dogs E14 9XG

Some of you may remember this building from 2015 when an application was rejected for a tower of 68 storeys (233 metres AOD) and 496 residential units (picture to the left below). We do not know the proposed height of the new building.





Planning appeals - Millharbour and Westferry DLR

When a planning application is rejected by the Council, a developer can appeal to the Mayor of London or the Planning Inspectorate, who can overturn local decisions but must do so on policy grounds. There has been a recent increase in planning appeals by large developers, one of which in Whitechapel was recently granted.

Two local planning applications have recently been appealed to the planning inspector.

49-59 Millharbour - between Millharbour and Pepper Street Bridge

PA/16/03518/R | Demolition of existing buildings at 49-59 Millharbour, 2-4 Muirfield Crescent and 23-39 Pepper Street and the comprehensive mixed use redevelopment including two buildings ranging from 26 storeys (90.05m AOD) to 30 storeys (102.3m AOD) in height, comprising 319 residential units.

Planning appeal documents [here](#)

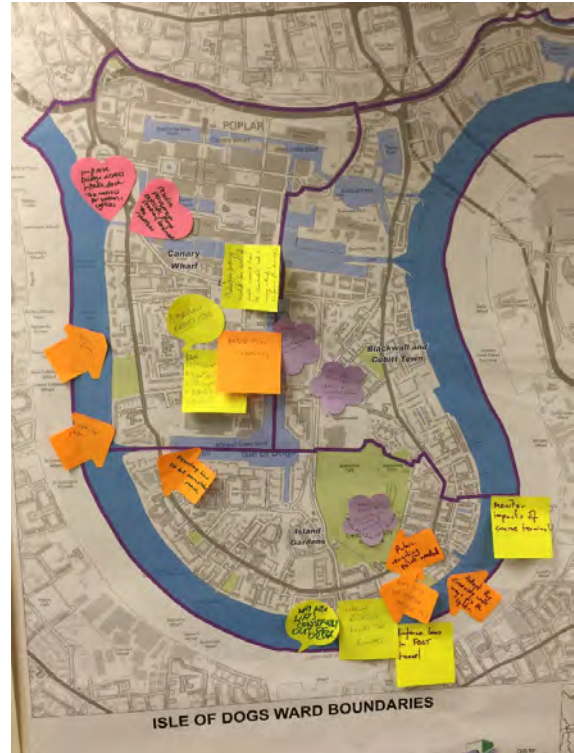
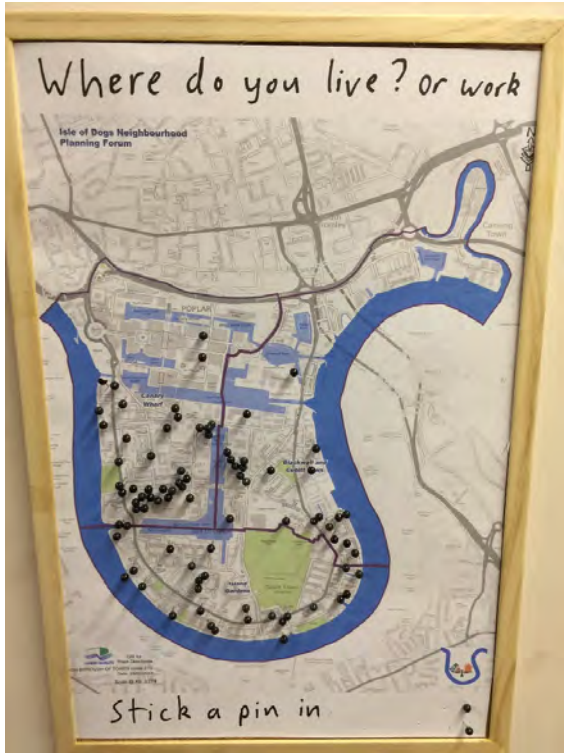
82 West India Dock Road - empty space between Westferry DLR station and Limehouse Police station

PA/16/01920 | Erection of a part 18, part 37 storey building comprising 20,079 sqm (GIA) of residential floorspace (Class C3) (consisting of a total of 202 C3 residential units comprising 69 x 1 bed units, 100 x 2 bed units, 27 x 3 bed and 6 x 4 bed units), 11,597sqm (GIA) of hotel floorspace (Class C1) (consisting of 320 hotel rooms) including ancillary bar and restaurant area, 89 sqm (GIA) of flexible retail and community floorspace (Class A1, A2, A3, D1 and D2)

Planning appeal documents [here](#)

Pictures from our Isle of Dogs neighbourhood planning exhibition. The map below with the black pins shows that visitors to the exhibition came from all over the Island. The others reflect some of the suggestions for our 'long' Neighbourhood Plan, which will eventually flesh out and replace the current 'quick' Neighbourhood Plan. The quick Plan should go to a public vote this year to address the most urgent planning issues on the Island. Click [here](#) for a

summary of the quick Plan.



Gold star list – what ideas or projects do we support?

Place your gold stars below, can put as many as you like against each row

Item	Stars
1 affordable retail space for new cafes, bakeries, butchers	25
2 better & more street bins	10
3 CCTV cameras in public spaces	15
4 drinking fountains	1
5 electric charging points for cars	3
6 floating Lido (swimming pool)	16
7 improved & new playgrounds	6
8 improved cycle parking	3
9 improved facilities for the Sea Scouts by blue bridge	5
10 improved street lighting	1

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Drop In Meetings Reminder

[Campaign Preview](#)

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Dear all,

Reminder that we have four drop in events planned starting tonight:

Tuesday, 6th March 2018 6pm to 9pm

Thursday, 8th March 2018 2pm to 5pm

Saturday, 10th March 2018 2pm to 5pm

at Galloway House (1st Floor, no lift so you need to walk up one floor)

57 Millharbour, E14 9DT (the red brick buildings between Pepper St bridge and Millharbour, the building closest to Tiller road)

See pictures below for location

Monday, 12th March 2018 11am to 1:30pm

at Lab 1&2, Canary Wharf Idea Store, Churchill Place, E14 5RB (behind Waitrose & below Jamies Italian)

which is accessible to the disabled

These are to start gathering ideas and thoughts on the 'long' Neighbourhood Plan. They will be fully interactive sessions where we will give you gold stars and coloured pins to put on maps. You can drop in for 5 or 50 minutes, it won't be a formal meeting but Committee members will be available to answer any questions about the 'long' or 'quick' Plan. If you would like to help please get in contact.

Attached in the link is a copy of the invitation letter which you can share with your colleagues & neighbours.

https://gallery.mailchimp.com/c883f57b858003ae52d953256/files/79780299-6344-4e82-925e-e220aec59d74/Public_Meeting_leaflet_25_Feb_2018.pdf





Final South Dock bridge exhibition

The Council are running a final drop-in sessions on the South Dock bridge:

Thursday 8 March 2018, 5-8pm
Canary Wharf Idea Store
Churchill Place London E14 5RB

https://www.towerhamlets.gov.uk/ign/council_and_democracy/consultations/South_Dock_Bridge_consultation.aspx#ad-image-0

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at Lab 1&2, Canary Wharf Idea Store, Churchill Place, E14 5RB (behind Waitrose & below Jamies Italian)
which is accessible to the disabled

'quick' Neighbourhood Plan update

The Regulation 16 consultation on the 'quick' Neighbourhood Plan ended last week so we await the results of the responses collected by the Council

week so we await the results of the responses collected by the Council. Meanwhile Tower Hamlets Council have contacted NPIERS (Neighbourhood Planning Independent Examiner Referral Service) and have received CV's from three prospective Independent Examiners. We have worked with the Council on the process and selection criteria.

South Dock new pedestrian bridge consultation

Reminder that there are three public exhibitions starting today, details below.

Rotherhithe to Canary Wharf river crossing meeting 13th February

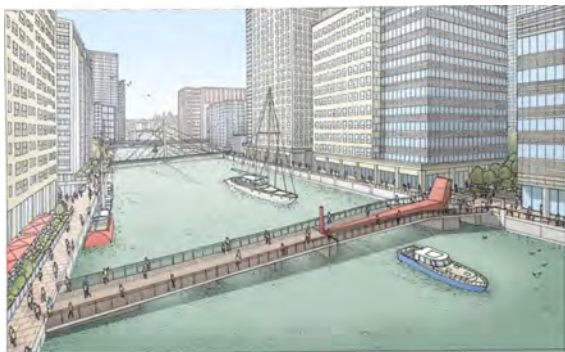
We had about 50+ people attend the meeting including Unmesh Desai, the local GLA Assembly Member

The results of the vote are provided below.

We agreed that we would do an online version of this ballor paper but we await confirmation of some rumours about a location having been chosen and a bridge design having been dropped.

A more detailed email will follow on this subject.

South Dock Bridge pictures



The Council are running the following drop-in sessions on the South Dock bridge:

Tuesday 27 February 2018, 11am-3pm

West Winter Garden (we think it will be next to the Obica restaurant, the one that you pass when you push through the glass doors when you cross the existing south dock bridge)

35 Bank Street London E14 5NW

Saturday 3 March 2018, 10am-1pm

Alpha Grove Community Centre
Isle of Dogs London E14 8LH

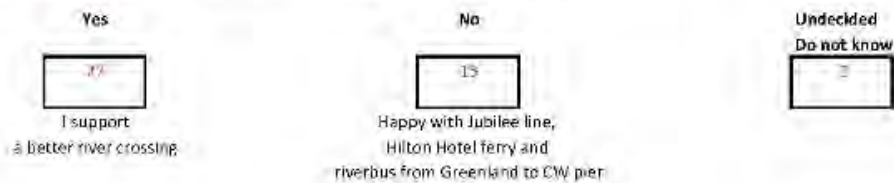
https://www.towerhamlets.gov.uk/ign/council_and_democracy/consultations/South_Dock_Bridge_consultation.aspx#ad-image-0

Below are the voting results from the Rotherhithe river crossings ballot papers submitted on the 13th Feb. A number of people left before the final show of hands which indicated slightly different results.

Rotherhithe to Canary Wharf River Crossing Meeting 13th February - Voting Results

15 completed ballot papers

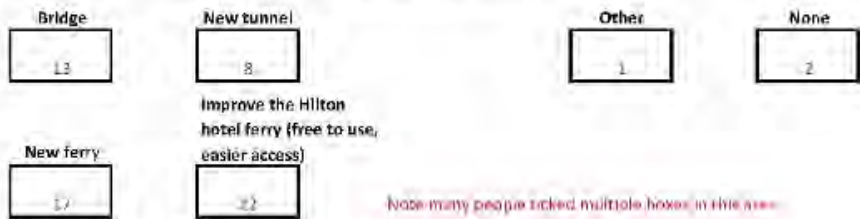
Q1 - Do you support an improved river crossing? Mark one with an X



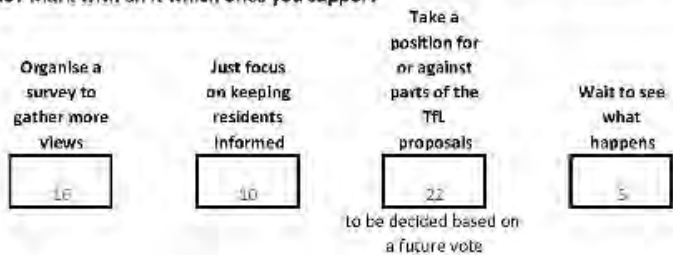
Q2 - Where do you prefer a new or improved crossing? Mark one with an X



Q3 - Which type of crossing do you prefer? Mark all that apply with an X



Q4 - Until the project reaches a TWOL (Transport & Works order) in 2019 what do you think the Forum should do? Mark with an X which ones you support



Do you live or work in the Isle of Dogs? Mark with an X

Yes 14

No 1

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Two Bridges Email

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Dear all,

Tower Hamlets has just started a 6 week public consultation on building a 2nd pedestrian bridge between South Quay and Canary Wharf to be called the South Dock bridge (see below).

Reminder tonight (Tuesday) between 7pm - 9pm is our public meeting on the proposed pedestrian and cycle crossing between Rotherhithe and Canary Wharf at the Barkantine Hall (opposite Sir John McDougall Gardens) where the pedestrian bridge crosses Westferry road. E14 8QE. See map at end.

We will start with an introduction, then split into 4 tables to discuss (15 minutes each)

1. Crossing locations. What are the issues with each one and what other options exist? Cycle connectivity issues on both sides
2. Crossing options. Bridge, Ferry, Tunnel? What other options exist?
3. What is the need for a new crossing? For London, for the Isle of Dogs?
4. What questions do we have for TfL? How should we find out the views of residents not here tonight?

Followed by a public discussion & a vote.

Attached is the background information we will use tonight [here](#)

[Here](#) the voting form we will use to find out what people think on the night (we will issue an online version after the meeting)

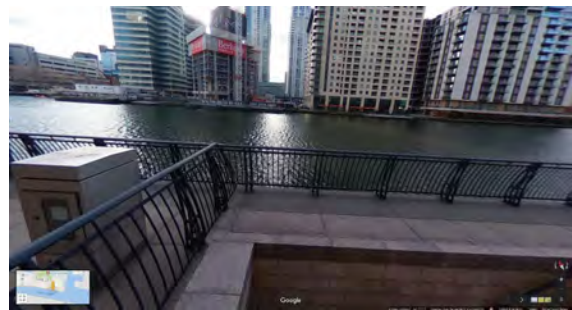
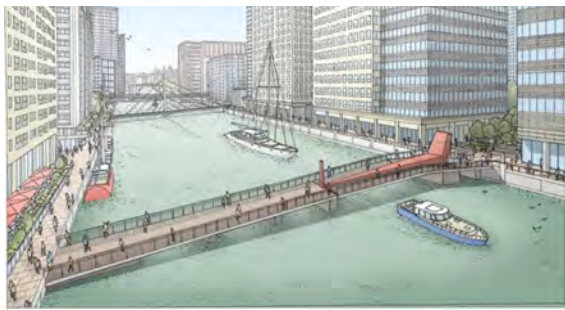
Below are some pictures we will use in the meeting.

Here is a link to the TfL website with more information about their proposals

<https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/rotherhithe-canary-wharf-crossing>

South Dock Bridge





The Council are consulting on a proposed new pedestrian and cycle bridge to connect Canary Wharf and South Quay/Marsh Wall, to be called the South Dock Bridge. An earlier study has shown that the bridge should align with Upper Bank Street on the north bank of the South Dock and the Berkeley Homes 'South Quay Plaza' scheme on the south bank (see picture above on the right). It will be to the east of the existing bridge.

They welcome your comments and suggestions during the six week consultation period from Monday 12 February to Friday 23 March 2018. The Forum will follow up on these issues once we have more information and will share by email.

The presentation boards are [here](#)

The bridge will have a lifting (bascule) mechanism to allow boats through when necessary and sufficient height to allow smaller boats through at all times. The bridge will integrate with public realm on the north and south banks and the team is working with key stakeholders to ensure an approach that balances the needs of all.

They are launching an exhibition to show proposed plans for the new bridge and illustrate how the bridge might look. These are early concept designs, and more detailed designs will follow to support a detailed planning application later in 2018.

They welcome your input on the early concept bridge designs. All feedback received will be reviewed and will help to inform the detailed design.

Why do we need a new bridge?

Significant new developments on the Isle of Dogs will generate greater pedestrian and cycling flows. The new Crossrail station will attract more pedestrians from the area and there is a need to improve access to South Quay DLR station. The existing bridge (also known as the Wilkinson Eyre Bridge) is

approaching its capacity at peak times in terms of comfort levels.

27,000 people cross the existing bridge today, between 70 & 80,000 are forecast to use it daily by 2030.

The new bridge will become one of the busiest pedestrian bridges in London.

Rest of information on link below

The exhibition will also be available to view at the following drop-in session:

Tuesday 27 February 2018, 11am-3pm

West Winter Garden

35 Bank Street London E14 5NW

Saturday 3 March 2018, 10am-1pm

Alpha Grove Community Centre

Isle of Dogs London E14 8LH

Thursday 8 March 2018, 5-8pm

Canary Wharf Idea Store

Churchill Place London E14 5RB

https://www.towerhamlets.gov.uk/ign/council_and_democracy/consultations/South_Dock_Bridge_consultation.aspx#ad-image-0

Part of the pictures to be used tonight in the Rotherhithe meeting

Some pictures

Picture of island at NLA Store street model of London – includes 20 meter tall bridge at central alignment location Elliott Wood & reForm proposal

Hilton hotel ferry – can carry 120 passengers, maximum actually carried 50



Pictures below from TfL document

Bridge



Tunnel



Enhanced ferry service





Crossing Location Issues

Figure 6 – TfL preference

Figure 8 – in green 3 preferred options in consultation, brown discarded sites

Figure 4 – where people cycle to CW from

Bottom right – Southwark Council cycling map with key



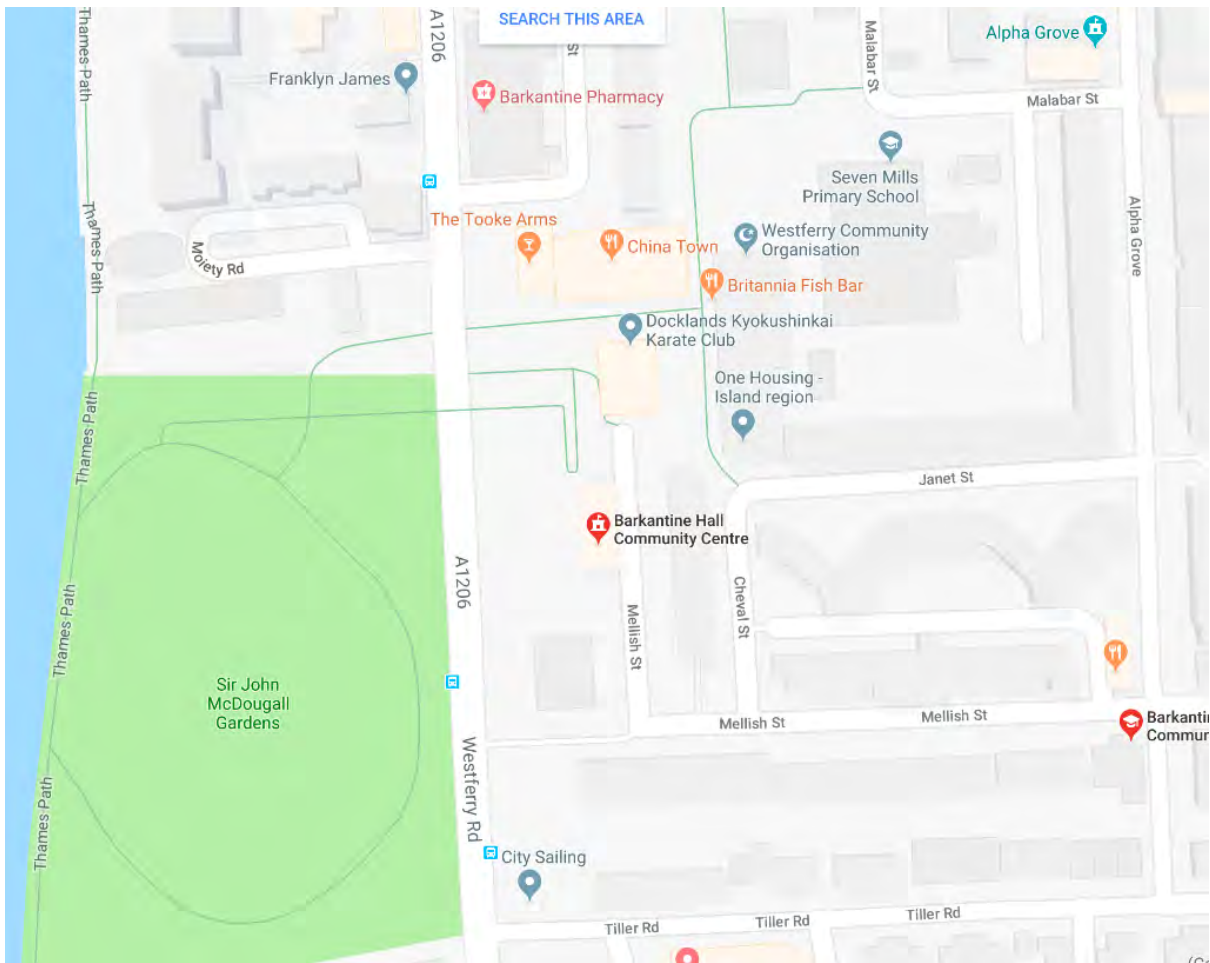
Figure 6 – Preferred crossing corridor



Figure 4 - Canary Wharf cycling origins



Figure 8 - Selected Landing Sites and resulting alignments



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Rotherhithe Bridge Crossing Meeting

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Dear all,

We will be holding a public discussion about the proposed pedestrian and cycle crossing between Rotherhithe and Canary Wharf to find out what you think about the proposal and to agree collectively what we should do about it. Please come along if you want to contribute or find out more.

7-9pm Tuesday 13th February 2018

at the Barkantine Hall (opposite Sir John McDougall Gardens) where the pedestrian bridge crosses Westferry road. E14 8QE. See map below.

Although we will start with an update the main part of the meeting will be several interactive sessions looking at different elements of the crossing followed by a debate and discussion on the TfL proposals. One of the things we wish to discuss is what, if any role the Neighbourhood Planning Forum should take on the proposed crossing either now or in the future. The Forum cannot take a formal position on the crossing until we have had a public meeting to discuss.

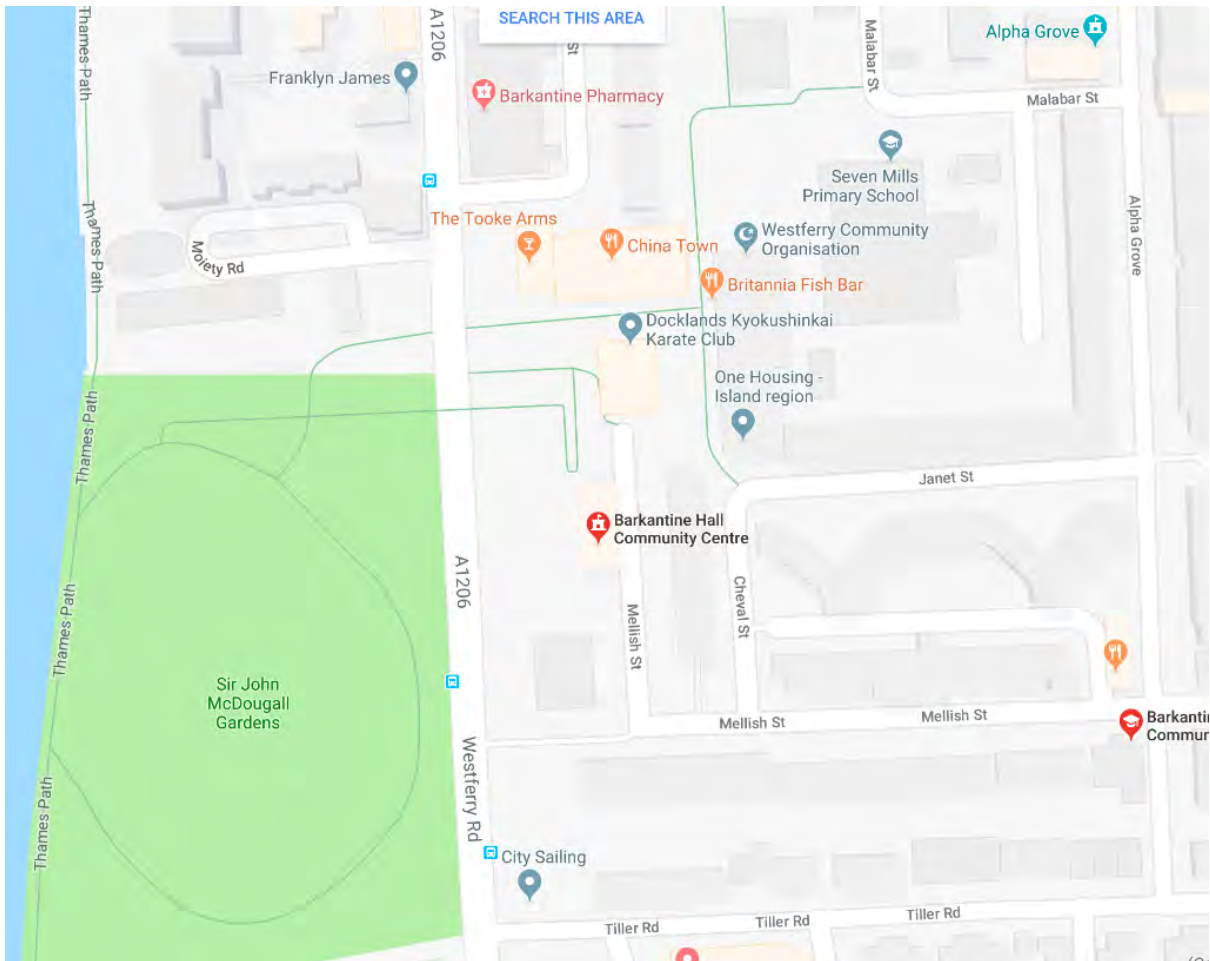
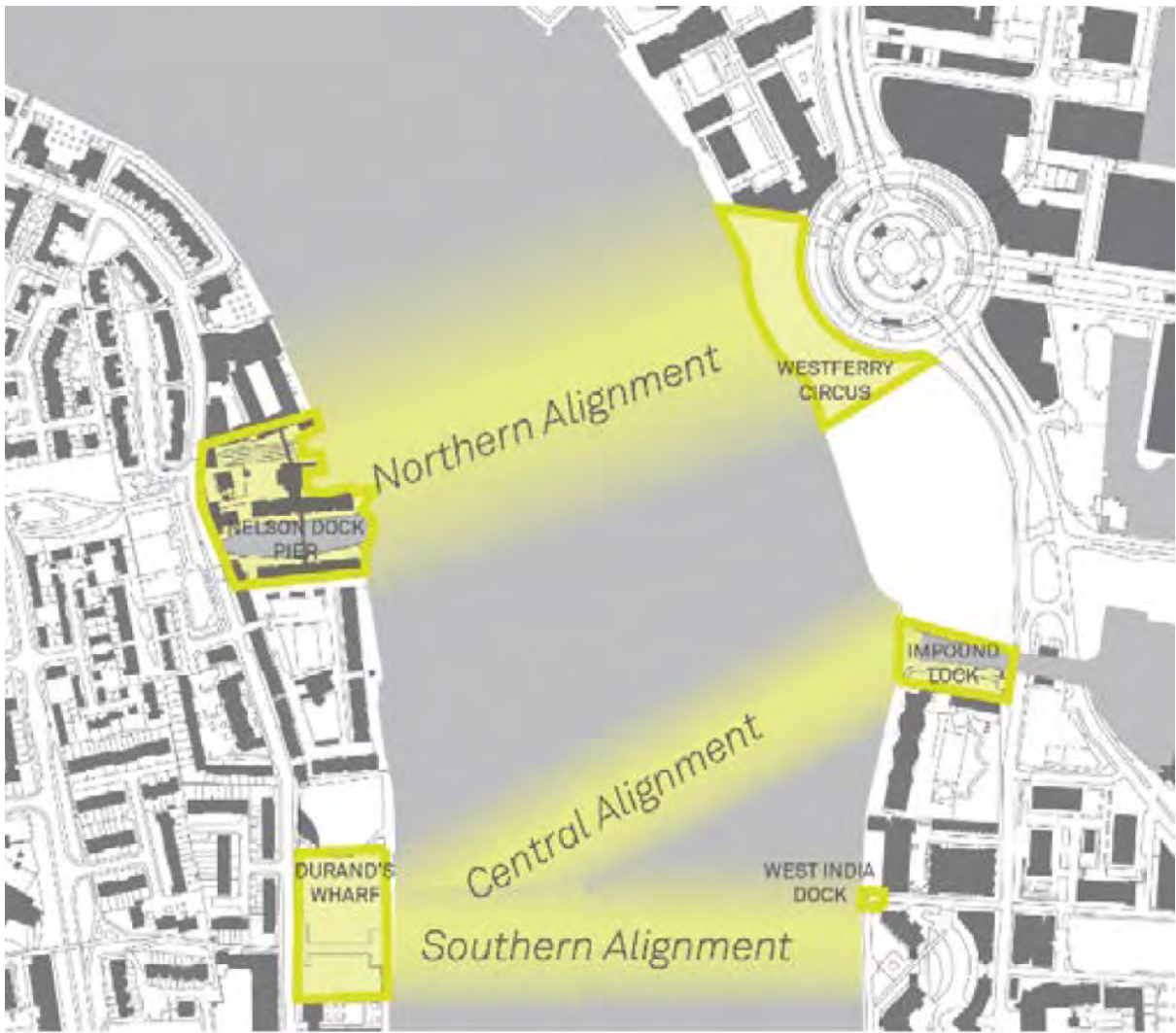
Transport for London officers will be attending as well if you want to ask them any questions but this meeting will be run by the Forum.

Here is a link to the TfL website with more information about the proposals

<https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/rotherhithe-canary-wharf-crossing>

Figure 1 – Possible crossing alignments





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Regulation 16 Consultation Email Neighbourhood Plan

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Dear all,

In December Mayor John Biggs agreed to start the 2nd & final phase of the public consultation on the Neighbourhood Plan in January. That consultation has now started and will last until 5pm 22nd February.

Below is a copy of the Councils email and we will provide an update on this consultation, our response to it as well as other issues next week.

You can write an email or letter in support of the Neighbourhood Plan or comment on it as long as received by the Council before the 22nd Feb. Their email address is neighbourhoodplanning@towerhamlets.gov.uk

Copy of Council Email

This email is being sent to you as you have previously engaged with the planning process in Tower Hamlets or in the development of the Isle of Dogs Neighbourhood Plan.

Draft Isle of Dogs Neighbourhood Plan

Neighbourhood Planning was introduced by the Localism Act (2011) and enables community groups to submit applications to the Council to establish 'Neighbourhood Planning Forums' and 'Neighbourhood Planning Areas' and to draft Neighbourhood Plans for their areas. These Neighbourhood Plans will be used to determine planning applications in the area.

Notice is hereby given that the Isle of Dogs Neighbourhood Forum has submitted a draft Neighbourhood Development Plan (the "Isle of Dogs Neighbourhood Plan") to the London Borough of Tower Hamlets under

Neighbourhood Plan) to the London Borough of Tower Hamlets under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended).

The draft Isle of Dogs Neighbourhood Plan has been developed in consultation with the local community and provides a vision for the future of the Area. It sets out a vision, objectives and planning policies.

The London Borough of Tower Hamlets is satisfied that the draft Isle of Dogs Neighbourhood Plan and supporting documents, as submitted, meets the requirements of Regulation 15.

Representations

In accordance with the legislation, a 6-week consultation period on the draft Isle of Dogs Neighbourhood Plan is required. This will be carried out from the **11th of January 2018 and finishing at 5pm on the 22nd of February 2018**. Any submissions received after this deadline cannot be considered.

Comments are invited on whether the draft Isle of Dogs Neighbourhood Plan and supporting documents, as submitted under Regulation 15 fulfils the [Basic Conditions](#) as required by regulations. **Any person or organisation may comment on the Plan or supporting documents.**

All representations will be publicly available and will be forwarded for consideration by the Independent Examiner appointed to carry out the examination of the draft Isle of Dogs Neighbourhood Plan.

Anyone making a representation may request to be notified of the Council's decision.

Where and when the plan proposal may be inspected

Copies of the draft Isle of Dogs Neighbourhood Plan and supporting documents are available to view at the following locations:

- on the Council's [website](#)
- at the Tower Hamlets Town Hall Mulberry Place, 5 Clove Crescent, E14 2BG
- Canary Wharf Idea Store, Churchill Place, E14 5RB

- Cubitt Town Library, 52 Strattondale Street, E14 3HG

Written responses should be made by **5pm Monday 22nd February 2018**.
Responses should be sent to: neighbourhoodplanning@towerhamlets.gov.uk

or to:

FREEPOST RRBK – TZER – UTAU
Neighbourhood Planning Consultation
Strategic Planning – Plan Making
London Borough of Tower Hamlets
PO BOX 55739
London
E14 2BG

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AGM Feedback And Plan Updates

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Dear all,

Thank you to the 118 people who attended our AGM on the 30th October and the follow on Ideas store meetings and Cllr Rachel Blake, Cabinet Member for Strategic Development & Waste who also presented at the AGM. The Tower Hamlets Council planning officer who was there said he had never seen so many people attend a planning meeting. A copy of the full presentation from the Council, GLA and us is [here](#).

How to get involved

If you would like to help, be kept informed about or lead one of the long Plan areas please fill in this simple survey (if you filled in the paper version on the 30th no need to do this).

<https://www.surveymonkey.co.uk/r/loDPlanVolunteer>

This survey will allow us to start connecting together people who are particularly interested in cycling, schools, playground, environmental issues, heritage etc so that you can start talking to people with a similar interest and developing plans for these areas (see list at the end).

Local Plan & Neighbourhood Plan update

At the AGM we agreed that the Forum would write a response to the Councils draft Local Plan 2031. A copy of the response the Committee wrote is attached [here](#).

We had planned to share with you a draft in advance but we had to do some more work for the Council on the quick Neighbourhood Plan for them last week as well. After the Council reviewed the submitted Plan they asked us for the following:

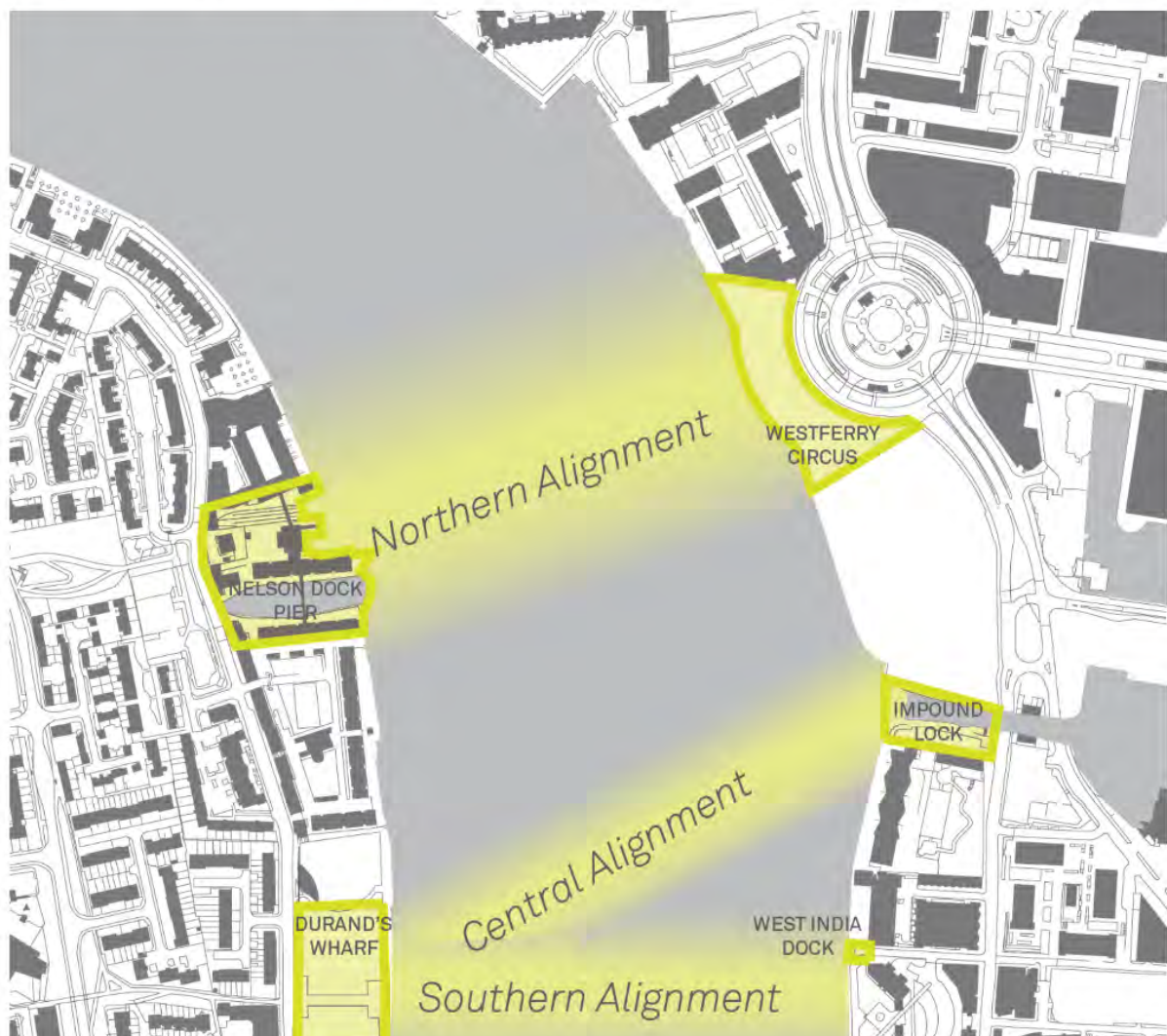
following,

1. More detail on the Consultation Statement about who we consulted or did not consult which we did on pages 17 to 20 [here](#)
2. How our Plan conforms with the London Plan for the Basic Conditions statement. This has not been done by other London Neighbourhood Plans as it is not a statutory requirement but we have added a section from page 13 [here](#) given the importance

They have confirmed they are happy with the responses and have said we are still in line to be considered at the Cabinet meeting on the 19th December. That makes it more likely that we will have the referendum next summer.

We had a presentation from the GLA as well about the OAPF but we do not yet have a date yet for when consultation starts nor when we will have access to the full documents.

Figure 3: Proposed bridge locations





Rotherhithe to Canary Wharf river crossing

Transport for London have started a public consultation on the proposed crossing and they clearly indicate a preference for a bridge, the map above shows in green three proposed crossing locations, two of them in the Forum area.

The Forum does not have an agreed position on the proposed crossing although some members are passionately opposed to the bridge and some are very enthusiastic about it. We are considering a meeting in December to discuss the issue in more detail and to collect people's questions and issues for submission before the consultation ends on the 8th January. Either at this meeting or a later one we can agree what the position of the Forum should be. Here is a link to the TfL information:

<https://consultations.tfl.gov.uk/rivercrossings/rotherhithe-canarywharf/?cid=r2cw-crossing>

There are two TfL organised consultation events:

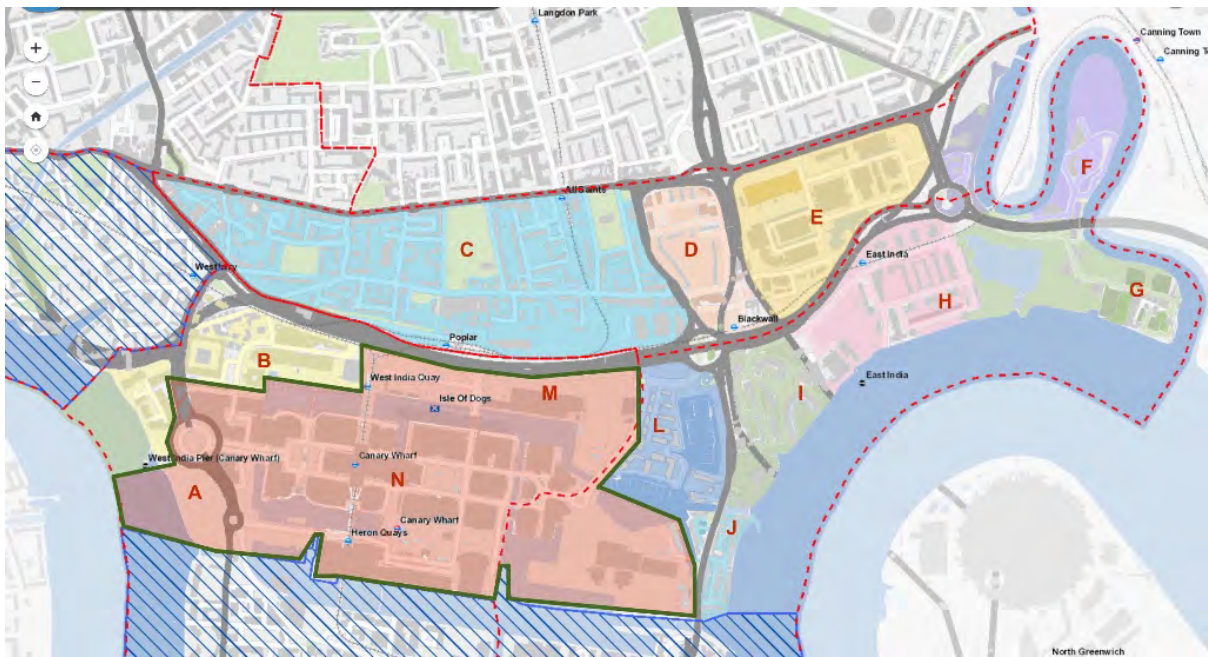
- Saturday 25 November 2017, 11:00 to 15:00 at Alpha Grove Community Centre, Alpha Grove, Isle of Dogs, London E14 8LH
- Thursday 30 November 2017, 08:00 to 19:00 at Canary Wharf underground station, Jubilee line ticket hall, Canary Wharf, London E14 5NY

New Forums

A group in Poplar have applied to form a new Neighbourhood Planning Forum in Poplar (areas C & D in map below). They would be the sixth Forum in Tower Hamlets. Full details are [here](#).

Some of you live in Blackwall, Leamouth, Cold Harbour, Canary Riverside, West India Quay etc that were a part of this Forum when we applied to be recognised on the 1st December 2014 but were then not included in the area when the Forum was recognised by Mayor John Biggs last April. The next email will contain more information on this subject but if you live or work in this area and want to be involved in discussing a new Forum(s) for this area please

area and want to be involved in discussing a new Plan(s) for the area please email isleofdogsforum@gmail.com



List of areas in the long Plan (draft)

1. Affordable housing – new, existing, standards, new types of housing, rent levels
2. Children and young people – school, playgrounds, nursery, youth centre
3. Communication, Smart Cities and technology – how to use new technology to solve problems , smart street furniture
4. Community Development – community centers, events,
5. Delivery, stakeholders and partners – working with partners on delivery
6. Design Guide - architectural & design standards - what the place should look like
7. Economic strategy incl affordability, affordable workspaces, retail
8. Estate regeneration / Project Stone – policy on estate regeneration

9. Health & Environmental - air quality, exercise, green standards, GP surgeries
10. Heritage – protecting what heritage we have
11. Project management & delivery - how do we deliver the plan?
12. Public realm - parks, green spaces, trees, allotments, disabled access
13. Rubbish & recycling
14. Safety and security - ASB, crime, safety, police station, lighting
15. Transport Strategy - pedestrian, cycling, bus, DLR, car, parking, deliveries
16. Utilities – water, sewage, gas, broadband, electricity
17. What else to add?

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AGM Reminder 27th Oct 2017

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Dear all,

The Annual General Meeting is this coming Monday night 30th October at George Manchester Road, Isle of Dogs, E14 3DW from 7 to 9pm, just turn up, no tickets required, buses stop outside and Island Gardens DLR is only a few minutes away (map below).

We submitted the Neighbourhood Plan to Tower Hamlets Council on Wednesday ; currently in discussion with the Council to agree the timetable going forward and will let you we have an update. Once the Independent Examiner has issued a report the Neighbourhood Plan will have "full legal effect at an earlier stage" due to recent changes in legislation.

Complete copies of the four documents we submitted are on the website [here](#) but with a page summary which only contains the Vision, Objectives and the Policy wording [here](#). The documents are 260 pages of documents plus 260 pages of appendices on Wednesday.

On Monday night we will have presentations from;

- Tower Hamlets Council planning officers to talk about their Local Plan, their presentation will be loaded onto the meeting section of our website
- GLA planning officers to discuss the Opportunity Area Planning Framework for the Poplar, their presentation will be loaded onto the meeting section of our website
- Our own presentation which includes an Annual Report, update on the 'quick' Plan we believe we should work on next is [here](#)

If you want to stand to be elected to the Committee of the Forum please attend on Monday night. Please let us know by email before Monday.

But if you cannot make it Monday night you can vote by proxy, the AGM notice and proxy

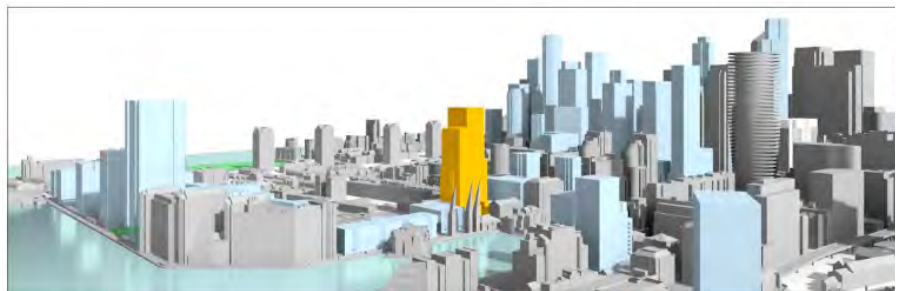
Or you can attend the drop in sessions which will be held at the Canary Wharf Ideas store
Tuesday 31st October 2017 2pm to 4pm
Saturday 4th November 2017 3pm to 5pm

On Thursday night Tower Hamlets Councillors rejected the Meadows planning application (shown in yellow below). It was a 30 storey residential tower that would have replaced most of the buildings between Millharbour and Pepper Street bridge next to Pepper Saint Ontiod pub

Right: the massing of the proposal in context as seen from the north-east. The consented Wood Wharf masterplan is shown at right.



Right: the massing of the proposal in context as seen from the south-east. The stepped massing visually integrates the proposal with the Activity Area



Right: the massing of the proposal in context as seen from the west. The consented Westferry Printworks development is shown at right.



The Mayor of London Sadiq Khan announced today the new housing targets for each E will be part of the next revision of the London Plan. There is a major uplift in the t required in London from 423,887 to 649,350 over the next ten years.

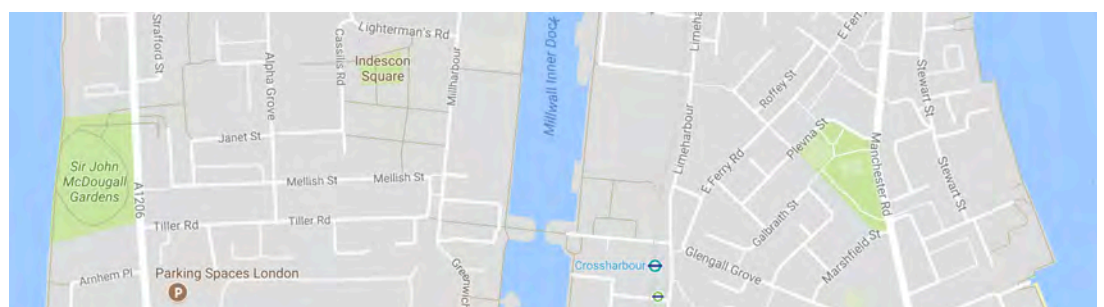
Previously we in Tower Hamlets had the highest housing targets in London and had to between 2015 and 2025, the new target is lower at 35,110 homes over ten years and highest targets in London after Newham. Greenwich has the 3rd highest targets emph expects a lot of growth in East London. Much of the additional growth across London l

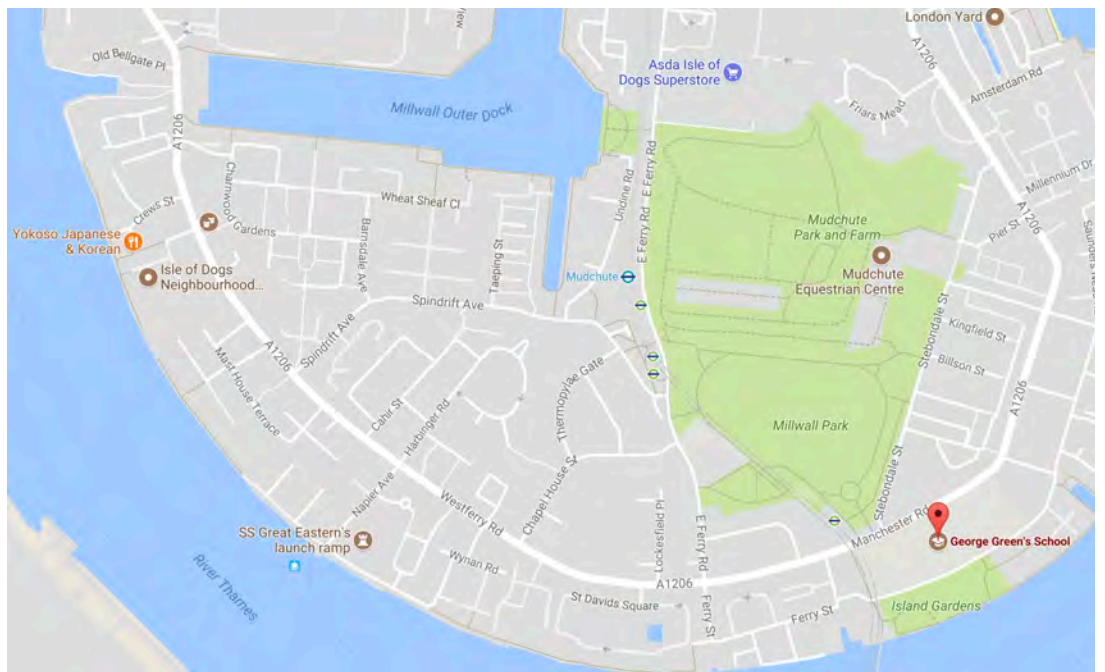
expects a lot of growth in East London. Much of the additional growth across London is in the outer London Boroughs which have seen substantial increases in targets (the chart just shows the total for London). But it means Tower Hamlets has a lower housing target despite London's total housing growth being substantially, something we know Mayor John Biggs asked of Sadiq Khan.

NEW Target			Minim
<u>Boroughs</u>	<u>Total 10 year capacity</u>		<u>Boroughs</u>
Newham	38,500		Tower Hamlets
Tower Hamlets	35,110		Southwark
Greenwich	32,040		Greenwich
Barnet	31,340		Barnet
Croydon	29,490		Newham
Brent	29,150		Wandsworth
Ealing	28,070		Hackney
Southwark	25,540		Lambeth
Wandsworth	23,100		Brent
Barking and Dagenham	22,640		Haringey
Rest of London	354,370		Rest of London
London total	649,350		London total



The public meeting will be held between 7pm and 9pm on Monday 30th October 2017 at George Greens School, Manchester Road, Isle of Dogs, E14 3DW





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October 13th AGM & Local Plan

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Dear all.

Tower Hamlets Council have started their Regulation 19 consultation on the final version of their Local Plan and they have a public meeting **Monday 16th October from 6.30pm at Jack Dash House, 2 Lawn House Close, Isle of Dogs, E14 9YQ**. Tickets are Free. Book here: <https://goo.gl/R4tqTJ>

The deadline for comments is the 13th November. Attached below is a summary of the key points which mainly focus on what is new or specific to the Isle of Dogs.

Full details of the Local Plan are here: https://www.towerhamlets.gov.uk/ign/council_and_democracy/consultations/past_consultations/Local_Plan.aspx

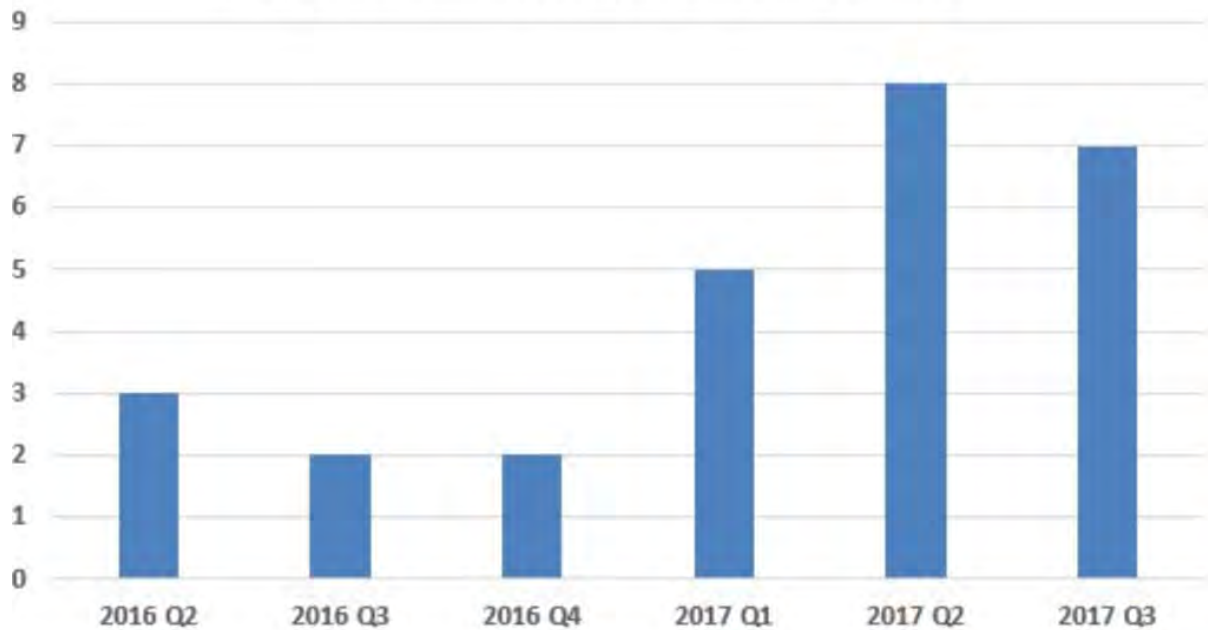
Paper copies can be read at the Town Hall, any Ideas Store and at Cubitt Town Library

Our AGM on Monday 30th October from 7pm will be at George Green school on Manchester Road close to Island Gardens DLR station. We will also discuss the Local Plan and how we respond to it in the meeting as well.

The notice of the Annual General Meeting and proxy form is [here](#)

The agenda is [here](#)

No. of schemes refused in Tower Hamlets



A journalist shared this graph with us. It indicates a clear change this year in planning applications refused. He shared it as he was trying to understand what changed this year. One possibility are the 350 local people who attended the Ask the Mayor events at Jack Dash House and George Green school in February and March of this year as we know from other sources it definitely had an impact at the GLA and explains why attending meetings like those on Monday do have an impact.

Table 1 Minimum number of additional homes across sub-areas (2016 - 2031)

Sub area	Minimum number of additional homes	Percentages
Isle of Dogs & South Poplar	29,848	56%
City Fringe	9,330	19%
Lower Lea Valley	5,395	11%
Central Area	6,671	14%
Windfall allowance (evenly distributed between sub areas)	3,010	
Tower Hamlets: total	54,455	100%

This table from the Local Plan shows the minimum number of new homes in each area of Tower Hamlets. It clearly indicates the Isle of Dogs & South Poplar as the main area for development in Tower Hamlets. The Tall Buildings and Site Allocations maps below clearly re-inforce this message.

Local Plan Summary

The main issues are;

1. The majority of new housing and office space will be on the northern part of the Isle of Dogs. 56% (or a minimum of 28,848 new homes by 2031) of new housing in Tower Hamlets will be directed towards the Isle of Dogs and South Poplar.
2. Site allocations are where the Council tell developers where they prefer development BUT also what infrastructure they want on each site (this is probably the most important new factor in the Plan and will be covered in more detail in a separate email). There are twenty two site allocations in Tower Hamlets, seventeen of which are in the E14 postcode area (13 in the Isle of Dogs wider area), 5 elsewhere in TH.
3. The affordable housing policy is unchanged but it has to align with the London Plan
4. There is a policy on construction management and minimising the impact of construction
5. There is a tall building zone map which indicates where tall buildings are acceptable i.e. Isle of Dogs, Blackwall, Leamouth and a part of Aldgate
6. Canary Wharf some areas are only allowed to have office buildings, some areas should be mainly office but 25% can be residential. This preserves CW as a strategic office location for London.
7. Developments must use hard wearing, durable materials for the affordable housing elements of the development

In summary the Local Plan is focussed on making development work better but continues to emphasise the Isle of Dogs, Poplar and Aldgate as the preferred areas for development

If you want a PDF version to read it can be found at the bottom of this page

http://towerhamlets-consult.objective.co.uk/portal/planning/newlp/new_local_plan_reg_19/local-plan-reg-19

How to comment

You must comment by 5pm on Monday 13th November 2017, preferably on-line at:

<http://towerhamlets-consult.objective.co.uk/portal>

If you are unable to make comments on-line, please fill in a response form and send it via email (localplan@towerhamlets.gov.uk) or post (FREEPOST, Planning Policy Consultation, Strategic Planning, London Borough of Tower Hamlets, PO BOX 55739, London, E14 1BY).

Please refer to pictures from Local Plan document (index below):

- 1st picture shows housing distribution by 24 places in Tower Hamlets, the darker the colour the more new homes
- 2nd picture shows where the five new Tall Building Zones are in Tower Hamlets, four are in E14
- 3rd picture shows in purple site allocations where the Council expect new development and the required infrastructure for each site
- 4th picture shows in pink areas with an open space deficiency, green areas are parks, light green are five minutes walk from a park

Figure 10 : Housing distribution across 24 places

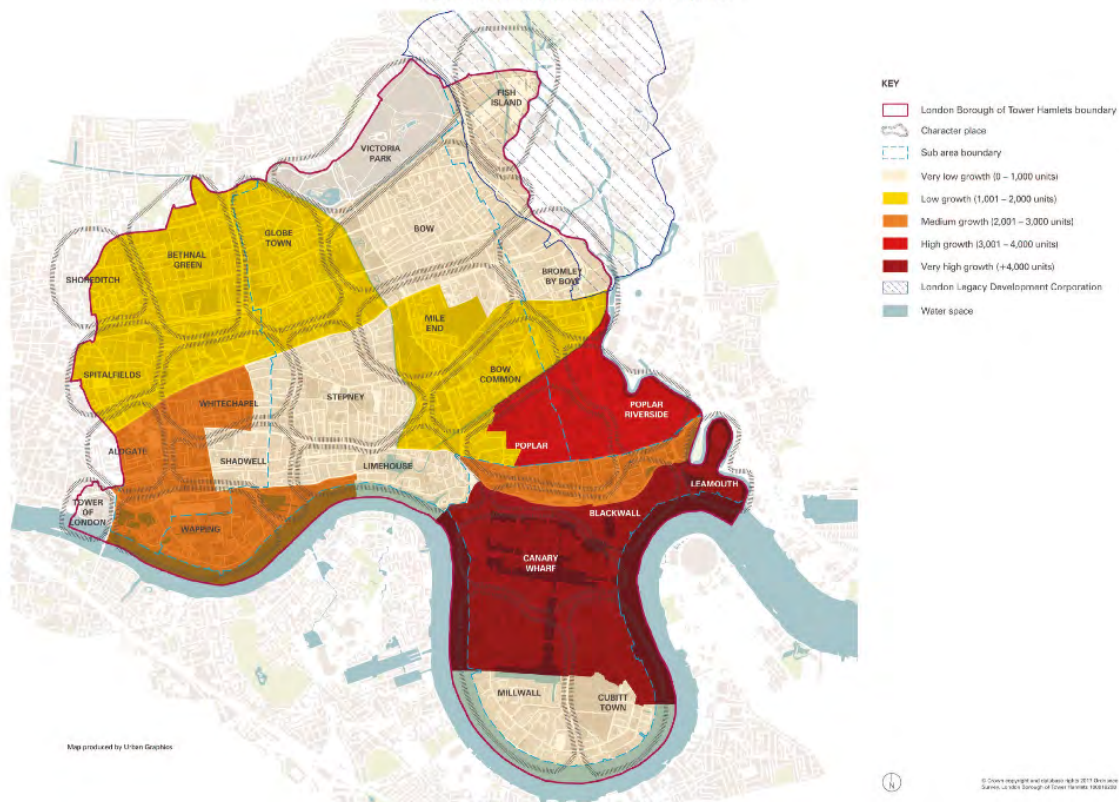


Figure 8 : Tall building zones

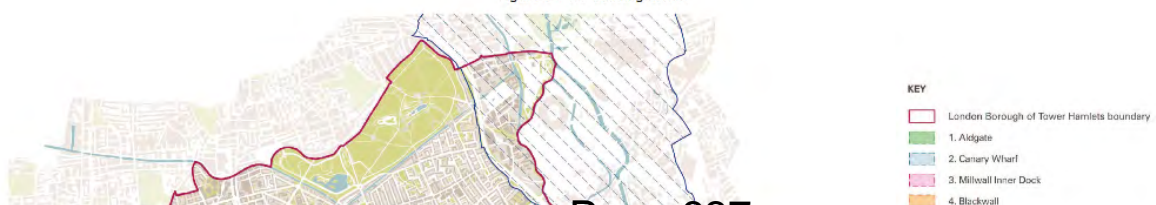




Figure 19 :Sub-areas and site allocations

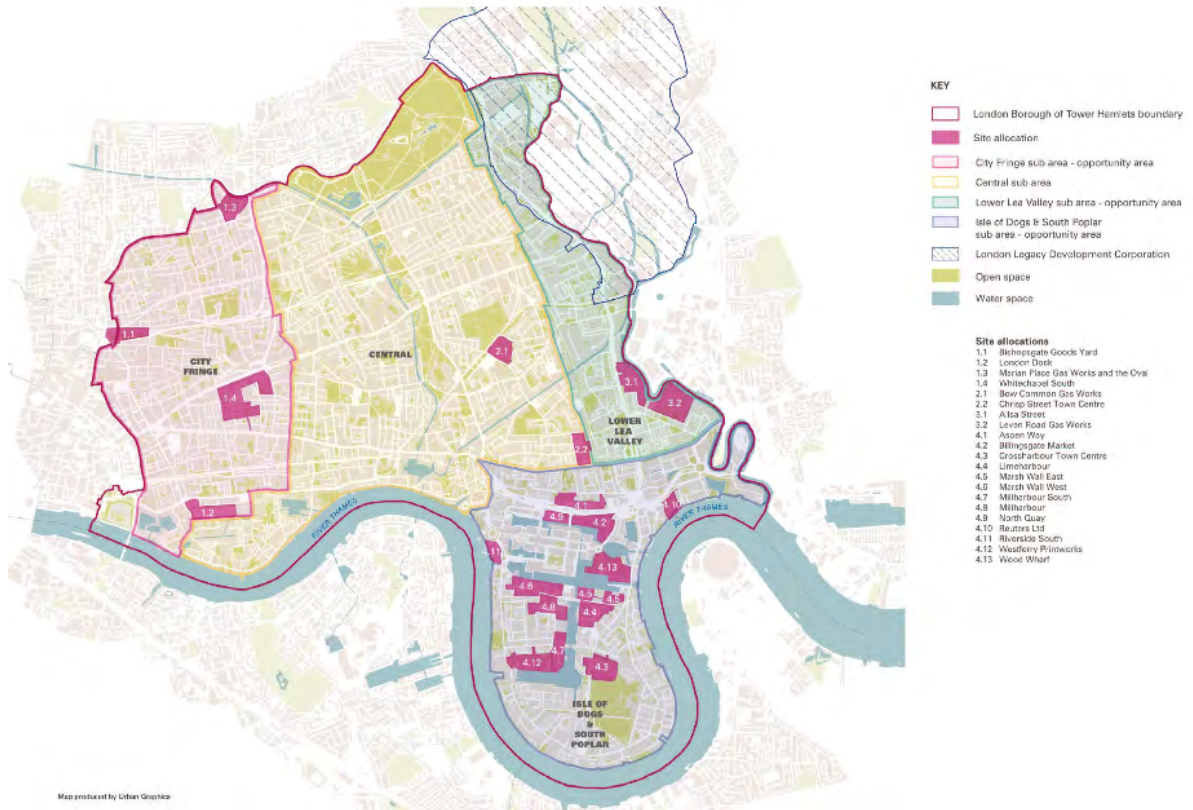


Figure 14 : Areas of open space deficiency





Detail of Local Plan

Below are a small sections of key issues in the document, all cut and paste from the main document

Tower Hamlets has doubled its population in the past 30 years, from 150,200 in 1986 to 304,900 in 2016. By 2031, the borough's population is expected to increase to nearly 400,000 inhabitants

Tower Hamlets continues to be a place where people want to live but there is a limited supply of homes and prices are very high compared to average incomes. The cost of housing is increasing and the borough is likely to become more polarised between those on higher and lower incomes, since those on middle incomes are less able to afford private housing, further increasing inequalities in our local communities.

1. New development within the borough will be directed towards:

- a. the opportunity areas (City Fringe, Lower Lea Valley and Isle of Dogs and South Poplar); and/or
- b. highly accessible locations along transport corridors.

2. The majority of new housing and employment provision within the borough will be focussed within the Isle of Dogs and South Poplar opportunity area, principally within Canary Wharf and north of the Isle of Dogs. Significant amounts of new housing will also be delivered in the City Fringe and Lower Lea Valley (including the Poplar Riverside Housing Zone) opportunity areas.

Planning and construction of new development

1. All major development should sign up to the considerate constructors scheme and where appropriate a constructors forum. During construction, major development is required to:

- a. comply with the non-road mobile machinery low emission zone requirements:

- b. minimise levels of noise, vibration, artificial light, odour, air quality, fumes or dust pollution;
- c. consider the routing, timing and frequency of heavy goods vehicle movements to reduce their impact on vulnerable road users, local amenity and congestion;

2. Major development must consider the cumulative impact of other major development occurring in the vicinity on levels of noise, vibration, artificial light, odour, air quality, fumes or dust pollution, and plan timings of works, delivery timings and routes and location of equipment accordingly to reduce this cumulative impact.

Development with tall buildings are required to:

- a. be of a height and scale, mass and volume that are proportionate to their role, function and importance of the location in the local, borough-wide and London context; and in keeping with the character of the immediate context and of their surroundings

Development will be expected to contribute towards the creation of mixed and balanced communities that respond to local and strategic need. This will be achieved through:

- a. setting an overall target for 50% of all new homes to be affordable, to be achieved through:
 - i. securing affordable homes from a range of council-led initiatives;
 - ii. requiring the provision of affordable housing contributions on sites providing 2 to 10 new residential units against a sliding-scale target (subject to viability);
 - iii. requiring the provision of a minimum of 35% affordable housing on sites providing 11 or more new residential units (subject to viability); and
 - iv. requiring a mix of rented and intermediate affordable tenures to meet the full range of housing needs.

5. Estate regeneration development schemes are required to:

- a. protect and enhance existing open space and community facilities;
- b. protect the existing quantum of affordable and family units, with affordable units re-provided with the same or equivalent rent levels.;
- c. provide an uplift in the number of affordable homes; and
- d. bring existing homes up to the latest decent homes standard.

6. Major developments and estate regeneration schemes are required to undertake thorough and inclusive public consultations proportionate to the nature and scale of development and submit a consultation statement detailing these activities.

Developments must use hard wearing, durable materials for the affordable housing elements of the development.

Within major commercial and mixed-use development schemes, at least 10% of new employment floorspace should be provided as affordable workspace.

The Central Activities Zone (CAZ) and the north of the Isle of Dogs (including Canary Wharf) has been subdivided into three distinct zones. Commercial core areas (zone A) are deemed to be unsuitable locations for housing or other uses which would undermine the strategic functions of the CAZ and the north of Isle of Dogs. Employment and defined strategic functions/uses must be given greater weight than residential (zone B) or equal weight to residential use (zone C – which only applies within the CAZ).

1. Existing community facilities must be retained unless it can be demonstrated that:
 - a. there is no longer a need for the facility or an alternative community use within the local community; or
 - b. a replacement facility of similar nature that would better meet the needs of existing users is provided.

Where the loss of a public house is proposed, the following evidence will be required.

- a. Evidence that all reasonable efforts have been taken to preserve the facility as a public house, including evidence of appropriate maintenance and upkeep and efforts to diversify the business.

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.

2. An air quality impact assessment, based on current best practice, is required as part of the planning application for:

Major development is required to demonstrate that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve the development, taking into consideration the cumulative impact of current and proposed development.

Please refer to pictures from Local Plan document (index below):

- 1st picture shows air quality map - red worst, orange 2nd worst for NO₂ concentrations
- 2nd pictures shows flood plain map, red prone to flooding, dark blue and green flood plain
- 3rd picture shows key views to be protected, protected landmarks and skylines of strategic importance
- 4th picture tall building zone cluster principles

Figure 15 : Areas of substandard air quality in Tower Hamlets

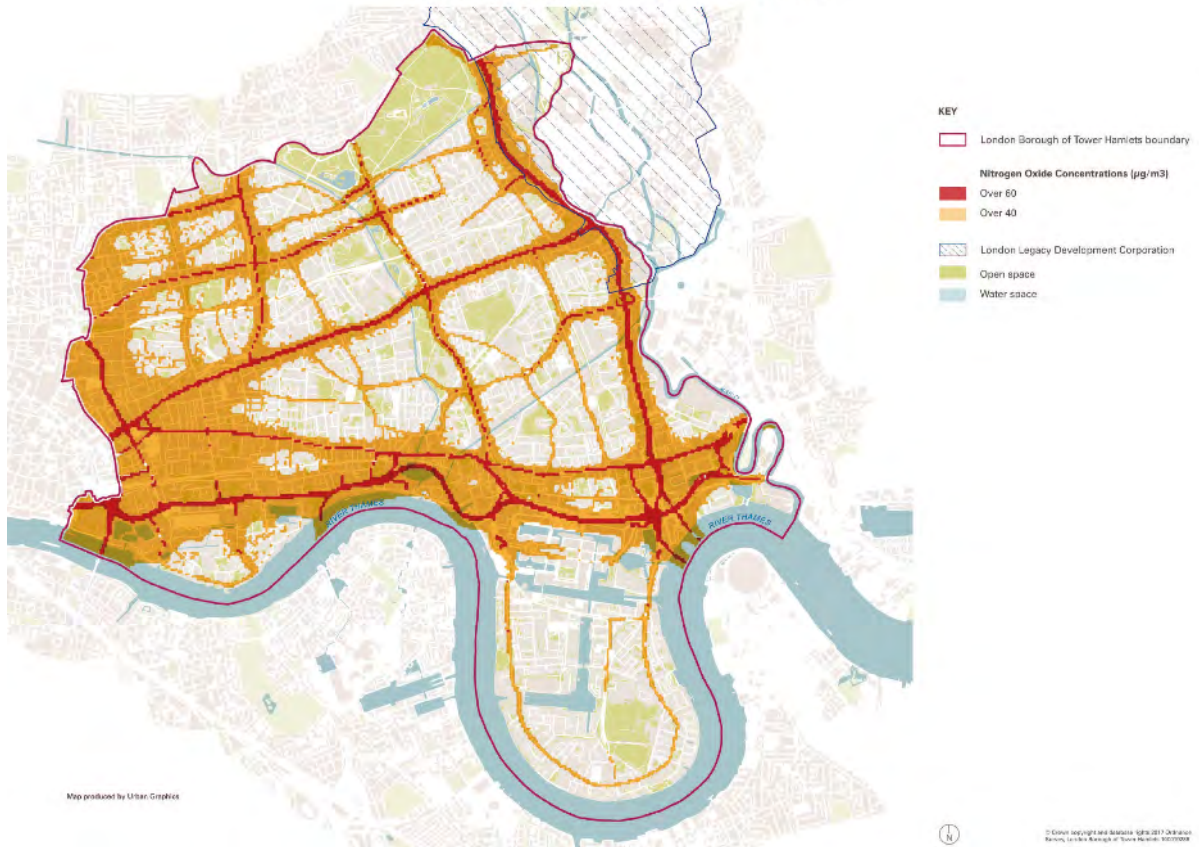


Figure 16 : Flood zones in Tower Hamlets

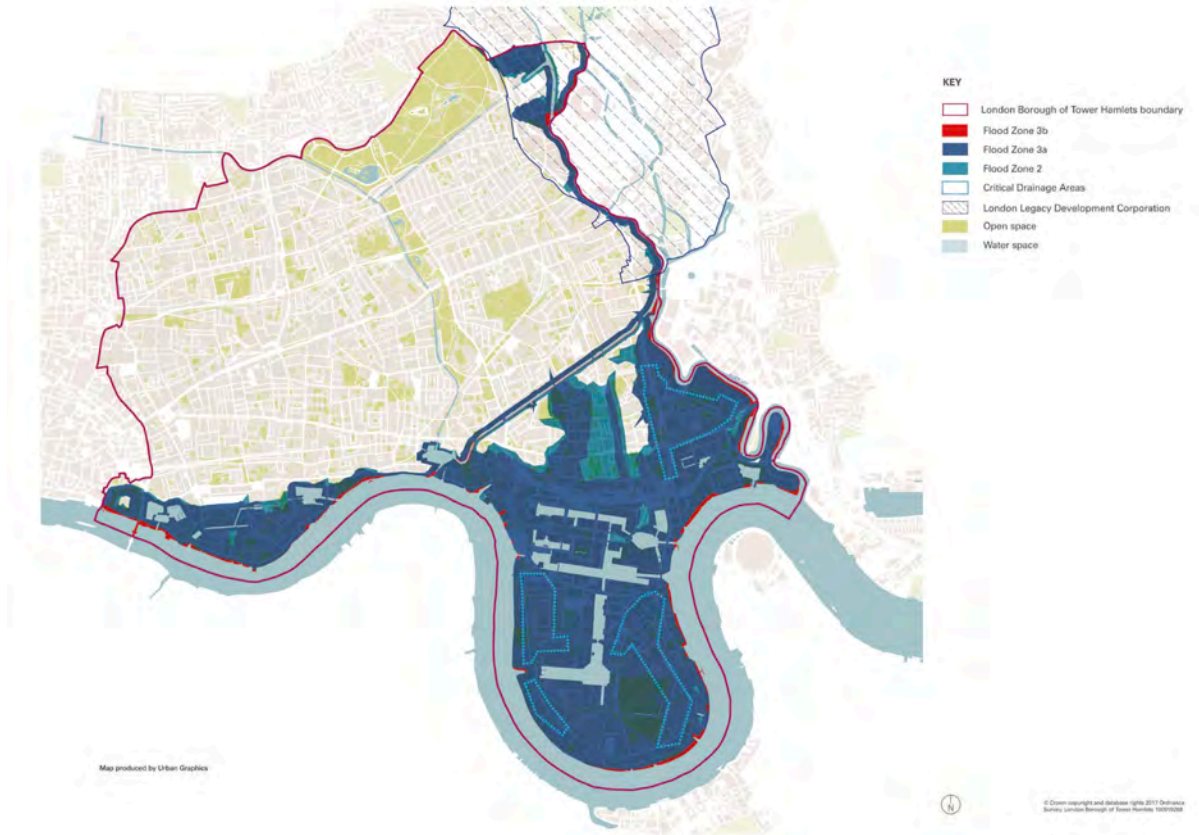


Figure 7 : Key views, landmarks and the skyline of strategic importance



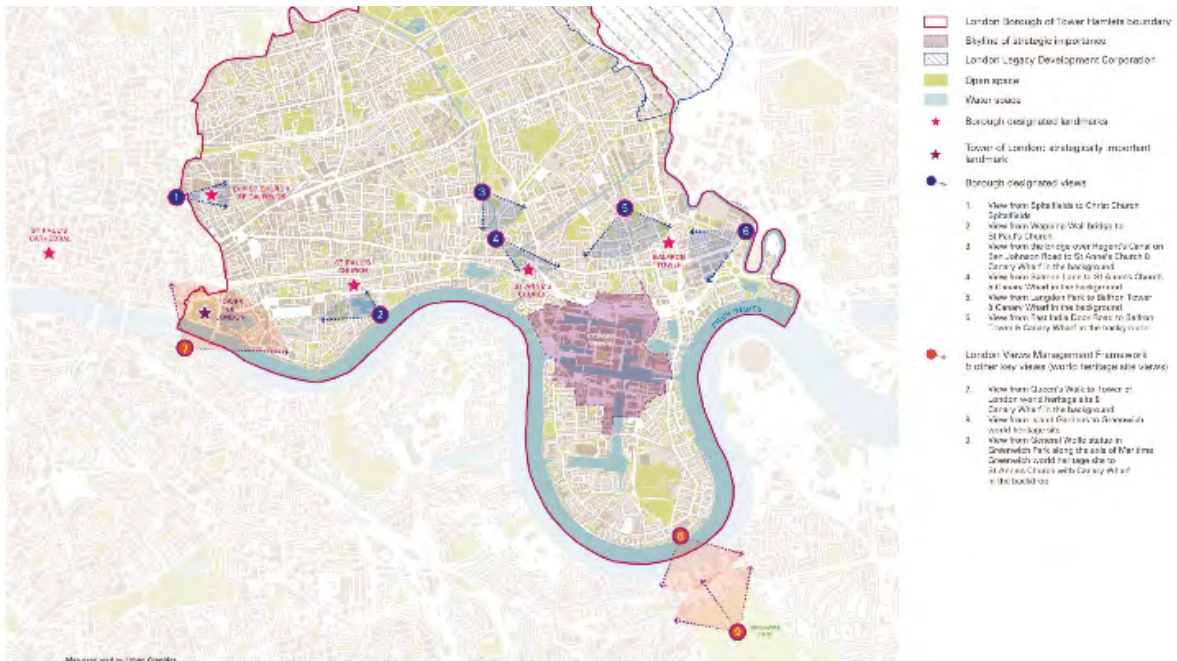
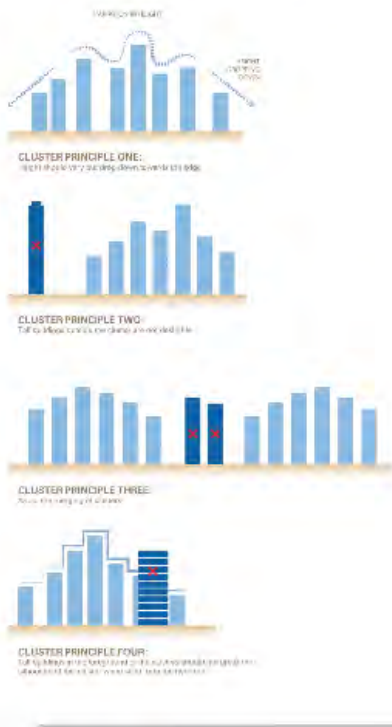


Figure 9 : Principles of tall building clusters



3.72 Within tall building zones (as shown on figure 8), clusters of tall buildings may be developed. The height of tall buildings within a cluster should reflect the role and function of the cluster and normally the tallest elements should be located towards the centre of the cluster, which should mark a particular feature or location (e.g. One Canada Square, Canary Wharf). Developments involving tall buildings will be required to step down towards the edge of the tall building zone (see figure 9). It does not follow, however, that all buildings within a tall buildings zone will be tall in height/scale and variations in height will be encouraged to create a more dynamic skyline.

3.73 The Tall Buildings Study identifies other potentially suitable locations outside of the tall building zones where tall buildings might be appropriate, depending on the nature of the proposals and where sensitive receptors have been addressed. However, tall buildings will generally not be supported in sensitive locations (e.g. conservation areas) and established low rise residential areas.

3.74 In relation to part 3 (b-c), tall building proposals outside of the zones will be subject to additional criteria to ensure they do not have an adverse impact on the setting or character of the borough. In such locations, tall buildings will be expected to serve as landmarks and unlock significant infrastructure provision (in particular the provision of publicly accessible open space and social and community facilities) to address deficiencies within the area (as identified in the Infrastructure Delivery Plan, the Regulation 123 List and other relevant strategies) and address the requirements set out in section 4. The height of these buildings should relate to their role as a local, district or metropolitan landmark and the context height (as categorised in the Tall Buildings Study). In addition, proposals should ensure that there is adequate distance between the proposed and existing tall buildings in the area to ascertain their landmark status.

3.75 Where possible, we will seek to work with developers, landowners, statutory agencies and neighbourhoods to develop masterplans to guide the scale and location of tall buildings, taking account of their wider and cumulative impacts, in line with the requirements set out above.

**30 OCTOBER
7PM - 9PM**

**ANNUAL
GENERAL
MEETING
2017**



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Westferry Update

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Dear all,

The Westferry Printworks planning appeal is currently underway. With over 30 professionals in the room from the developer and Councils side plus boxes and boxes of evidence, it is quite a sight.

The examiner has added an extra evening session this Tuesday night for residents to tell the examiner what they think about the application to increase the size of the scheme up to 1,524 homes.

A group of residents have already requested to speak but the examiner has confirmed they will take extra speakers on the night if time is available.

If you want to listen to what they have to say or wish to support them please come along. Just turn up at any point from 6.30pm till 8ish, no tickets required

Start 6.30pm Tuesday 20 August at Tower Hamlets Council, Town Hall chamber, Mulberry Place, 5 Clove Crescent, E14 2BG close to East India & Blackwall DLR stations or close to D7 bus stops on Poplar High Street

Link is to full set of documents, it gives you an idea of how complex these planning applications can get

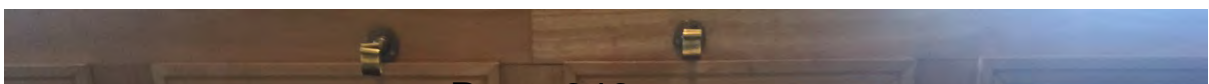
<https://towerhamlets.app.box.com/s/ubahi3mucin1esrd74yhl849qc2kjgtd>

If you cannot make Tuesday night these are the remaining daytime sessions from 10 am on the following dates:

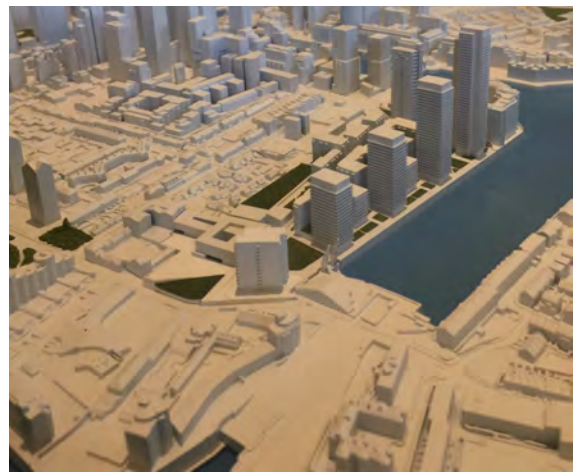
20 and 21 August – the GLA’s witnesses (site visit on the afternoon of 21 August)

22 August – conditions/S106 and closings

Below are pictures from the physical 3D model used in the examination
Points to those who spot the missing building!







The boxes of evidence in the room show how complex these planning appeals can get



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Isle of Dogs Neighbourhood Plan Basic Conditions 2019 - 2031



This draft Basic Conditions Statement for The Isle of Dogs Neighbourhood Plan, which will (once adopted) have effect until 31st December 2031, is published following a Regulation 14 public consultation, for submission to Tower Hamlets Council.

Version dated: 26th October 2019

CONTENTS & GLOSSARY

Please see the Neighbourhood Plan document for the full Glossary

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INTRODUCTION

The following pages set out how the Isle of Dogs Neighbourhood Plan proposal fulfils the 'Basic Conditions' of Neighbourhood Planning and other considerations in order to satisfy the requirements set out in legislation and pass the independent examination.

This Basic Conditions Statement explains how the Neighbourhood Plan proposal as a whole and the policies it contains meet each Basic Condition and other legal tests.

The submitted Neighbourhood Plan proposal should also be read in conjunction with the Consultation Statement: this sets out the consultation and engagement with local residents, businesses and interested parties during the plan's preparation

To be 'made', a neighbourhood plan must meet certain Basic Conditions. These include that the making of the plan 'does not breach, and is otherwise compatible with, EU obligations'. These EU obligations include environmental assessments. In order to support the Neighbourhood Forum to meet this requirement, Tower Hamlets Council has undertaken a screening to determine whether the proposed Isle of Dogs Neighbourhood Plan (pre-submission version) should be subject to a Strategic Environmental Assessment (SEA) or Habitats Regulation Assessment (HRA). It has concluded that the draft Isle of Dogs Neighbourhood Basic Plan does not need to be subject to a SEA report or HRA.

Schedule 4B of the Town and Country Planning Act (Para. 8) sets out the following conditions which a Neighbourhood Development Plan is required to meet.

8(1) The examiner must consider the following—

- (a) whether the draft neighbourhood development order meets the basic conditions (see subparagraph (2)),
- (b) whether the draft order complies with the provision made by or under sections [61E\(2\)](#), [61J](#) and [61L](#),
- (c) whether any period specified under section [61L\(2\)\(b\)](#) or [\(5\)](#) is appropriate,
- (d) whether the area for any referendum should extend beyond the neighbourhood area to which the draft order relates, and
- (e) such other matters as may be prescribed.

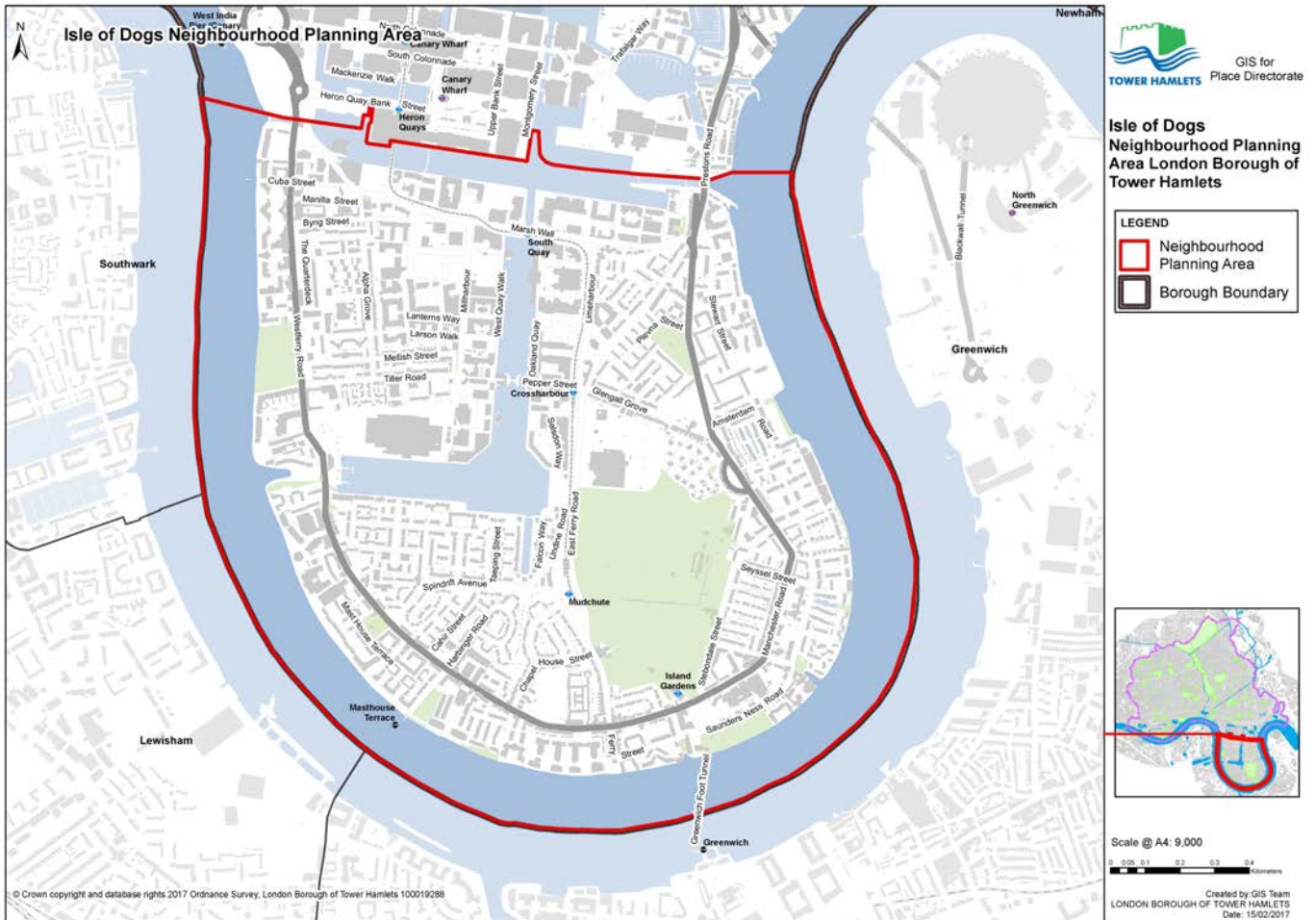
A draft order meets the basic conditions if—

- (a) having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the order,
- (b) having special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses, it is appropriate to make the order,
- (c) having special regard to the desirability of preserving or enhancing the character or appearance of any conservation area, it is appropriate to make the order,
- (d) the making of the order contributes to the achievement of sustainable development,
- (e) the making of the order is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area),
- (f) the making of the order does not breach, and is otherwise compatible with, EU obligations, and
- (g) prescribed conditions are met in relation to the order and prescribed matters have been complied with in connection with the proposal for the order.

The Neighbourhood Plan proposal is being submitted by a qualifying body

The application to designate a Neighbourhood Planning Area and Forum for the Isle of Dogs was approved by the Executive Mayor of Tower Hamlets John Biggs in Cabinet on Tuesday 5 April 2016.

https://www.towerhamlets.gov.uk/lgn/environment_and_planning/planning/planning_guidance/neighbourhood_planning/Isle_of_Dogs.aspx



That is being proposed is a Neighbourhood Development Plan

Although we use the term Neighbourhood Plan, it is the same as a Neighbourhood Development Order. The document contains a vision statement as a guide to what we aspire to achieve but the vision are not Policies.

Policies are separately identified in **Blue font with a gray background**

The proposed Neighbourhood Plan states the period for which it is to have effect.

The Plan will have effect until the 31st December 2031 in order to align with the new LBTH Local Plan.

The proposed Neighbourhood Plan does not relate to more than one neighbourhood area and there are no other Neighbourhood Development Plans in place within the neighbourhood area.

The plan relates only to the NP Area and there are no other Neighbourhood Plans within the Neighbourhood Area.

However, once the Plan has been submitted to LBTH work will start on;

- A new 'sister' Forum for the areas removed from the Area in April 2016 but which were in the original application submitted on the 1st December 2014. This new Forum may wish to adopt parts of this NP given that members of that Forum have been involved in writing this Plan. This is why much of the research in the Backup document refers to a wider area (as well as the difficulty of getting data for the Area imposed on us).
- A replacement Neighbourhood Plan called the 'long' Plan which will replace this NP in time. Given the pace and speed of development we knew that to write a fully detailed NP after the 16-month delay in recognition would mean we miss the opportunity to influence developments underway.

A neighbourhood development order may not provide for the granting of planning permission for any development that is excluded development.

There are no excluded developments relevant to this NP

having special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses, it is appropriate to make the order,

This NP Plan does not specifically deal with heritage issues. In the short term, we are satisfied that LBTH policies cover these issues adequately. In the long term, we intend in the 'long' Neighbourhood Plan to address this issue in more detail.

having special regard to the desirability of preserving or enhancing the character or appearance of any conservation area, it is appropriate to make the order,

This NP Plan does not specifically deal with conservation areas. In the short term, we are satisfied that LBTH policies cover these issues adequately. In the long term, we intend in the 'long' Neighbourhood Plan to address this issue in more detail

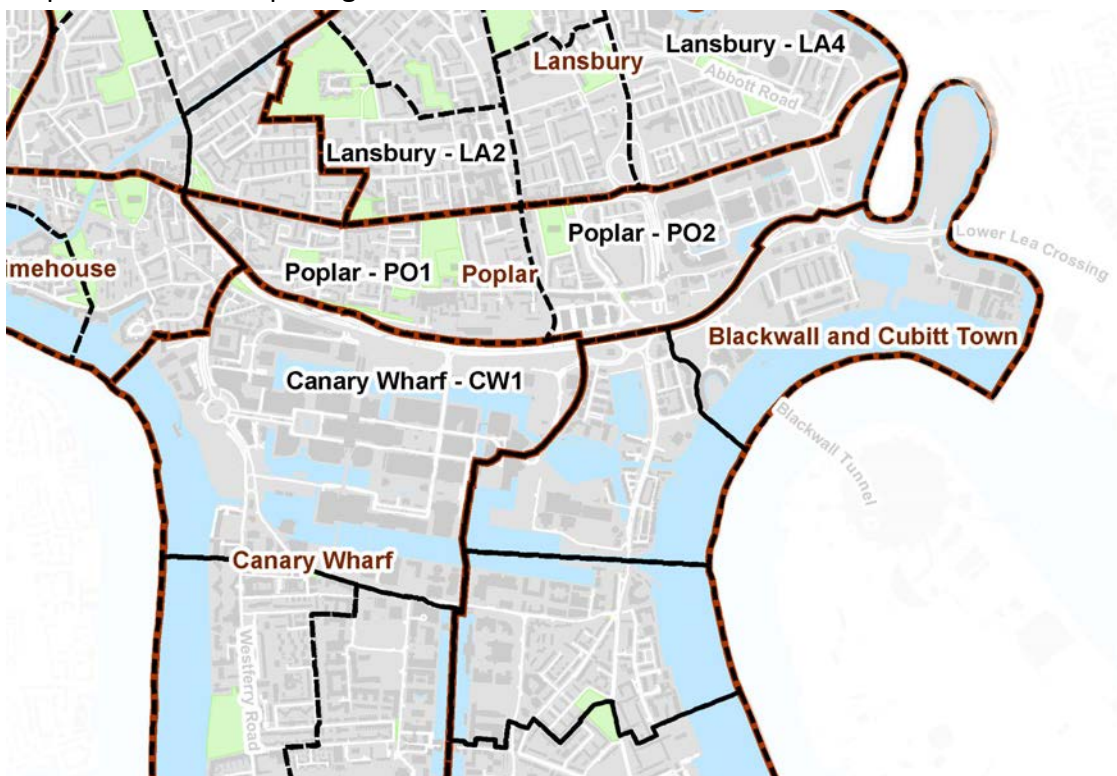
the making of the order does not breach, and is otherwise compatible with, EU obligations

See page 15

whether the area for any referendum should extend beyond the neighbourhood area to which the draft order relates,

The Neighbourhood Area imposed on the 5th April 2016 by LBTH cut across ward boundaries, LSOA areas and polling district Canary Wharf 1 in Canary Wharf ward. The original Forum Area applied for on the 1st December 2014 did not do so as it was based on ward boundaries and strong physical boundaries.

We would therefore recommend that the whole of polling district Canary Wharf 1 be included in the referendum area. The area was formerly in the Forum Area submitted on the 1st December 2014 and we continue to have members in that area who continue to be consulted. We know Democratic Services are concerned about administering the split if the referendum was held on the day of another election. The map below is of the polling districts in the area.



HAVING REGARD TO NATIONAL POLICIES

The table below shows how our NP policies match sections of the NPPF (February 2019 update)

NPPF Chapter Heading	NPPF Paragraph	Neighbourhood Plan Policies
3. Plan-making	20 b) infrastructure	D1
	20 c) community facilities	D1
	20 d) conservation	AQ1
	28. Non-strategic policies	D1
4. Decision-making	34. Plans should set out the	D1
	39. Early engagement has significant potential	RB1, CC1, CC2

	41. The more issues that can be resolved at pre-application stage, 43. The right information is crucial to good decision-making, 52. Communities can use Neighbourhood Development Orders and Community Right	D1, 3D1 3D1 RB1
6. Building a strong, competitive economy	81 c) seek to address potential barriers to investment, such as inadequate infrastructure,	D1
8. Promoting healthy and safe communities	91 c) enable and support healthy lifestyles, 92 a) plan positively for the provision 93. Planning policies and decisions should consider the social, economic and environmental benefits of estate regeneration. 94. It is important that a sufficient choice of school places 96. Access to a network of high quality open spaces	D1, ES1, AQ1 D1 RB1 D1 D1, ES1
9. Promoting sustainable transport	102. a) the potential impacts of development 109. Development should only be prevented	D1 D1
11. Making effective use of land	118. promote and support the development of under-utilised land and buildings,	ES1
12. Achieving well-designed places	124. The creation of high quality buildings 129. Local planning authorities should ensure that they have access to,	SD1, 3D1 3D1

	and make appropriate use of, tools	
15. Conserving and enhancing the natural environment		
15. Conserving and enhancing the natural environment	170 e) preventing new and existing development 180. Planning policies and decisions should 181. Planning policies and decisions should sustain	CC3, AQ1 CC3, AQ1 CC3, AQ1

HOW THE PLAN CONTRIBUTES TO SUSTAINABLE DEVELOPMENT

The Isle of Dogs is a unique place. The Forum area is an island with water on four sides with limited access to the rest of London. It is also part of the most important growth area in the UK and one of the most important economic areas in the UK.

It is possible based on forecasts for the Forum area and other areas in the E14 postcode area that the eventual population will reach around 250,000 people, bigger than many UK cities. Part of this NP is to prepare for that new 'city'. It is likely that the policies in this Plan will be used by neighbouring Planning Forums which are in the process of being set up. (Poplar and Limehouse wards already have Neighbourhood Planning Forums).

But the principles of sustainable development are perhaps more important here than elsewhere in the UK. The original Ministerial Foreword to the first NPPF had this to say;

“Sustainable means ensuring that better lives for ourselves don’t mean worse lives for future generations.

Development means growth. We must accommodate the new ways by which we will earn our living in a competitive world. We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate.”

These sentiments speak directly to our Neighbourhood Plan. How do we make the densest place in the United Kingdom and probably western Europe a sustainable place to live? How do we ensure sustainable development in the place with the tallest and densest residential developments? How do we ensure sustainable development when our peers are not Bristol, Birmingham or Chelsea but Manhattan, Shanghai and Singapore (whose planning team we have met)?

Sustainable development on the Isle of Dogs will look different to other parts of the country but will still be true to the principles of the NPPF.

an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

The northern part of the Isle of Dogs is part of the Central Activities Zone for London signifying its importance and Canary Wharf is the 3rd most important economic area in the UK (Centre for Cities). Residential development on the Isle of Dogs also play an important element of the UK's balance of payments and economy given the sheer scale of developments. The Homes and Communities Agency has lent Canary Wharf Group money to build both Newfoundland and Wood Wharf. We also have nationally important data centres in the Area or nearby. Tower Hamlets has also been the leading recipient of New Homes Bonus every year since the programme's inception in 2012 much of it earned on the island or nearby.

Canary Wharf's economic role cannot work effectively if part of the area and its hinterland to the south cease to function due to a lack of infrastructure. Development cannot proceed if it does not have the supporting infrastructure and given the shortage of publicly owned land in the Area it has to be planned for as part of site allocations or through NP policies.

It should be noted that the site allocations in the new LBTH Local Plan do not produce enough sites for all of the infrastructure assets identified in the OAPF DIFS study.

Policy D1 is about ensuring that there is a supply of infrastructure to support development. That development is not constrained by shortages of infrastructure. That previous policies have led to an oversupply of planned primary schools but an under supply of other social infrastructure. This has resulted in uncertainty over what to do with some of those sites other than to delay their delivery. This is inefficient.

3D1 is about ensuring planning is efficient, we also believe a 3D model would save developers and LBTH money in the long term. Other major economic centres like the City of London, Singapore, New York and Hong Kong all use 3D models in the planning process, so should the Isle of Dogs given its similarity to those places.

SD1 is about ensuring development are built to the highest possible environmental standards which also ensures they are cheaper to heat, run and operate.

HOW THE PLAN CONTRIBUTES TO SOCIAL SUSTAINABILITY

A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being;

The Isle of Dogs has traditionally been an area where social and other infrastructure lags development. With inadequate social facilities, high cost of living, high levels of anti-social behaviour and continuous construction too many residents choose to leave the area every year despite loving the location and natural settings of the Area. It is not sustainable to lose so many people.

It is also why school place planning is so difficult here.

The Isle of Dogs is also one of the most mixed and diverse communities in the country with people born here as well as from all over the world. We are one of the leading suppliers of new homes in the country and expectations expressed in the OAPF DIFS study will accentuate that.

We are supporting strong, vibrant and healthy communities through the following policies;

D1 – ensures that we have the community and infrastructure we need close by

ES1 – which ensures that no empty land or building is left fallow and unused but is available for community use

RB1 – which ensures that estate regeneration only happens with the consent of those living in buildings due to be demolished

HOW THE PLAN CONTRIBUTES TO THE ENVIRONMENT

An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Construction related traffic, noise, dust and fumes have a major impact on the Area. It is likely that there will be major construction sites active in the Area throughout the duration of this Plan. Rather than treating construction as a one-off activity it has to be seen as part of our day to day experience of the planning process.

Policies CC1 to CC3 are all about trying to improve the construction process.

In addition, the following policies meet the requirement to plan for the environment

ES1 ensures that sites are not knocked down unnecessarily as has happened repeatedly in the local area i.e. McDonalds on Preston's Roundabout, JP Morgan/Riverside South

SD1 ensures that the latest 'Excellent' BREEAM sustainability standards are used for the following issues;

- Energy
- Land use and ecology
- Water
- Health and wellbeing
- Pollution
- Transport
- Materials
- Waste
- Management

AQ1 is about improving air quality in an Area that suffers from poor air quality around construction sites and on its northern boundary especially

GENERAL CONFORMITY WITH THE COUNCILS STRATEGIC POLICIES

Tower Hamlets Council current Local Plan has two main documents;

- Core Strategy Development Plan Document 2025 adopted September 2010
- Managing Development Document was formally adopted April 2013

https://www.towerhamlets.gov.uk/ignl/environment_and_planning/planning/planning_guidance/local_plan.aspx

The replacement Local Plan 2031 has now finished its public examination and is due to be made in early 2020. As a result we have done a table below showing how the NP matches the current Local Plan 2025 and then below that a 2nd table showing how it conforms also with the new Local Plan 2031.

Our current NP with its limited number of Policies relies heavily on the Local Plan to fill the gaps. But we have focussed our Policies on those areas not sufficiently covered by the Local Plan so that added together they ensure sustainable development.

	LBTH Strategic Plan Policies – Core Strategy 2025	Neighbourhood Plan Policies
SO1	Excellent regional, national and global connections	D1, ES1, RB1, AQ1
SO2	Benefiting from the Olympic legacy	Not applicable
SO3	Healthy and sustainable environment	D1, AQ1, 3D1, SD1
SO4	Successful town centres	Not applicable
SO5	Active town centre edges and main routes	Not applicable
SO6	Complementary uses to support town centres	Not applicable

SO7	New housing	D1, ES1
SO8	Appropriate types of housing	RB1
SO9	High quality housing	3D1, SD1
SO10	Improved health and well-being of local people	D1, ES1, SD1
SO11	Adequate social infrastructure	D1, ES1
SO12	High quality, well connected green and blue spaces. Improved biodiversity	ES1
SO13	Flooding prevention, mitigation and adaptation	Not applicable
SO14	Sustainable waste management	Not applicable
SO15	Successful global economic centres. Vibrant local economy	All policies
SO16	Successful businesses in appropriate locations	Not applicable
SO17	Improved skills of local people. Lower levels of worklessness among local people	Not applicable
SO18	Improved skills of local people. Vibrant local economy	D1
SO19	High quality and accessible sustainable transport network	Not applicable
SO20	Connected and legible streets and spaces	3D1
SO21	High quality public realm	Not applicable
SO22	Protected and enhanced heritage assets	Not applicable
SO23	Well-designed buildings and places. Tall buildings in appropriate locations.	3D1, SD1, AQ1
SO24	Reduction in carbon emissions	SD1, AQ1
SO25	Successful, vibrant, locally distinct and integrated places	All policies

The fact that Tower Hamlets three years after completing the 2nd part of its first Local Plan is already re-writing it shows the pressure of development.

The decision to write a Neighbourhood Plan predates the decision to rewrite the Local Plan.

	LBTH Strategic Plan Policies – Local Plan 2031 Managing growth and sharing the benefits	Neighbourhood Plan Policies
S.SG1	Areas of growth and opportunity within Tower Hamlets	D1 Paragraph 1 & 3 emphasises the importance of the Isle of Dogs for delivering new homes, Paragraph 7 summarises the importance of new infrastructure
S.SG2	Delivering sustainable growth in Tower Hamlets	D2, ES1, SD1, AQ1, RB1- we believe our NP supports the sustainable delivery of new homes, so this Policy supports most of our policies
D.SG3	Health impact assessments - <i>Not strategic</i>	Not applicable but the need to deliver a Health Impact Assessment is in principle the same as the need to deliver an Infrastructure Impact Assessment.
D.SG4	Construction of new development - <i>Not strategic</i>	CC1, CC2, CC3. This policy indicates that LBTH are also concerned about the impact of construction. Our policies deal with some of the issues in more detail.
D.SG5	Developer contributions	Not applicable

S.DH1	Delivering high quality design	D2, SD1, 3D1, ES1 – another key policy but again where we believe more detail is required to flesh out the ambitions in this policy.
D.DH2	Attractive streets, spaces and public realm	Not applicable
S.DH3	Heritage and the historic environment	Not applicable
D.DH4	Shaping and managing views	3D1 – given the number of and height of tall buildings in the Area and nearby and how close many of these towers are to other buildings (as close as 16 meters in one case) we believe that only a 3D model properly allows these issues to be considered
S.DH5	World heritage sites	Not applicable
D.DH6	Tall buildings	3D1 – same point as D.DH4 but the ability of 3D models to do micro-climate analysis for example allows the location and shaping of towers do be optimised much earlier in the planning process. Two of five tall building zones are in the Area.
D.DH7	Density	D1, D2, 3D1 – this policy requires the cumulative impact of development to be considered, same as the objective of our Policy D1. A 3D model would allow better planning as the potential for neighbouring sites could be more easily analysed early on.
D.DH8	Amenity - Not strategic	SD1, 3D1, CC3 – sets out to improve the amenity of new homes which is also the objective of our policies SD1. That 3D models will help achieve these objectives and that construction can impact the amenity people feel in their homes
D.DH9	Shopfronts - Not strategic	Not applicable
D.DH10	Advertisements, hoardings and signage - <i>Not strategic</i>	Not applicable
D.DH11	Telecommunications	3D1 – much easier to plan the location of mobile phone masts when you can easily see where new buildings may block signals
S.H1	Meeting housing needs	D1, RB1, SD1 – emphasis the scale of development expected locally. Mixed and balanced communities need policy RB1 to ensure that they remain mixed and balanced. Developments are strongly encouraged to be well-designed, sustainable and can use the Home Quality Mark to demonstrate this. 'Must take account of cumulative development' i.e. which is what policy D1 requires
D.H2	Affordable Housing	RB1 – estate regeneration schemes are required to provide an uplift in the number of affordable homes which is more easily done if GLA grant funding is available

D.H3	Housing standards and quality	SD1 – D.H3 emphasises the importance of standards which can also be done by showing whether or not the Home Quality Mark standards have been used or not
D.H4	Specialist housing	Not applicable
D.H5	Gypsies and travellers accommodation	Not applicable
D.H6	Student housing	Not applicable
D.H7	Housing with shared facilities ('houses in multiple occupation')	Not applicable
S.EMP1	Creating investment and jobs	Not applicable
D.EMP2	New employment space	Not applicable
D.EMP3	Loss of employment space	Not applicable
D.EMP4	Redevelopment within the borough's employment areas	Not applicable
S.TC1	Supporting the network and hierarchy of centres	Not applicable
D.TC2	Retail in our town centres	Not applicable
D.TC3	Retail outside our town centres	Not applicable
D.TC4	Financial and professional services	Not applicable
D.TC5	Food, drink, entertainment and the night-time economy	Not applicable
D.TC6	Short-stay accommodation	Not applicable
D.TC7	Markets	ES1 – supports the creation of new markets, including farmers markets which are temporary in nature and bring vacant sites back into use
S.CF1	Supporting community facilities	D1, ES1 – Development should maximise opportunities for the provision of high quality community facilities to serve a wide range of users
D.CF2	Existing community facilities	Not applicable
D.CF3	New and enhanced community facilities	D1, ES1 - This policy seeks to ensure that appropriate high quality community facilities are provided in accessible locations throughout the borough to adequately support the growing population and meet identified needs.
D.CF4	Public houses	Not applicable
S.OWS1	Creating a network of open spaces	D1, ES1 – Promote the creation of new publicly accessible open spaces as do our policies
S.OWS2	Enhancing the network of water spaces	Not applicable
D.OWS3	Open space and green grid networks	D1, ES1 - Strategic development should contribute to the delivery of new publicly accessible open space on-site same as our policies
D.OWS4	Water spaces	Not applicable

S.ES1	Protecting and enhancing our environment	AQ1, SD1 – has the same objectives as our Policy
D.ES2	Air quality	AQ1, SD1 - “ “
D.ES3	Urban greening and biodiversity	D1, ES1, AQ1 - Major development is required to submit an ecology assessment demonstrating biodiversity enhancements – this is very similar in principle to policy D1 requiring infrastructure assessments
D.ES4	Flood risk	Not applicable
D.ES5	Sustainable drainage	Not applicable
D.ES6	Sustainable water management	Not applicable
D.ES7	A zero carbon borough	AQ1, SD1 - As a minimum, all self-contained residential proposals will be strongly encouraged to meet the Home Quality Mark. Also requires the use of BREEAM
D.ES8	Contaminated land and storage of hazardous substances	Not applicable
D.ES9	Noise and vibration - <i>Not strategic</i>	Not applicable
D.ES10	Overheating	Not applicable
S.MW1	Managing our waste	Not applicable
D.MW2	New and enhanced waste facilities	Not applicable
D.MW3	Waste collection facilities in new development	Not applicable
S.TR1	Sustainable travel	D1 – ‘meet the demands arising from future growth’
D.TR2	Impacts on the transport network	D1 - 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. This is very similar in principle to policy D1 requiring infrastructure assessments
D.TR3	Parking and permit-free	Not applicable
D.TR4	Sustainable delivery and servicing	CC1, CC3 – emphasises the importance of construction in sustainability

MAKING OF THE ORDER DOES NOT BREACH, AND IS OTHERWISE COMPATIBLE WITH, EU OBLIGATIONS

To be ‘made’, a neighbourhood plan must meet certain Basic Conditions. These include that the making of the plan 'does not breach, and is otherwise compatible with, EU obligations'. These EU obligations include environmental assessments. In order to support the Neighbourhood Forum to meet this requirement, the Council has undertaken a screening to determine whether the proposed Isle of Dogs Neighbourhood Plan (pre-submission version) should be subject to a Strategic Environmental Assessment (SEA) or Habitats Regulation Assessment (HRA). It has concluded that the Draft Isle of Dogs Neighbourhood Plan does not need to be subject to a SEA report or HRA.

Further details are provided in the documents available on the Council website here;

https://www.towerhamlets.gov.uk/ignl/environment_and_planning/planning/planning_guidance/neighbourhood_planning/Isle_of_Dogs.aspx

LONDON PLAN 2016 CONFORMITY

The Forum believes that its Neighbourhood Plan is in general conformity with the Mayor of London's - London Plan – March 2016 version. The London Plan sets planning policy at a London wide level.

The Area of the Forum is contained within the Isle of Dogs Opportunity Area. The London Plan also sets specific targets for the Opportunity Area of 110,000 extra jobs and a minimum of 10,000 new homes. With 19,500 homes with planning permission in the OAPF area plus many more delivered between the setting of the target and October 2019, this target has been achieved. The new draft London Plan has a target of 29,000 new homes for the Opportunity Area.

The draft London Plan also reduces the overall number of new homes Tower Hamlets has to deliver as outlined in the Evidence Base.

The London Plan recognises the northern part of the Isle of Dogs as part of the Central Activities Zone (CAZ) for London. The London Plan does not define the exact boundaries of the CAZ but the draft LBTH Local Plan 2031 sets them as adjoining our northern boundary so our Area is not subject to the CAZ although that is dependent on the final outcome of the Local Plan 2031.

The following Supplementary Planning Guidance (SPG) in the London Plan are either specifically referred to or directly relevant to the NP:

- Housing Supplementary Planning Guidance - May 2016
- The control of dust and emissions during construction and demolition - July 2014
- Central Activities Zone - March 2016
- Affordable Housing & Viability - August 2017

While not an SPG the MD2316 Funding condition to require resident ballots is directly relevant to Policy RB1.

Given the large number of London Plan policies only those which are directly relevant are detailed below.

London Plan Policy	Relevant Neighbourhood Plan Policy	Comment on conformity
POLICY 1.1 DELIVERING THE STRATEGIC VISION AND OBJECTIVES FOR LONDON	D1, SD1, AQ1	<p>The London Plan says this “The development of east London will be a particular priority to address existing need for development, regeneration and promotion of social and economic convergence with other parts of London and as the location of the largest opportunities for new homes and jobs.”</p> <p>The NP Area is at the heart of the development in East London and our NP will help ensure these aspirations are delivered.</p>
POLICY 2.9 INNER LONDON	All policies	<p>“B. Within LDFs boroughs with all or part of their area falling within inner London (see Map 2.2) should develop more detailed policies and proposals taking into account the above principles.” The NP helps deliver the required detailed policies targeted at this unique area.</p>
POLICY 2.13 OPPORTUNITY AREAS AND INTENSIFICATION AREAS	All policies	<p>“C. Within LDFs boroughs should develop more detailed policies and proposals for opportunity areas and intensification areas.”</p> <p>The NP helps deliver the required detailed policies targeted at this unique area.</p>
POLICY 3.4 OPTIMISING HOUSING POTENTIAL	D1, D2	<p>Makes clear how high density can be delivered sustainably</p>
POLICY 3.5 QUALITY AND DESIGN OF HOUSING DEVELOPMENTS	SD1	<p>“A. Housing developments should be of the highest quality internally, externally and in relation to their context”</p>
POLICY 3.7 LARGE RESIDENTIAL DEVELOPMENTS	D1, D2, ES1, CC1, CC2	<p>“B. ... coordinate where necessary provision of social, environmental and other infrastructure and create neighbourhoods with a distinctive</p>

		character, sense of local pride and civic identity in line with Chapter 7. The planning of these areas should take place with the engagement of local communities and other stakeholders.”
POLICY 3.8 HOUSING CHOICE	SD1	The London Plan makes clear “Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the <u>highest quality environments.</u> ”
POLICY 3.9 MIXED AND BALANCED COMMUNITIES	D1, SD1, RB1	Estate Regeneration policies will help ensure balance “Communities mixed and balanced by tenure and household income should be promoted across London through incremental small scale as well as larger scale developments which foster social diversity, redress social exclusion and strengthen communities’ sense of responsibility for, and identity with, their neighbourhoods. They must be supported by effective and attractive design, adequate infrastructure and an enhanced environment.”
POLICY 3.16 PROTECTION AND ENHANCEMENT OF SOCIAL INFRASTRUCTURE	D1, ES1	The NP will deliver the sites and money for new social infrastructure “A. London requires additional and enhanced social infrastructure provision to meet the needs of its growing and diverse population.”
POLICY 3.17 HEALTH AND SOCIAL CARE FACILITIES	D1	
POLICY 3.18 EDUCATION FACILITIES	D1	
POLICY 5.3 SUSTAINABLE DESIGN AND CONSTRUCTION	SD1	“A. The highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments

		and to adapt to the effects of climate change over their lifetime.”
POLICY 7.1 LIFETIME NEIGHBOURHOODS	All policies	“In their neighbourhoods, people should have a good quality environment in an active and supportive local community based on the lifetime neighbourhood principles set out in paragraph 7.4A” this is why we wrote a NP for the IoD
POLICY 7.4 LOCAL CHARACTER	3D1	
POLICY 7.6 ARCHITECTURE	3D1	Given height and density of development on the IoD we believe these requirements in the London Plan are best met through the use of 3D models “A. Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape.”
POLICY 7.7 LOCATION AND DESIGN OF TALL AND LARGE BUILDINGS	3D1	3D modelling will allow more detailed analysis of issues raised in this Policy “D.a. Tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference”
POLICY 7.14 IMPROVING AIR QUALITY	AQ1, CC3	
POLICY 8.3 COMMUNITY INFRASTRUCTURE LEVY	Recommendations	By ensuring that CIL is only spent in the Area we support this section of the London Plan “D. The Mayor will work with boroughs to ensure that priorities for the application of the CIL for strategically important infrastructure are identified through the LDF process, particularly to support development of opportunity and intensification areas.”

The following is an equalities impact assessment of the NP.

Summary

Residents of the Isle of Dogs came together in autumn 2014 to agree to set up a Neighbourhood Planning Forum for the Isle of Dogs. We have communicated with the wider community through a number of different methods including hand delivered letters, local newspapers, social media, attending meetings and word of mouth.

The NP provides a limited range of policies to deal with urgent issues and responds to the wishes of the community as expressed in our Vision statement. It will benefit the whole community but through its emphasis on improved local infrastructure, air quality, estate regeneration and construction management it will benefit those with limited mobility or health issues in particular.

The NP does not explicitly address the needs of racial or religious groups, or transgender, gay or lesbian groups, or inequalities of sex. However, the Vision statement outlines a community where people get on well together. The NP seeks improvements in facilities and services which will benefit all groups equally.

The Isle of Dogs Neighbourhood Planning Forum does not consider that there are any negative equality impacts that arise from the policies contained within the Neighbourhood Plan or that it raises any issues in relation to the Human Rights Act 1998.

Data Sources

The data is taken from an aggregate of the ward profiles undertaken by LBTH Corporate Research Unit in May 2014 from the 2011 Census data or data in the GLA Ward Atlas based on 2014 Ward Boundaries

<https://data.london.gov.uk/dataset/ward-profiles-and-atlas>

The term 'Island' refers to the three Isle of Dogs wards – Island Gardens, Canary Wharf and Blackwall & Cubitt Town not the NP area which since April 2016 does not neatly align with any existing demographic analysis areas. But we believe the demographic consistency of the total of the three island wards is similar to that of the Area and that new developments will accelerate that process.

Population

The Area is the fastest growing place in the UK in the fastest growing Borough, these are our estimates for the Island and the larger OAPF area (the main NP document has more population growth detail)

Source	2015	Growth	2031	
	ONS	NP draft	NP Model	Growth %
Blackwall & Cubitt Town	16,854	28,595	45,449	170%
Canary Wharf	16,576	28,295	44,871	171%
Island Gardens	15,942	964	16,906	6%
Isle of Dogs Total	49,372	57,854	107,226	117%
Poplar	7,458	3,527	10,985	47%
Total OAPF area	56,830	61,381	118,211	108%

Age Profile

The Area is very much a working area with a below average number of young and old people.

This also reflects the fact that the area is not attractive enough for families.

	Aged 0-15	Aged 16-64	Aged 65+
Island wards	15.0%	80.4%	4.5%
Tower Hamlets	20.0%	73.4%	6.6%
London	19.8%	68.8%	11.4%
England and Wales	18.9%	64.1%	17.0%

Race

	Island wards	Tower Hamlets	London	England and Wales
White British	32.7%	32.8%	47.1%	81.5%
Other White	18.4%	12.4%	12.6%	4.4%
Mixed	4.5%	4.1%	5.0%	2.2%
Asian or Asian British	19.5%	9.1%	15.8%	6.7%
Bangladeshi	15.8%	32.0%	2.7%	0.8%
Black or Black British	6.3%	7.3%	13.3%	3.3%
Other	2.8%	2.3%	3.4%	1.0%

As can be seen the Island is different from the rest of Tower Hamlets. The Other White and Asian or Asian British (excluding Bangladeshi's) categories are much higher than average.

The Forum believes based on meeting new residents in new developments that this trend is likely to increase and that the Area will become more diverse in the future and that individual groups like White British and Bangladeshi will decline in terms of relative size.

Religion or Belief

	Island wards	Tower Hamlets	London	England and Wales
Christian	33%	27%	48%	59%
Buddhist	2%	1%	1%	0%
Hindu	5%	2%	5%	1%
Jewish	0%	1%	2%	0%
Muslim	19%	35%	12%	5%
Sikh	0%	0%	2%	1%
Other religions	0%	0%	1%	0%
No religion	22%	19%	21%	25%
Religion not stated	19%	15%	8%	7%

As can be seen the Island is very different from the rest of Tower Hamlets and the UK. The % for No religion or Not stated at 41% is higher than Tower Hamlets and the rest of the country.

Born in the UK versus Born Abroad

Another way of looking at this issue is looking at the numbers born abroad versus those born in the UK, a majority on the island were born abroad reflecting the international nature of the population.

	Born in UK	Not Born in UK
Island wards	49%	51%
Tower Hamlets	57%	43%
London	63%	37%
England and Wales	87%	13%

Disability

Reflecting the working population of the area the % of disabled is lower than average for TH.

	Island	Tower Hamlets
Day-to-day activities limited a lot	4.6%	6.8%
Day-to-day activities limited a little	4.6%	6.7%

But twenty of our 401 survey respondents said they were disabled

Gender Reassignment

We do not have any demographic information on gender reassignment. However, this group of people are taken to be represented in the NP area.

Gender

The 2011 Census shows that the population of Tower Hamlets is 51.5 % men and 48.5 % women - a gender ratio of 106 male residents per 100 female residents.

For the Island, it was 52.6% men and 47.4% women showing an even greater preponderance of males than the average again reflecting the working population of the area – a gender ratio of 111 male residents per 100 female residents.

This is a very clear difference to London and England as a whole.

	Male	Female	Number of men per 100 women
Island	52.6%	47.4%	111
Tower Hamlets	51.5%	48.5%	106
London	49.3%	50.7%	97
England and Wales	49.2%	50.8%	97

Interestingly both our membership and survey demographic data shows a preponderance of females actively involved in the Forum with 58% of those completing our surveys demographic data being female.

Sexual Orientation

We do not have any demographic information on sexual orientation. However, this group of people are taken to be represented in the NP area.

The Forum Committee membership in 2016/17 reflects at least two different sexual orientations, heterosexual and homosexual.

Marriage and Civil Partnerships

We have limited data in this area although the % of single person households provides a clue (although many larger households may be sharing and not co-habiting)

The proportion of single households is

Island 37.2%
Tower Hamlets 34.6%

Pregnancy and Maternity

In two wards the fertility rate is below average which together with the above average number of males suggests that we have less babies born than other areas.

	General Fertility Rate (GFR) (Births per 1,000 women aged 15-44)
Blackwall and Cubitt Town ward	62
Canary Wharf ward	58
Island Gardens ward	58
Tower Hamlets	61
London	64
England and Wales	62

Socio Economic

There has been an extremely rapid population growth in the area for the last thirty years. This trend is expected to continue over the next 15 years as new developments complete. As a result of this growth, there is a pressing need to improve the provision of local infrastructure, which can help enhance people's quality of life in the Borough.

Contact Details

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Address: Isle of Dogs Neighbourhood Planning Forum, 17 Ensign House, Admirals Way, Isle of Dogs, London E14 9XQ

Target Group	Impact	Reasons
Race	Neutral	<p>The area is already one of the most mixed in London with new people from all over the world coming to live in the Area. Much of the new population is young and of working age. It has a higher proportion of Other White and non-Bangladeshi Asians than other areas reflecting the international mix of the area.</p> <p>Evidence from the 2011 Census showed that BME residents were more likely to be in need of social housing and living in overcrowded households. Policy D1 ensures that we will have a full range of social infrastructure locally which will help all groups but especially those suffering from overcrowding as it will provide more alternative places in the short term while continued development will deliver more affordable housing.</p>
Disability	Neutral	<p>People with disabilities face significant employment barriers, as disabled people are three times more likely to be unemployed than people with no disabilities.</p> <p>However, spending of CIL locally which Policy D1 will help towards affordable housing, wheelchair access, local employment and enterprise, transport, public realm, public access and environmental sustainability which will benefit all residents and is particularly important for people in this equalities group.</p> <p>A key section of the 'long' Plan will be to plan for this group better and determine how CIL will be spent on projects which benefit them</p>
Gender	Positive	<p>Due to the working nature of much of the IoD population males make up a larger than average proportion of the population. The NP will make the area a more attractive place to live and to bring up families which should encourage a more balanced demographic mix.</p>
Gender Reassignment	Neutral	<p>There is no data currently available for this group within the area.</p> <p>The NP policies will not have a direct impact on this group although the provision of medical facilities outlined in Policy D1 locally will be useful for those requiring extra medical care as they transition</p>
Sexual Orientation	Neutral	<p>There is no data currently available for this group within the area and we did not ask for this level of information when gathering equalities data as we felt it was an inappropriate question for a resident led body to ask.</p> <p>The Forum Committee membership reflects at least two different sexual orientations, heterosexual and homosexual.</p> <p>The NP policies will not have a direct impact on this subject.</p>

Religion or Belief	Positive	<p>Residents in Tower Hamlets profess a wide range of faiths and this is especially so in the NP area.</p> <p>Policy D1 will be advantageous for religious groups as it encourages the provision of extra community centres.</p> <p>Existing local community centres like Alpha Grove are already used as places of prayer or communion by different religious groups representing different faiths. New community spaces can be designed to be multi-use and for example include appropriate washing facilities and be sound proofed for late night Ramadan prayers. This will improve local peoples access to places where they can practise their religion</p>
Age	Neutral	<p>The area is younger than average reflecting the working age population of the area as well as the high turnover of residents in some areas. It means that age is less of an issue then other areas. However anecdotally we are aware of people downsizing into the new developments so this may change especially if we succeed in making the area more attractive. Policy D1 will help to ensure that the funding is available to support an older population. The estate regeneration policies will also ensure that communities stay together and that the older residents of the estates are not displaced.</p>
Marriage and Civil Partnerships.	Positive	<p>There is no data currently available for this group within the area.</p> <p>The NP policies will not have a direct impact on this group although in the 'long' Neighbourhood Plan we plan to create some destination sites which may one day be appropriate places for civil ceremonies. The use of CIL to make the area more attractive will result in a more balanced community and encourage people to stay and form partnerships</p>
Pregnancy and Maternity	Positive	<p>The data suggests that the Area suffers from a below average number of babies born which together with the unbalanced gender mix suggests we are not an attractive enough area.</p> <p>The NP policies will not have a direct impact on this group although the provision of extra new medical facilities which Policy D1 will encourage will be useful for those requiring medical care locally</p>

EQUALITY ANALYSIS QUALITY ASSURANCE CHECKLIST

<p>Name of 'proposal' and how has it been implemented (proposal can be a policy, service, function, strategy, project, procedure, restructure/savings proposal)</p>	<p>Isle of Dogs Neighbourhood Plan</p> <p>The plan has been prepared by the Isle of Dogs Neighbourhood Planning Forum and forms part of the neighbourhood planning process.</p> <p>Neighbourhood Planning is a right for communities introduced through the Localism Act 2011. Under the Act, communities can shape development in their areas through the production of Neighbourhood Development Plans and other planning tools.</p> <p>The plan sets out policies for the development of the Isle of Dogs Neighbourhood Planning Area, the plan is currently in draft form and has been subject to public consultation.</p> <p>Adoption of the plan will be via independent examination and public referendum.</p>
<p>Directorate / Service</p>	<p>Strategic Planning, Place Directorate</p>
<p>Lead Officer</p>	<p>Steven Heywood, Planning Officer</p>
<p>Signed Off By (inc date)</p>	<p>Marissa Ryan-Hernandez 31.10.19</p>
<p>Summary – to be completed at the end of completing the QA (using Appendix A) (Please provide a summary of the findings of the Quality Assurance checklist. What has happened as a result of</p>	<p> Proceed with implementation</p> <p>As a result of performing the QA checklist, the plan does not appear to have any adverse effects on people who share</p>

the QA? For example, based on the QA a Full EA will be undertaken or, based on the QA a Full EA will not be undertaken as due regard to the nine protected groups is embedded in the proposal and the proposal has low relevance to equalities)	<i>Protected Characteristics</i> and no further actions are recommended at this stage.
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Stage	Checklist Area / Question	Yes / No / Unsure	Comment (If the answer is no/unsure, please ask the question to the SPP Service Manager or nominated equality lead to clarify)
1	Overview of Proposal		
a	Are the outcomes of the proposals clear?	Yes	The plan has a clear vision and objectives to contribute towards: "A liveable environment in which our diverse community can work, rest and play."
b	Is it clear who will be or is likely to be affected by what is being proposed (inc service users and staff)? Is there information about the equality profile of those affected?	Yes	The makeup of the community is defined within the Consultation Statement and Basic Conditions Statement using 2011 census data.
2	Monitoring / Collecting Evidence / Data and Consultation		
a	Is there reliable qualitative and quantitative data to support claims made about impacts?	Yes	A number of quantitative and qualitative data sources have been used to inform the plan policies, including population data and data relating to land use.
	Is there sufficient evidence of local/regional/national research that can inform the analysis?	Yes	The plan has considered local/regional and national planning policy guidance including council policies and plans (including to Core Strategy, the Managing Development Document, the South Quay Masterplan and the emerging Local Plan 2031), the adopted London Plan and the National Planning Policy Framework. Other research has also been undertaken.

b	Has a reasonable attempt been made to ensure relevant knowledge and expertise (people, teams and partners) have been involved in the analysis?	Yes	<p>The purpose of neighbourhood planning is to provide the opportunity for local communities to play a greater role in determining the future of their area. The plan has therefore been led by the local community.</p> <p>However, the Isle of Dogs Forum has had professional input in the preparation of the plan. The process has also been supported by Council planning officers.</p> <p>Consultation on the draft plan has been undertaken with statutory consultees (such as Transport for London and Historic England) as well as local stakeholders and Council officers and revisions to the plan have been made accordingly.</p>
c	Is there clear evidence of consultation with stakeholders and users from groups affected by the proposal?	Yes	The Consultation Statement submitted evidences a wide reaching consultation process with stakeholders and users from groups who live or work within and around the neighbourhood area and would therefore be impacted by the plans.
3 Assessing Impact and Analysis			
a	Are there clear links between the sources of evidence (information, data etc) and the interpretation of impact amongst the nine protected characteristics?	Yes	The Basic Conditions Statement includes an assessment of the impact of the proposed policies on groups with protected characteristics (pages 23 and 24).
b	Is there a clear understanding of the way in which proposals applied in the same way can have unequal impact on different groups?	Yes	The Basic Conditions Statement includes an assessment of the impact of the proposed policies on each of the groups with protected characteristics (pages 25 and 26). This demonstrates an understanding of the need to consider impacts on different groups.
4 Mitigation and Improvement Action Plan			
a	Is there an agreed action plan?	Yes	<p>The plan sets out objectives and next steps - including a number of priority projects to help deliver the plan policies and developing a 'Long Plan.'</p> <p>The plan sets out statutory consultation of the plan by the</p>

			Council, independent examination and public referendum amongst its next steps.
b	Have alternative options been explored	Yes	The plan has been revised following consultation and input and a previous version of the plan has been examined before and then amended subsequent to resubmission – which shows that different policy options have been considered and amended.
5	Quality Assurance and Monitoring		
a	Are there arrangements in place to review or audit the implementation of the proposal?	Yes	The plan will be monitored as part of the Council's Annual Monitoring Review (AMR) of local plan documents.
b	Is it clear how the progress will be monitored to track impact across the protected characteristics?	Yes	The AMR will capture the monitoring and review of the plan and track the impacts.
6	Reporting Outcomes and Action Plan		
a	Does the executive summary contain sufficient information on the key findings arising from the assessment?	Yes	The Basic Conditions Statement includes a summary which assesses the key findings arising from the statement on groups with protected characteristics (page 20).

Planning and Building Control
Place Directorate
London Borough of Tower Hamlets
Mulberry Place
Clove Crescent
London E14 2BG

12 July 2019

Dear Richard Horwood,

Re: SEA and HRA Screening Determination of the Isle of Dogs Neighbourhood Plan – Basic Plan

This letter sets out the Council's screening opinion concerning the need for a Strategic Environmental Assessment (SEA) or Habitats Regulation Assessment (HRA) in relation to the Isle of Dogs Neighbourhood Plan. This screening is based on the 'Basic Plan' version of the neighbourhood plan, dated 11 March 2019.

On the basis of the contents of the neighbourhood plan, and on consultation with the statutory bodies (Environment Agency, Natural England, Historic England), the following determination is made: **an SEA and HRA of the Isle of Dogs Neighbourhood Plan is not required.**

The reasons for this decision are set out in the accompanying Statement of Reasons, which includes the comments made by the statutory consultees.

This decision has been based on the information provided in the version of the neighbourhood plan dated 11 March 2019. If the content of the neighbourhood plan significantly changes and/or there is a material change in the environmental characteristics of the locality, then this determination may be revisited to take account of those changes.


A copy of this Determination Letter and the Statement of Reasons will be made available on the Council's website (https://www.towerhamlets.gov.uk/ignl/planning_and_building_control/planning_policy_guidance/neighbourhood_planning/neighbourhood_planning.aspx), and at the reception of the Tower Hamlets Town Hall, Mulberry Place, Clove Crescent, London E14 2BG.

Kind regards,



David Williams
Divisional Director
Planning & Building Control
London Borough of Tower Hamlets

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<p>Cabinet</p> <p>18 December 2019</p>	 <p>TOWER HAMLETS</p>
<p>Report of: Neville Murton – Corporate Director, Resources</p>	<p>Classification: Unrestricted</p>
<p>Contracts Forward Plan – Quarter Three (FY2019-2020)</p>	

Lead Member	Councillor Candida Ronald, Cabinet Member for Resources & the Voluntary Sector
Originating Officer(s)	Zamil Ahmed – Head of Procurement
Wards affected	All wards
Key Decision?	Yes
Forward Plan Notice Published	3 June 2019
Reason for Key Decision	Significant Financial Expenditure and Significant Impact on two or more wards
Community Plan Theme	A fair and prosperous community

EXECUTIVE SUMMARY

The Council’s Procurement Procedures require a quarterly report to be submitted to Cabinet, setting out a forward plan of supply and service contracts over £250K in value, or capital works contracts over £5m. This provides Cabinet with the visibility of all high value contracting activity, and the opportunity to request further information regarding any of the contracts identified. This report provides the information in quarter three of the current Financial Year. Only contracts which have not previously been reported are included in this report.

Recommendations:

Mayor in Cabinet is recommended to:

1. Consider the contract summary at Appendix 1, and identify those contracts about which specific reports – relating to contract award – should be brought before Cabinet prior to contract award by the appropriate Corporate Director for the service area
2. Confirm that the remaining contracts set out in Appendix 1 can proceed to contract award after tender

3. Authorise the Divisional Director , Legal Services to execute all necessary contract documents in respect of the awards of contracts referred to at recommendation 2.2 above
4. Review the procurement forward plan 2019-2022 schedule detailed in Appendix 2 and identify any contracts about which further detail is required in advance of the quarterly forward plan reporting cycle

1. REASONS FOR THE DECISIONS

- 1.1 The Council's Procurement Procedures require submission of a quarterly forward plan of contracts for Cabinet consideration, and it is a requirement of the Constitution that "The contracting strategy and/or award of any contract for goods or services with an estimated value exceeding £250K, and any contract for capital works with an estimated value exceeding £5m shall be approved by the Cabinet in accordance with the Procurement Procedures". This report fulfils these requirements for contracts to be let during and after quarter three of the current financial Year.

2. ALTERNATIVE OPTIONS

- 2.1 Bringing a consolidated report on contracting activity is considered the most efficient way of meeting the requirement in the Constitution, whilst providing full visibility of contracting activity; therefore no alternative proposals are being made.

3. DETAILS OF THE REPORT

- 3.1 Council's procurement procedures and processes have undergone major improvements to ensure they are clear, concise and transparent. Our systems, documentations and guidance to suppliers have been transformed to ensure they reflect best practice in Public Sector procurement. Our efforts in maintaining effective dialogue with our bidders during the procurement process has helped to minimise procurement challenges.
- 3.2 To ensure the Council continues to be recognised for its sound procurement practices and effective engagement with the supply community, it is imperative that delays in contract award are minimised and adherence to the timetable outlined within our Invitation to Tender documentations.
- 3.3 The importance of procurement as an essential tool to deliver Councils wider social, economic and environmental aims has resulted in the need to ensure effective elected Member engagement in the pre-procurement and decision making process as identified in the recent Best Value audit.
- 3.4 This report provides the forward plan for quarter three of the current financial Year in Appendix 1, and gives Cabinet Members the opportunity to select

contracts about which they would wish to receive further information, through subsequent specific reports.

- 3.5 Additionally, the report also includes a Procurement Forward Plan 2019-2022 to provide Mayor and Cabinet members with high level visibility of our planned procurement activity and the opportunity to be engaged in advance of the procurement cycle.
- 3.6 Appendix 1 details the new contracts which are planned during the period Q3 of the Financial Year. This plan lists all of the new contracts which have been registered with the Procurement Service, and which are scheduled for action during the reporting period.
- 3.7 Contracts which have previously been reported are not included in this report. Whilst every effort has been made to include all contracts which are likely to arise, it is possible that other, urgent requirements may emerge. Such cases will need to be reported separately to Cabinet as individual contract reports.
- 3.8 Cabinet is asked to review the forward plan of contracts, confirm its agreement to the proposed programme and identify any individual contracts about which separate reports – relating either to contracting strategy or to contract award – will be required before proceeding.
- 3.9 Equalities and diversity implications – and other One Tower Hamlets issues – are addressed through the Council’s Tollgate process which provides an independent assessment of all high value contracts, and ensures that contracting proposals adequately and proportionately address both social considerations and financial ones (such as savings targets). The work of the Strategic Procurement Board and Corporate Procurement Service ensures a joined-up approach to procurement.
- 3.10 The Tollgate process is a procurement project assurance methodology, which is designed to assist in achieving successful outcomes from the Council’s high value contracting activities (over £250K, for revenue contracts, and £5m, for capital works contracts which have not gone through the Asset Management Board approval system). All Tollgate reviews are presented to Strategic Procurement Board; contracts require approval of the Board before proceeding.

4. EQUALITIES IMPLICATIONS

- 4.1 Equalities and diversity implications – and other One Tower Hamlets issues – are addressed through the tollgate process, and all contracting proposals are required to demonstrate that both financial and social considerations are adequately and proportionately addressed. The work of the Strategic Procurement Board and Corporate Procurement Service ensures a joined-up approach to council’s procurement activities.

5. OTHER STATUTORY IMPLICATIONS

5.1 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,

Best Value Implications

5.2 The Council is required to consider the value for money implications of its decisions and to secure best value in the provision of all its services. The Council procures annually some £350m of supplies and services with a current supplier base of approximately 3,500 suppliers. The governance arrangements undertaking such buying decisions are set out in the Council's Procurement Procedures, which form part of the Financial Regulations.

5.3 Contracts listed in Appendix 1 are all subject to the Council's Tollgate process which involves a detailed assessment by Procurement Review Panel and Strategic Procurement Board of the procurement strategy to ensure compliance with existing policies, procedures and best value duties prior to publication of the contract notice

Sustainable Action for Greener Environment

5.4 Contracts are required to address sustainability issues in their planning, letting and management. This is assured through the Tollgate process.

Risk Management

5.5 Risk management is addressed in each individual contracting project, and assessed through the tollgate process.

Efficiency Statement

5.6 Contract owners are required to demonstrate how they will achieve cashable savings and other efficiencies through individual contracting proposals. These are then monitored throughout implementation.

6. COMMENTS OF THE CHIEF FINANCE OFFICER

6.1 This is a quarterly update report on the Council's contract forward plan for 2019-20 which details the list of contracts that are due for renewal in the next 3-6 months (Appendix 1).

6.2 There are 18 specific contracts detailed in Appendix 1 with a cumulative annual value of £13.5m approx. and total contract value of £98.1m. The cost of these contracts will be met through existing Capital and General Fund resources.

6.3 Procurement Board will provide oversight to ensure efficiencies against the values in Appendix 1 are achieved to meet contract efficiency savings of £5.75m over the next three years as agreed in the medium term financial strategy.

7. COMMENTS OF LEGAL SERVICES

7.1 The Council has adopted financial procedures for the proper administration of its financial affairs pursuant to section 151 of the Local Government Act 1972. These generally require Cabinet approval for expenditure over £250,000 for revenue contracts and £5m for capital works contracts.

7.2 Cabinet has approved procurement procedures, which are designed to help the Council discharge its duty as a best value authority under the Local Government Act 1999 and comply with the requirements of the Public Contract Regulations 2015. The procurement procedures contain the arrangements specified in the report under which Cabinet is presented with forward plans of proposed contracts that exceed specified thresholds. The arrangements are consistent with the proper administration of the Council's financial affairs.

7.3 Pursuant to the Council's duty under the Public Services (Social Values) Act 2012, as part of the tender process and where appropriate, bidders will be evaluated on the community benefits they offer to enhance the economic social or environmental well-being of the borough. The exact nature of those benefits will vary with each contract and will be reported at the contract award stage. All contracts delivered in London and which use staff who are ordinarily resident in London will require contractors to pay those staff the London Living Wage. Where workers are based outside London an assessment will be carried out to determine if the same requirement is appropriate.

7.4 When considering its approach to contracting, the Council must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who do not (the public sector equality duty). Officers are expected to continuously consider, at every stage, the way in which procurements conducted and contracts awarded satisfy the requirements of the public sector equality duty. This includes, where appropriate, completing an equality impact assessment as part of the procurement strategy, which is then considered as part of the tollgate process

Linked Reports, Appendices and Background Documents

Linked Report

- None

Appendices

- Appendix 1 – new contracts planned: Q3 of the Financial Year and beyond.
- Appendix 2 - Procurement Forward Plan 2019 -2022

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

- NONE

Officer contact details for documents:

- N/A

Appendix 1 – New contracts planned: Q3 of the Financial Year and beyond.

Contract Ref & Title	HAC5634 General and Care Act Advocacy Services		
Procurement Category:	Health and Social Care	Funding:	Revenue
Invitation to Tender <input checked="" type="checkbox"/>	01/04/2020	Contract Duration and Extensions:	3+1+1 year
Value P/A:	£180k-£250k (indicative)	Value Total:	£900,000 – 1.25m (indicative)
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input checked="" type="checkbox"/> London Living Wage <input checked="" type="checkbox"/> New Procurement <input checked="" type="checkbox"/> Collaboration <input type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

The two services in scope are general advocacy and independent advocacy under the Care Act, 2014. Local authorities have a duty to make sure that people are fully involved in understanding and making decisions about the care and support they need. For people who find it difficult to be fully involved in the care process, independent advocacy is available. The contract value is indicative and will be adjusted following further benchmarking of similar services.

Independent advocacy is an advocate working independently of the Local Authority and appointed under the Care Act. The role of an Independent Advocate is different to the role of a general advocate because they are not just supporting the person to have a voice, but to facilitate and maximise their involvement in a whole range of adult Care and Support processes.

General advocacy is for residents who are vulnerable due to a disability, illness or their age and may find it difficult to put their views across or feel they aren't being listened to. General advocacy (separate from Care Act advocacy) support people to deal with an issue they are facing. Community advocacy is for adults who are 18 or over and need support, e.g. people with learning disabilities, people with mental health problems, people with physical disabilities, and people with dementia.

The service, as well as being Care Act compliant, will support the borough in the delivery of a number of key strategic plans and priorities, including:

- Tower Hamlets Plan, 2018-2023: Better Health and Wellbeing
- Tower Hamlets Strategic Plan, 2019-22, Priority 3: A dynamic, outcomes based council using digital innovation and partnership working to respond to the changing needs of our borough
- Tower Hamlets Together Outcomes and Priorities

Contracting Approach

This service will be commissioned through a Competitive Open Tender with a Supplier Briefing.

Community Benefits

The procurement will seek community benefits from the suppliers through a requirement for them to submit a social value proposal which will be scored. Benefits may include apprenticeships, work experience placements, promoting job fairs and offering graduate placements and / or administrative job opportunities.

Contract Ref & Title	HAC5621 Integrated Information and Advice		
Procurement Category:	Health and Social Care	Funding:	Revenue
Invitation to Tender <input checked="" type="checkbox"/>	20/01/2020	Contract Duration and Extensions:	3+1+1 year
Value P/A:	£750k-£900k (indicative)	Value Total:	£3.75m - £4.5m (indicative)
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input checked="" type="checkbox"/> London Living Wage <input checked="" type="checkbox"/> New Procurement <input checked="" type="checkbox"/> Collaboration <input checked="" type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

Provision of an integrated information and advice services across health, social care and social welfare that will serve as a key driver in supporting people to remain independent and healthy for longer. The proposed integrated model will offer early help to residents and carers through a three function model that includes a digital portal, telephone based triage/information/advice service and outreach support. Health, social care and welfare information and advice will be available on a 24/7 basis across the THT partnership supported by a single portal that will include an up-to-date directory of services on offer.

The model supports the borough in the delivery of a number of key strategic plans and priorities, including:

- Tower Hamlets Plan, 2018-2023: Better Health and Wellbeing
- Tower Hamlets Strategic Plan, 2019-22, Priority 3: A dynamic, outcomes based council using digital innovation and partnership working to respond to the changing needs of our borough
- Tower Hamlets Together Outcomes and Priorities

The model encompasses the transfer of a number of council functions from the Adult Social Care Initial Assessment team into the new service. Under this model the referral processing function cluster would move to the service provider as this function would be delivered by the new supplier.

This service will be jointly commissioned between the council and Clinical Commissioning Group (CCG). The CCG contribution is £195,000. The contract value is indicative and will be adjusted once the service model is finalised through co-production.

Contracting Approach

This service will be commissioned through a Competitive Open tender. The benefits of this approach allow the council to award without entering into negotiation if initial bids are to the satisfaction of the Council or to enter into negotiations with selected suppliers with the view to better their offer through effective dialogue between the parties on areas in need of improvement.

A Supplier Market Testing Event will be held prior to initiating the procurement process. This will allow the council to consult the wider market views and receive their final feedback on the proposed Council's approach.

Any points raised by suppliers, will be assessed and may be taken into consideration in the final specs. In order to avoid any gap in services that may have a detrimental impact on residents in need for advice and information, the current service provision arrangements continue for up to a period of 8 months. This will also facilitate a smooth implementation and transition period.

Community Benefits

The procurement will seek community benefits from the suppliers through a requirement for them to submit a social value proposal which will be scored. Benefits may include apprenticeships, work experience placements, promoting job fairs and offering graduate placements and / or administrative job opportunities.

Contract Ref & Title	P5614 New Build Housing at St Pauls Way		
Procurement Category:	Construction & FM	Funding:	Capital Resources
Invitation to Tender <input checked="" type="checkbox"/>	Nov 2019	Contract Duration and Extensions:	18 months
Value P/A:	N/A	Value Total:	£9.5m
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input checked="" type="checkbox"/> London Living Wage <input checked="" type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

Demolition of former St. Paul's Way Medical Centre and construction of a part-one, part-five, part- six and part-seven storey building of Class D1 community use (515m2 GIA) at ground floor level and 23 x Class C3 residential dwellings above (9 x 1-bed, 7 x 2-bed and 7 x 3-bed) together with associated amenity areas, cycle/car parking (in the form of 2 x accessible parking bays), refuse/recycling stores and landscaping.

Contracting Approach

This procurement is through an OJEU compliant DPS, operated by Places for People.

Community Benefits

The procurement will seek community benefits from the build contractor through a requirement for them to submit a social value proposal. Benefits will include apprenticeships, work experience placements, promoting job fairs and offering graduate placements and / or administrative job opportunities.

Contract Ref & Title	P5616 New Build Housing at Shetland Garages		
Procurement Category:	Construction & FM	Funding:	Capital Resources
Invitation to Tender <input checked="" type="checkbox"/>	Dec 2019	Contract Duration and Extensions:	2 years
Value P/A:	N/A	Value Total:	£7.43m
Reviewed by Competition Board <input checked="" type="checkbox"/>	18/11/2019	<input checked="" type="checkbox"/> London Living Wage <input checked="" type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

The Shetland Garages site is located within a large 1960s estate, and currently accommodates 45 existing garages. Planning approval was obtained in December 2018 to demolish the existing garages on Shetland Road and to construct two, 4 storey buildings comprising 19 residential units with the provision of associated landscaping and disabled parking spaces. Three wheelchair accessible units are proposed for the ground floor.

Contracting Approach

This procurement is through an OJEU compliant DPS, operated by Places for People. A mini-competition will be issued in accordance with the DPS rules, based on the council's requirements. It is proposed to use the JCT D&B 2016 Building Contract with LBTH amendments.

Community Benefits

The procurement will seek community benefits from the build contractor through a requirement for them to submit a social value proposal. Benefits will include apprenticeships, work experience placements, promoting job fairs and offering graduate placements and / or administrative job opportunities.

Contract Ref & Title	P5643 New Build Housing & Children's Services Building at Norman Grove		
Procurement Category:	Construction & FM	Funding:	Capital Resources
Invitation to Tender <input checked="" type="checkbox"/> Contract Signature <input type="checkbox"/>	Nov 2019	Contract Duration and Extensions:	23months
Value P/A:	N/A	Value Total:	£8.2m
Reviewed by Competition Board <input type="checkbox"/>	Enter Date	<input checked="" type="checkbox"/> London Living Wage <input checked="" type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

The existing children's residential home at 12 Norman Grove, also known as Dave Adams House, was designed and built in the early 1970's providing support to adolescents with emotional behavioral difficulties. The building is no longer in use by Children's Services and has been closed and vacated. In July 2019, full planning approval was granted to demolish the existing building and provide a two storey building for Children's Services together with 17 affordable homes comprising 4 townhouses on Norman Grove and a 4 storey block of 13 flats on Rosebank Gardens. Two of the properties are designated as wheelchair accessible.

Contracting Approach

This procurement is through an OJEU compliant DPS, operated by Places for People. A mini-competition will be issued in accordance with the DPS rules, based on the council's requirements. It is proposed to use the JCT D&B 2016 Building Contract with LBTH amendments.

Community Benefits

The procurement will seek community benefits from the build contractor through a requirement for them to submit a social value proposal. Benefits will include apprenticeships, work experience placements, promoting job fairs and offering graduate placements and / or administrative job opportunities.

Contract Ref & Title	P5617 New Build Housing at Lowder House		
Procurement Category:	Construction & FM	Funding:	Capital Resources
Invitation to Tender <input checked="" type="checkbox"/>	Nov 2019	Contract Duration and Extensions:	2 years
Value P/A:	N/A	Value Total:	£8.7m
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input checked="" type="checkbox"/> London Living Wage <input checked="" type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

The Lowder House development sits on the corner between Reardon House and Lowder House in Wapping, and is currently occupied by a concrete hard standing and garages within surrounding residential properties. Planning approval was obtained in June 2019 to demolish the existing garages and to construct a new residential 4-6 storey block containing 18 x 1, 2 and 3 bedroom flats with a covered parking garage. 10% of homes will be located at street-entrance level for full wheelchair-accessibility.

Contracting Approach

This procurement is through an OJEU compliant DPS, operated by Places for People. A mini-competition will be issued in accordance with the DPS rules, based on the council's requirements.

Community Benefits

The procurement will seek community benefits from the build contractor through a requirement for them to submit a social value proposal. Benefits will include apprenticeships, work experience placements, promoting job fairs and offering graduate placements and / or administrative job opportunities.

Contract Ref & Title	P5612 Mechanical Capital Works Framework		
Procurement Category:	Construction & FM	Funding:	LBTH Capital Funding
Invitation to Tender <input checked="" type="checkbox"/>	10/02/2020	Contract Duration and Extensions:	48 Months
Value P/A:	£2.5m	Value Total:	£10m
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input checked="" type="checkbox"/> London Living Wage <input checked="" type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

This procurement will provide the Council with a single framework of Mechanical Capital works specialist to support the delivery of the planned capital works programme for corporate and education buildings. The framework will enable the Council to both call off the direct appointment of companies to deliver lower value or emergency works, and mini competition larger value, complex and planned works.

The value of the contract will be £2.5m per annum, for 4 years. The length of contract reflects the maximum term allowed for a framework and is also a term that will enable the Council to build a relationship and encourages firms of all sizes to bid.

The capital works framework will support the major work programmes in buildings that local residents visit and use every day such as Schools, community buildings, pavilions and libraries and Idea Stores. A well-developed framework and strong contractor relationship will enable the Council to drive value for money through the procurement process, reduce delays through sharing work programmes and ensure good outcomes from works by focusing on the deliverables and not inputs for these projects (as the procurement process will take place once for the framework once it is in place, rather than multiple times which happens now).

The social value and community benefits will encourage and measure the use of local supply chain through KPI's and targets. The social value part of the procurement will seek commitment to local projects and supporting other Council led schemes such as work experience and placement opportunities.

The construction market in London is very buoyant and attracting companies to bid for work is challenging. It is believed that by developing a medium-term framework and being transparent with the project pipeline and expected volumes of work will help encourage companies to bid. There will be mailshots and market warming through phone calls and word of mouth. A bidder morning or session is being considered, and further feedback from procurement will be sought in this regard.

Contracting Approach

The proposal is to set up a framework of providers that are available to provide the services as required. The proposal is to have up to 6 suppliers on the framework. Works will be issued either as a direct instruction up to £100k for works and services on a best value basis or via mini-tender method. The mini tender process can be used for works under £100k if the Head of FM deems this method appropriate and likely to achieve the best value outcome.

For low value works up to £100k the Council will issue instructions using the standard terms and conditions. For construction work in excess of £100k appropriate JCT contracts will be adopted with legal support.

Community Benefits

Social Value commitments will form part of the tender process and will be scored via the evaluation process. As the contract is a framework, the suppliers that form part of the framework are not guaranteed work and therefore it may be difficult to ascertain commitments such as apprenticeships and local employment. However, the procurement will seek commitment and set up KPI's in relation to the following-

- promote employment and economic sustainability – tackle unemployment and facilitate the development of skills
- raise the living standards of local residents – pay the London living wage, maximise employee access to entitlements such as childcare and encourage suppliers to source labour from within Tower Hamlets
- promote environmental sustainability – reduce wastage, limit energy consumption and procure materials from sustainable sources

It is expected that the Suppliers will ensure that Tower Hamlets residents are able to access the social value offer delivered through the Contract:

Apprenticeships and Employment Targets:

- New, continued and finished apprenticeships
- 16 years and over work experience placements.
- Jobs advertised through (Local Labour and Business Scheme)
- Job Starts

Upskilling the local workforce:

- Accredited and non-accredited training for individuals working in the supply chain

Local Business:

- Pre-qualification questionnaires completed by Tower Hamlets-based businesses
- Value of business contracts secured by local businesses

Contract Ref & Title	P5626 New Build Housing at Mellish Street		
Procurement Category:	Construction & FM	Funding:	Capital Resources
Invitation to Tender <input checked="" type="checkbox"/>	Nov 2019	Contract Duration and Extensions:	18 months
Value P/A:	N/A	Value Total:	£8.6m
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input checked="" type="checkbox"/> London Living Wage <input checked="" type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

The site at Mellish Street was previously used as a nursery annex to Seven Mills Primary School. The development site is currently occupied by a single storey modular building that covers a large portion of the site, with the remainder used as surface car parking. Planning approval was submitted in July 2019 to demolish the existing building and construct a 5-storey residential to provide 22 homes for rent and associated external works, and to construct a 3-storey building for community use.

Contracting Approach

This procurement is through an OJEU compliant DPS, operated by Places for People. A mini-competition will be issued in accordance with the DPS rules, based on the council's requirements.

Community Benefits

The procurement will seek community benefits from the build contractor through a requirement for them to submit a social value proposal. Benefits will include apprenticeships, work experience placements, promoting job fairs and offering graduate placements and / or administrative job opportunities.

Contract Ref & Title	P5632 Marketing Opportunities for Local Businesses		
Procurement Category:	Corporate Services	Funding:	Section 106 funding
Invitation to Tender <input checked="" type="checkbox"/>	02/01/2020	Contract Duration and Extensions:	14 Months
Value P/A:	£243,428.57	Value Total:	£284,000
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input type="checkbox"/> London Living Wage <input checked="" type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

This contract, part of the Marketing Ready project, will deliver specialist consultancy services to enterprises in the borough designed to improve the viability of businesses by enhancing their marketing capabilities, thereby helping them conquer new markets and increasing turnover. This project will be a follow-on initiative to the previous Retail Marketing Ready project, which provided marketing support to businesses solely within the retail sector. The new Marketing Ready project will provide the same kind of support to businesses drawn from a range of sectors.

The key objectives are to support businesses to market their goods and services more efficiently, develop their digital skills and online presence and improve the survival rate and viability of the boroughs town centres. The following outputs will be achieved over the life time of the project (14 months):

- 1) 250 Tower Hamlets businesses assisted to market their goods and services effectively
- 2) 250 marketing plans completed
- 3) Beneficiaries to be supported in accessing the online platform for promotional activity

Contracting Approach

This project will go out to tender using an Open procurement procedure. The tender opportunity will be published to the open market via OJEU and the Council's E-tendering portal (London Tenders Portal).

Community Benefits

Tenderers will be required to demonstrate how they would contribute to the economic growth of the borough and maximise the economic benefit for all beneficiaries trained.

Contract Ref & Title	P5635 Supply and Servicing of Library Books and Audio Visual Materials		
Procurement Category:	Corporate Services	Funding:	Revenue
Invitation to Tender <input checked="" type="checkbox"/>	March 2020	Contract Duration and Extensions:	4 years
Value P/A:	£215,000	Value Total:	£860,000
Reviewed by Competition Board <input checked="" type="checkbox"/>	22/10/2019	<input checked="" type="checkbox"/> London Living Wage <input type="checkbox"/> New Procurement <input checked="" type="checkbox"/> Collaboration <input checked="" type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

The procurement scope is the supply and servicing of library stock.

The contract will have a duration of 4 years and it will include adults fiction and non-fiction books; children fiction and non-fiction; DVDs, CDs etc.

This is an essential element of the Idea Store function and it will secure quality and efficient supply of stock.

Contracting Approach

The Council has agreed to be an associate of the Central Buying Consortium. CBC is one of the largest local authorities purchasing consortium in the UK. They are undertaking a procurement exercise to put in place a framework agreement for the provision of Library Books and Audio Visual Materials.

Community Benefits

This procurement will ensure best value for all good physical stock for all members of idea stores within Tower Hamlets

Contract Ref & Title	CS5633 Production and Event Management Services		
Procurement Category:	Corporate Services	Funding:	Parks income and core funding
Invitation to Tender <input checked="" type="checkbox"/>	06/04/2020	Contract Duration and Extensions:	5 years
Value P/A:	£281,200	Value Total:	£1,406,000
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input checked="" type="checkbox"/> London Living Wage <input type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input checked="" type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

We are seeking to appoint an experienced outdoor production and events management company to support the Tower Hamlets Arts, Parks & Events team with the delivery of council-organised events and to support the management of the corporate and private events that take place in the borough's parks and open spaces. The value of this contract will be up to £1,406,000 over the life time of the contract. It should be noted that there is no guarantee of this level of spend as overall spend depends on which events are confirmed on a year by year basis by Cabinet. The existing contract expires on 25/09/2021 (subject to extension years being granted). The new concession would operate from 26 September 2021 for a contractual period of five years.

Contracting Approach

The contract will primarily support the Arts, Parks & Events programme of annual events and any special projects that arise linked to national and Council initiatives. The appointed provider may also be required to undertake production and event management services for other Council departments, such as Town Centre Management and Enterprise Teams. Tenders for this opportunity will be welcomed from suitable companies that have experience of managing a wide range of outdoor festival and events, including management of large-scale, outdoor events in an urban environment for an audience capacity of 15,000+.

The Arts, Parks & Event team's central strands of work that will be supported by this contract (subject to year on year approval) may include:

- Boishakhi Mela - attendance of 40,000+ across the day. The appointed production company will be required to undertake production, trader and artist management for the event
- Annual Fireworks display - this annual event takes place in November in Victoria Park and attracts an audience of approximately 90,000
- Corporate and private events; support the corporate, commercial and private events programme through on-site management services as required

Community Benefits

Due to the uncertainty of value and the late confirmation of the programme it is difficult for any potential contractor to be expected to offer employment or training opportunities. Most production companies have

small teams with specialist, freelance personnel that they regularly engage for jobs such as site management, site crew, H&S, Noise Management, Trader and Artist support. These roles require either qualifications and / or a level of experience and competency to be carried out safely. It should be noted that the service itself helps to support the delivery of the Tower Hamlets Plan including supporting:

- Strong, resilient and safe communities
- Better Health and well being

Contract Ref & Title	P5628 Corporate Security Services Framework		
Procurement Category:	Corporate Services	Funding:	Revenue
Invitation to Tender <input checked="" type="checkbox"/>	01/06/2020	Contract Duration and Extensions:	48 months
Value P/A:	£2,120,000	Value Total:	£8,480,000
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input checked="" type="checkbox"/> London Living Wage <input type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input checked="" type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

The new contract will replace Corporate Security Framework DR4907. The new arrangement will provide a range of security services to non-domestic Council assets where the range includes;

- Administrative Offices
- Children’s Centres
- Community Centres
- Events Spaces
- Libraries
- Shops
- Empty Sites
- Council Land

The service will provide staff for front facing reception desk and indoor event hosts. It will also lend itself to guarding office buildings with man and dog guarding at empty sites and council land. There will be a CCTV provider and intruder and fire alarm maintenance and key holding reactive service to ensure council sites are responded to out of hours.

Contracting Approach

Contract review has identified that the contract would benefit from separating the range of security services to ensure that lots with lesser value have the standards met. It is proposed the agreement is split into 5 lots.

- Lot 1 Concierge style building supervision - Idea Stores and FM events teams currently use this service. TUPE applies to this contract
- Lot 2 Man & Dog empty site guarding - The Corporate Asset Management Team currently use this service
- Lot 3 Key-holding and out of hours alarm response - FM currently manage the council estate with this service
- Lot 4 Intruder alarm Systems Monitoring and Maintenance - FM currently manage the security of the estate with this service
- Lot 5 Crowd management/outdoor event management - Parks/Open Spaces manage the specialist event security.

The value of this contract dictates the ITT is to be advertised to the OJEU. The proposed contracting method will be a framework agreement with 2 providers per lot. This approach will give the Council a wider scope of size of provider from SME to large.

The procurement procedure used will be a Restricted process as the market for this service is particularly mature and there are sufficient suppliers. The call off arrangements will be lowest bidder. LLW will apply.

Community Benefits

The tender evaluation criteria will consist of a 5% weighting allocated to the Social Value Matrix intended to secure community benefits during the life of the contract.

Contract Ref & Title	P5630 Out of Hours Noise Response Service		
Procurement Category:	Corporate Services	Funding:	Council Resources
Invitation to Tender <input checked="" type="checkbox"/>	01/04/2020	Contract Duration and Extensions:	3 + 2 years
Value P/A:	£157,924.00 p/a	Value Total:	£789,620.00
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input checked="" type="checkbox"/> London Living Wage <input checked="" type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

The Authority has a duty to investigate noise complaints from residents. The Environmental Protection Act 1990 allows us to serve a statutory nuisance abatement notice where we are satisfied that a statutory nuisance exists or is likely to occur. A statutory nuisance abatement notice is a legal document that requires those responsible for the nuisance to abate it. Failure to comply with such a notice is a criminal offence.

The successful company will be responsible for providing an out of hour's noise services from 20:00 to 03:30 (Thursday to Sunday). The Out of Hours Response Officers will provide a proportionate response to resident's reports of noise and disturbance in real time. Response Officers will be available to witness persistent issues and provide evidence in the event of prosecution and can be tasked to monitor noise from licensed premises, carry out pro-active noise nuisance visits and provide accurate information on the Night-time economy in Tower Hamlets. The Noise Response Officers notes and witness statements contribute to case investigations and provide consistency to the Environmental Protection Team. LBTH commitment to an out of hour's service gives residents the assurance that there will be a service for them outside normal hours at a time when noise can be very disruptive and upsetting to residents.

Contracting Approach

This project will go out to tender using an Open procurement procedure and will be published to the wider market via OJEU and the Council's E-tendering portal (London Tenders Portal).

Community Benefits

The tender evaluation criteria will consist of a 5% weighting to the Social Value Matrix with the intention of securing long term community benefits over the life of the contract.

Contract Ref & Title	CS5637 Overnight and related short breaks for children and young people with autistic spectrum disorder (ASD) and complex health needs		
Procurement Category:	Care & Commissioning	Funding:	Children' Services
Invitation to Tender <input checked="" type="checkbox"/>	February 2019	Contract Duration and Extensions:	3 + 1 + 1 year
Value P/A:	£1,060,000 - £1,160,000	Value Total:	£ 5,300,000 - £5,800,000
Reviewed by Competition Board <input checked="" type="checkbox"/>	22/10/2019	<input checked="" type="checkbox"/> London Living Wage <input type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input checked="" type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

The Council has a statutory obligation to provide some form of short break or respite provision for children and young people with disabilities.

Lot 1

This contract is for the provision of overnight and related short breaks for children and young people with autistic spectrum disorder (ASD) accompanied by severe learning disabilities and/or behaviour which is challenging. The successful service provider will be required to deliver overnight short breaks and other short breaks services that achieve the overall aim of enabling and supporting children and young people with disability to live ordinary family lives and participate in universal activities. The service will also provide families with a short break from their caring responsibilities. The successful service provider will be required to provide services for children and young people with ASD accompanied by severe learning disabilities and/or behaviour which is challenging. The service will be provided for children and young people aged between 5 to 18 for daytime short breaks and 6 to 18 for overnight. The successful services provider will be required to provide overnight weekend short breaks, day weekend placement, overnight holiday short breaks and two after school clubs delivered in a Ofsted registered residential setting (s) leased by the service provider from the Council.

Lot 2

This contract is for the provision of overnight and related short breaks for children and young people with complex health needs, including those with physical and/or learning disabilities, those who require palliative care (continuing care) and those with associated sensory impairments as well as children and young people with ASD accompanied by severe learning disabilities and/or behaviour which is challenging.

The successful service provider will be required to deliver overnight short breaks and other short breaks services that achieve the overall aim of enabling and supporting children and young people with disability to live ordinary family lives and participate in universal activities. The service will also provide families with a short break from their caring responsibilities.

The successful service provider will be required to provide services for

- Children and young people with complex health needs, including those with physical and/or learning disabilities, those who require palliative care (continuing care) and those with associated sensory impairments
- ASD accompanied by severe learning disabilities and/or behaviour which is challenging

The majority of children and young people using the service will be in the first category. The service will be provided for children and young people aged between 5 to 18 for daytime short breaks and 6 to 18 for overnight. The provider will also need to have the potential to provide overnight short breaks for 18 to 25 year olds on a spot purchase basis (funded by adult services).

The service provider will be required to provide overnight weekend short breaks, overnight holiday short breaks and two afterschool clubs delivered in a suitable Ofsted registered residential setting (s) owned or leased by the service provider.

In 2018/2019 approximately 77 children and young people used the overnight and related short breaks for children and young people with autistic spectrum disorder (ASD) and complex health needs services.

Contracting Approach

We intend to procure these contracts via an open tender procedure; this is in line with both internal procurement policy and also EU procurement regulations.

Community Benefits

The contracts will highlight community benefits including, and where possible, local recruitment and local resourcing. Delivery of community benefits will be included in the tender award criteria.

Contract Ref & Title	CS5638 Befriending Short Breaks		
Procurement Category:	Care & Commissioning	Funding:	Children's Services
Invitation to Tender <input checked="" type="checkbox"/>	January 2019	Contract Duration and Extensions:	4 Years
Value P/A:	£200,000 - £400,000	Value Total:	£800,000 - £1,600,000
Reviewed by Competition Board <input type="checkbox"/>	22/10/2019	<input checked="" type="checkbox"/> London Living Wage <input type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input checked="" type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

The Council has a statutory obligation to provide some form of short break or respite provision for children and young people with disabilities. This contract is for the provision of befriending services for children and young people aged 5 year old to 18 years old (not inclusive):

This will include:

- Children and young people with Autistic Spectrum Disorder (ASD) and severe learning difficulties
- Children and young people with complex health needs, including those with physical and/or learning disabilities, those who require palliative care (continuing care) and those with associated sensory impairments. Complex health needs includes children and young people with profound and multiple learning difficulties and complex and severe medical needs who may also have additional physical and/or sensory impairment.

Providers are expected to deliver services to the Borough's children, young people and families through a range of innovative, targeted and universal interventions aimed at building resilience and reducing inequalities:

- The activities should be inclusive to all Tower Hamlet's children across primary and secondary school age.
- Providers are required to demonstrate a sound understanding of the needs of children and young people.
- Providers are expected to develop innovative and/or tried and tested approaches to supporting the delivery of improved outcomes.
- Providers will deliver person-centred services in collaboration with children, young people and/or their families.
- Providers will be required to support increase partnership working between primary and secondary schools.
- Providers will be expected to meet the individual needs of children and young people.

In 2018/2019 approximately 148 children and young people used befriending services in the borough, and there is currently a waiting list of 20 children and young people who would like to access befriending services.

Contracting Approach

We intend to procure the framework via an open tender procedure; this is in line with both internal procurement policy and also EU procurement regulations.

Community Benefits

The framework will highlight community benefits including, and where possible, local recruitment and local resourcing. Delivery of community benefits will be included in the tender award criteria.

Contract Ref & Title	CS5636 - Victoria Park Commercial Events Concession Contract		
Procurement Category:	Corporate Services	Funding:	NA (income generating)
Invitation to Tender <input checked="" type="checkbox"/>	02/11/2020	Contract Duration and Extensions:	5 years (1 Jan 2023 until 31 Dec 2027).
Value P/A:	£1,000,000	Value Total:	£5,000,000
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input type="checkbox"/> London Living Wage <input type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input checked="" type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

This is a concession contract and not a purchase contract for goods or services. The value to LBTH is expected to be between £1 and £1.4 million per annum, resulting in a total income value of £5m to £7m over the proposed contract term. The existing contract expires on 31/12/2022 (subject to the extension year being granted). The new concession would operate from 1 January 2023 for a contractual period of five years.

Contracting Approach

Due to the sensitivities of large scale events in parks (both locally and nationwide), it was considered appropriate that the procurement strategy for the current contract (2017 to 2022) be approved by Cabinet in line with the provisions of 35.1 of the Procurement Procedures. We are now seeking approval for the approach that was adopted during that process to be utilised for the renewal of this contract. This would mean that measures adopted for the current contract, which have seen a reduction in complaints and more community benefits, would be incorporated and would include: a councillor / resident consultation; a minimum level of stewarding and security for walking routes and external toilets to reduce ASB, robust noise management, appropriate levels of external cleansing and a commitment from organisers as to how they would further mitigate impact and what additional benefits they would look to provide.

Community Benefits

Bidders will be required to address what benefits they could provide in relation to supporting local businesses, artists, events and work experience / training opportunities. They will also be required to outline how, beyond the minimum expectations laid out in the Specification, they would look to reduce impact and engage with residents.

Contract Ref & Title	R5629 Telephone IVR System Contract.		
Procurement Category:	Corp Services	Funding:	Revenues
Invitation to Tender <input checked="" type="checkbox"/> Contract Signature <input type="checkbox"/>	31/03/2020	Contract Duration and Extensions:	1 + 1 year.
Value P/A:	£150,000	Value Total:	£300,000
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input checked="" type="checkbox"/> London Living Wage <input type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input checked="" type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

In April 2019, the Council novated around 80 IT contracts from its Strategic Partner, Agilisys. Some of these contracts were outsourced in May 2012, as part of the Council's strategic partnership agreement. One of the contracts novated back to the Council is the interactive voice response (IVR) service, which is an automated telephony system that interacts with callers, gathers information and routes the calls to the appropriate recipients. This system enabled the Council to make cost saving, as manual interventions would have been required to route calls.

The scope of this contract is to extend this service with the current telephony system so that it is coterminous and ends in March 2022. This will enable the Council to rationalise the two contracts into one, when the telephony contract is tendered. This contract extension is required due to the information provided by the

supplier, following the novation. It stated that the contract expires in 2020. This is opposed to the information recorded during the novation, showing the expiry to be 2022. As a result of this, the Council needs to ensure service continuity until 2022, in order put out a joint tender for the IVR and telephony systems and deliver value for money.

Contracting Approach

The contracting approach is to undertake a single vendor call-off from the Crown Commercial Service, G-Cloud 11 framework. The Council will tender for its telephony services when both of the coterminous contracts expire in March 2022. As part of the procurement requirements, IVR will be tendered. Through making the current IVR contract coterminous, it will avoid the service incurring charges for cost of change twice, now and in two years' time.

Community Benefits

The realisation of additional community benefits will not be possible at this time. As this proposal is to undertake a direct award via the G-Cloud framework, which does not allow for the inclusion of additional benefits as part of the award process.

Contract Ref & Title	THH5641 Lift Installations		
Procurement Category:	Construction and FM	Funding:	Capital/Revenue
Invitation to Tender <input checked="" type="checkbox"/>	December 2019	Contract Duration and Extensions:	4 + 1 year
Value P/A:	£5M	Value Total:	£25M
Reviewed by Competition Board <input type="checkbox"/>	18/11/2019	<input checked="" type="checkbox"/> London Living Wage <input type="checkbox"/> New Procurement <input type="checkbox"/> Collaboration <input checked="" type="checkbox"/> Re-procurement of existing Contract	

Scope of Contract

The current lift installation and other related work contract reference THH4475 agreement expires on the 16th October 2020. The procurement for the replacement of this contract will be undertaken to put in place a new contract from October 2020. The current and replacement contracts are Qualifying Long Term Agreements.

Scope of Works

- Install Lift in accordance with this Specification and test on completion in accordance with BS EN 81 regulations. Tester to hold evidence of NVQ4 Certifications.
- Ensuring residents welfare at all times of the installation procedure is of paramount importance

It is intended to run a restricted OJEU compliant procurement exercise to go live the first week of December. With the intention of putting in place a THH's Lift Installation framework for a four year period.

Community Benefits

The contract will be structured and tendered to take account of the council's procurement imperatives and approach to delivering community benefits. Community benefits equivalent with the contract size will be sought from the provider through the tender process.

London Borough of Tower Hamlets
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Contract Ref	Title	Stage	Contract Expiry Date.	Total value	Division
AHS5110	Hostel: Daniel Gilbert House Supported Housing Accomodation for Vulnerable Single Adults	Forward Plan	31/03/2020	£1,692,585	HAC
AHS5129	Hostel: Providence House	Forward Plan	31/03/2020	£809,681	HAC
HAC5231	Hostel: Edward Gibbons House	Forward Plan	31/03/2020	£1,350,504	HAC
CS5277	Externally commissioned placements for children looked after	Forward Plan	31/03/2020	£25,000,000	CS
CS5218A	Youth Activity Hub	Forward Plan	31/03/2020	£1,962,976	CS
R5157	Supply of Clothing and Uniforms	Forward Plan	19/04/2020	£310,000	RE
LPG5043	Statutory Public Notices and External Printed Media Advertising	Forward Plan	07/05/2020	£1,650,000	G
R5323	Occupational Health and Wellbeing Services	Forward Plan	30/06/2020	£452,000	RE
AHS5186	HIV Support for Sexual Health Service for Adults living with HIV	Forward Plan	31/07/2020	£705,000	HAC
DR4932	Removal and Storage Services	Forward Plan	10/08/2020	£374,000	PL
DR5075	London Postal Service Board	Forward Plan	15/09/2020	£3,500,000	RE
AHS5185	Tower Hamlets Healthy Communities	Forward Plan	30/09/2020	£3,964,405	HAC
DR5027	Estate Management Professional Services	Forward Plan	04/12/2020	£520,000	PL
C55391	Purchase of Ready Made Sandwiches	Forward Plan	01/03/2021	£320,000	CS
PL5242	Resource Centre for Rough Sleepers	Forward Plan	31/03/2021	£584,904	PL
RE(N)5507	Ulysees Annual Support Costs	Forward Plan	31/03/2021	£359,806	RE
CLC5136	Insurance Services	Forward Plan	31/03/2021	£2,123,300	RE
H3190	THH Repairs and Maintenance	Forward Plan	31/03/2021	£150,000,000	THH
HAC5221	Prostitution Support Programme	Forward Plan	31/03/2021	£356,258	HAC
LPG5029	Healthwatch Tower Hamlets	Forward Plan	31/03/2021	£706,876	HAC
CS5273	Young People Assessment and Support Service	Forward Plan	31/03/2021	£734,996	CS
P5334	Civic Centre Employer's Agent Services	Forward Plan	28/04/2021	£1,000,000	PL
THH5251	THH ASB Patrolling & Community Re-assurance	Forward Plan	07/06/2021	£675,000	THH
CS5275	Speech and Language Therapy	Forward Plan	31/08/2021	£720,810	CS
AHS5147	Tower Hamlets North Young Persons Support Service	Forward Plan	31/08/2021	£730,000	HAC
DR5025	Energy	forward Plan	31/08/2021	£36,000,000	PL
DR4957	EIA Review Contract	Forward Plan	03/09/2021	£2,500,000	PL
CLC4371	Highway Maintenance and Improvement Works	Forward Plan	30/09/2021	£60,500,000	PL
CLC4951	Arboricultural Contract	Forward Plan	30/09/2021	£1,250,000	PL
P5219B	Professional Valuation Service-Residential acquisitions for social housing & investments services	Forward Plan	31/10/2021	£500,000	PL
CLC5084	Playgrounds R&M	Forward Plan	30/11/2021	£680,000	PL
AHS&CS5019	The provision of domiciliary care to adults aged 18+	Forward Plan	14/01/2022	£21,763,000	HAC
CLC5085	Metal and Ancilliary Works	Forward Plan	28/01/2022	£2,800,000	PL
RE(N)5493	Telephony System & Calls	Forward Plan	21/03/2022	£3,034,145	RE
HAC5398	The provision of domiciliary care to adults aged 18+ (North West)	Forward Plan	31/03/2022	£2,100,000	HAC

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Contract Ref	Title	Stage	Contract Expiry Date.	Total value	Division
AHS5112	LinkAge Plus	Forward Plan	31/03/2022	£1,935,833	HAC
DR5054	Enhanced Rough Sleeping Outreach Service (EROS)	Forward Plan	31/03/2022	£1,930,635	PL
AHS5098	Independent Mental Health Advocacy (IMHA) (IMCA)	Forward Plan	31/03/2022	£1,473,120	HAC
AHS5034	Mental Health Forensic Accommodation Based Service	Forward Plan	31/03/2022	£1,899,995	HAC
AHS5036	Huddlestone Close and Grand Union Place	Forward Plan	31/03/2022	£1,609,740	HAC
AHS5040(A)	Mental Health Supported Accommodation	Forward Plan	31/03/2022	£1,714,960	HAC
AHS5040(B)	Mental Health Supported Accommodation based scheme	Forward Plan	31/03/2022	£1,009,077	HAC
AHS5041	Mental Health Family and Carer Support Services (2 lots)	Forward Plan	31/03/2022	£1,240,660	HAC
H3912-Lot1	Repairs and Maintenance and Minor Improvements of Lifts	Forward Plan	31/03/2022	£10,000,000	THH
CS5386	Short Breaks for children and young people with disability - Holiday and Weekend	Forward Plan	31/03/2022	£1,056,000	CS
AHS5109	Hostel: Hackney Road Project Supported Accommodation Services	Forward Plan	31/03/2022	£2,331,759	HAC
AHS5111	Tower Hamlets Floating Support	Forward Plan	31/03/2022	£2,483,330	HAC
CS5080	Pan-London Care Impact Partnership	Forward Plan	31/03/2022	£4,808,170	CS
HAC5295	Public Health GP Enhanced Services	Forward Plan	30/06/2022	£1,058,248	HAC
CS5385	Children's Advocacy Service (Two LOTS)	Forward Plan	30/06/2022	£550,440	CS
HAC5382	Mental Health Recovery College	Forward Plan	30/06/2022	£1,133,980	HAC
AHS5037	Independent Living Community Support (ILCS)	Forward Plan	17/07/2022	£2,749,106	HAC
AHS5128	Hostel: Dellow Supported Housing Accommodation for Vulnerable single adults	Forward Plan	31/07/2022	£2,320,684	HAC
AHS5187	Specialist Smoking Cessation	Forward Plan	31/07/2022	£1,550,000	HAC
AHS5039	Complex Needs Mental Health Service	Forward Plan	01/08/2022	£1,773,655	HAC
AHS&CS 5074	Passenger Transport	Forward Plan	31/08/2022	£10,800,000	HAC/CS
AHS5146	Mile End Road Young Persons Support Service	Forward Plan	31/08/2022	£2,004,715	HAC
CLC5176	Seasonal Bedding	Forward Plan	30/10/2022	£375,000	CS
AHS5145	Tower Hamlets Campbell Road Young People's Support Service	Forward Plan	31/10/2022	£1,771,895	HAC
AHS5189	Extra Care Sheltered Housing	Forward Plan	05/11/2022	£11,910,708	HAC
AHS5046	Handyperson service	Forward Plan	31/12/2022	£361,585	HAC
R5336	Mobile Voice and Data Services	Forward Plan	31/12/2022	£420,000	RE
HAC5326	Hostel: Riverside House	Forward Plan	31/01/2023	£2,571,126	HAC
HAC5252	Teresa House and Hamlets Way high support mental health accommodation	Forward Plan	31/03/2023	£2,864,922	HAC
HAC5265	Public Health Pharmacy Services	Forward Plan	31/03/2023	£2,865,000	HAC
HAC5296	Community Equipment Service	Forward Plan	31/03/2023	£6,100,000	HAC
HAC5223	Infant Feeding and Wellbeing Service	Forward Plan	31/03/2023	£1,900,000	HAC
RE(N)5505	Framework, Trim and Business Objects Support – Social Care	Forward Plan	01/04/2023	£282,000	RE
HAC5248	Tower Hamlets Asian Womens Refuge	Forward Plan	01/04/2023	£695,520	HAC
HAC5249	Tower Hamlets Women's Refuge	Forward Plan	01/04/2023	£645,380	HAC

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Contract Ref	Title	Stage	Contract Expiry Date.	Total value	Division
AHS5142	Learning Disability Service	Forward Plan	30/04/2023	£289,044	HAC
HAC5360	Hostel: Hoptown upported Housing Accommodation	Forward Plan	31/05/2023	£4,123,542	HAC
AHS5143	Supported accommodation for adults with learning disability - Old Ford Road and Vulcan Square	Forward Plan	30/06/2023	£1,699,049	HAC
DR5116	Cleaning and Associated Services	Forward Plan	02/07/2023	£7,261,986	PL
HAC5224	School Health and Wellbeing	Forward Plan	31/07/2023	£4,919,280	HAC
HAC5312	Antill Road (Hight/Complex needs) learning disabilities day services	Forward Plan	31/07/2023	£1,849,753	HAC
HAC5314/5	Employment Support Services (Lot A and Lot B)	Forward Plan	30/09/2023	£1,737,500	HAC
P5219A	Professional valuation Services – Asset Valuations	Forward Plan	30/09/2023	£480,000	PL
H3948	Concierge and Related Security Services	forward Plan	02/10/2023	£3,000,000	THH
HAC5303	Carers Service	Forward Plan	30/11/2023	£2,865,192	HAC
HAC5321	Hotel in the Park (Residential Respite for Adults with Learning Disability)	Forward Plan	02/12/2023	£29,011,114	HAC
RE(N)5503	HR/Payroll Resourcelink	Forward Plan	31/12/2023	£780,000	RE
AHS5124A	Young People Health and Wellbeing service	Forward Plan	31/12/2023	£699,681	HAC
HAC5393A	Adult Weight Management- Tier 3	Forward Plan	29/02/2024	£919,734	HAC
RE(N)5494	Payment Management Systems Maintenance	Forward Plan	01/03/2024	£450,000	RE
RE(N)5502	Various Revenues/Benefits/Housing	Forward Plan	31/03/2024	£1,034,961	RE
HAC5020	Direct Payment Support Service	Forward Plan	31/03/2024	£1,612,800	HAC
RE(N)5497	CLASS Altair LGPS - Pension System	Forward Plan	31/03/2024	£840,332	RE
HAC5253	North East London Integrated Sexual Health Service	Forward Plan	30/11/2025	£40,000,000	HAC
HAC5356	0-5 Specialist Community Public Health Nursing	Forward Plan	31/03/2026	£35,250,000	HAC
CS5367	CS5367: Film Location Service	Forward Plan	31/03/2026	£500,000	CS
P5343	P5343: Parking Management Information System	Forward Plan	30/09/2026	£500,000	PL
DR3911	Offsite Data Storage and Destruction of confidential waste	Forward Plan	31/03/2027	£1,000,000	PL
CS3247	Mulberry School PFI	Forward Plan	01/05/2027	£19,000,000	PL
P5246	LFWE Training Provider	Forward Plan	31/08/2028	£1,500,000	PL

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