



# RIVER CROSSINGS: SILVERTOWN TUNNEL

## SUPPORTING TECHNICAL DOCUMENTATION

### INTRODUCTORY EQUALITIES IMPACT ASSESSMENT

Hyder Consulting

October 2014

This Equalities Impact Assessment (EQIA) Report presents an early indication of the potential impacts of the proposal on gender, race and age groups. It also outlines potential mitigation measures to encourage a positive impact.

This report is part of a wider suite of documents which outline our approach to traffic, environmental, optioneering and engineering disciplines, amongst others.

We would like to know if you have any comments on our approach to the assessment, the potential impacts we have identified and mitigation we have suggested. To give us your views, please respond to our consultation at [www.tfl.gov.uk/silvertown-tunnel](http://www.tfl.gov.uk/silvertown-tunnel).

Please note that consultation on the Silvertown Tunnel is running from October – December 2014



This report (or note) forms part of a suite of documents that support the public consultation for Silvertown Tunnel in Autumn 2014. This document should be read in conjunction with other documents in the suite that provide evidential inputs and/or rely on outputs or findings.

The suite of documents with brief descriptions is listed below:-

- **Silvertown Crossing Assessment of Needs and Options**

This report sets out in detail, the need for a new river crossing at Silvertown, examines and assesses eight possible crossing options and identifies the preferred option.

- **Outline strategy for user charging at Blackwall and Silvertown Tunnels**

This note sets out TfL's emerging approach to charging at Blackwall and Silvertown Tunnels.

- **Silvertown Tunnel Traffic Forecasting Report**

This report presents the traffic impacts that the Silvertown Tunnel would have on the highway network.

- **Silvertown Tunnel Introductory Transport Assessment**

This report presents the existing transport network and travel demand and assesses the transport impacts of the proposed Silvertown Tunnel.

- **Silvertown Tunnel Outline Business Case, including:**

- **Economic Assessment Report**
- **Distributional Impact Appraisal**
- **Social Impact Assessment**

Sets out the evidence for intervening in the transport system to address the issues of congestion and road network resilience at the Blackwall Tunnel.

- **Silvertown Tunnel Introductory Environmental Assessment Report**

This report summarises the environmental work undertaken to date and presents an early indication of the potential impacts of the proposal and the mitigation measures being considered.

- **Silvertown Tunnel Introductory Equalities Impact Assessment Report**

This report presents an early indication of the potential impacts of the proposal on gender, race and age groups. It also outlines potential mitigation measures to encourage a positive impact.

- **Silvertown Tunnel Introductory Health Impact Assessment Report**

This report presents an early indication of the potential impacts of the proposal on health and wellbeing. It also outlines potential mitigation measures to encourage a positive impact.

# Transport for London

## Silvertown Tunnel

### Introductory Equalities Impact Assessment Report

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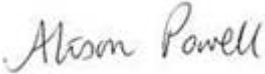
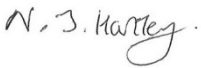
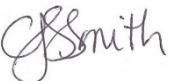


## Transport for London

## Silvertown Tunnel

## Introductory Equalities Impact Assessment Report

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## Contents

Introduction .....	5
1. What is the main purpose of the strategy/project/policy? .....	5
2. List the main activities of the strategy/project/policy (for strategies list the main policy areas): .....	6
3. Have you consulted on this strategy/project/policy? .....	7
3a. Have you used any research to support your strategy/project/policy? .....	7
4. Have you explained your strategy/project/policy to people who might be affected by it directly or indirectly? .....	8
5. Who will be the main beneficiaries of the strategy/project/policy? .....	8
5a. Initial Assessment .....	9
5b. What action(s) need to be taken to the strategy, project or policy which could mitigate negative impact or encourage positive impact? .....	14
6. What equality monitoring systems have been set up to carry out regular checks on the effects your strategy/project/policy has on equality target groups.....	15
7. How will you introduce the strategy/project/policy including any necessary training? Does everyone involved in the strategy/project/policy know and understand what you have done? Are they able to put the strategy/project/policy into practice? .....	15
8. How do we measure the success of the strategy/project/policy and functions and what are your performance indicators? .....	16

## Introduction

The Equality Act 2010 includes a public sector equality duty which requires public organisations and those delivering public functions to show due regard to the need to eliminate unlawful discrimination, harassment, victimisation; to advance equality of opportunity; and to foster good relations between communities. The Equality Impact Assessment (EQIA) process is therefore designed to ensure that projects, policies and practices do not discriminate or disadvantage people and also to enable consideration of how equality can be improved or promoted. An EQIA considers the impact of a proposal on relevant groups who share characteristics which are protected under the Equality Act (age, disability, gender, transgender, sexual orientation and faith) as well as others considered to be vulnerable within society such as low income groups.

Transport for London (TfL) aims to be an exemplary organisation in relation to equalities and to champion equal opportunities across London. The EQIA procedures apply to all projects and policies where TfL is the lead agency. Accordingly, TfL has devised an internal approach to meet the requirements of the Equality Act 2010 which enables the impact of projects and policies on equality target groups to be considered.

This document follows the approach devised by TfL and comprises an initial assessment to consider the impact of the Scheme on equality target groups; it may be that the Scheme has no impact or it may have a positive or negative impact on one or a number of a groups. The purpose of the assessment is to identify the main impacts of the Scheme as it may affect equality target groups, identify possible mitigation measures where necessary, outline further modelling and assessment work that may need to be undertaken and thereby aid the further development of the Scheme.

The next steps will involve consultation with the relevant Boroughs and the public. Consultation responses will inform the EQIA which will be completed and consulted on in Summer 2015 and submitted with the final DCO application.

### 1. What is the main purpose of the strategy/project/policy?

The London Plan and the Mayor's Transport Strategy have identified the need for investment in new infrastructure to enable future economic growth in this part of London, including road infrastructure and improving cross-river connectivity. The east sub-region of London accounts for 37% of the forecast increase in the London population by 2031 and 22% of new jobs created. A river crossing at Silvertown is specifically identified as part of the package of river crossings needed to support and accommodate this growth.

At present, the number of cross river routes available to vehicles is limited – there are only three road vehicle crossings of the River Thames in London east of Tower Bridge (namely the Rotherhithe and Blackwall Tunnels and the Woolwich Ferry). Each of these crossings suffer

capacity restrictions leading to delays and unreliability issues not only on the crossings themselves but also on the surrounding local road network. Of the three crossings, the Blackwall Tunnel provides over two thirds of cross river vehicle capacity; yet also suffers from the highest level of congestion and reliability problems.

In particular, there is a need to provide crossings for the commercial traffic that is important for local businesses, goods delivery and servicing. Both the Rotherhithe and Blackwall Tunnels have vehicle size constraints and dangerous goods restrictions on them, causing long diversions for some freight vehicles and severely limiting cross river bus services. Since the number of river crossings in this part of London is so limited, any incidents or closures mean that people need to make long diversions in order to find an alternative.

The proposed Silvertown Tunnel would be built to modern standards, and would be large enough to carry vehicles of all sizes.

## **2. List the main activities of the strategy/project/policy (for strategies list the main policy areas):**

The Scheme provides for a dual two-lane connection between the A102 Blackwall Tunnel Approach on the Greenwich Peninsula and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing/Silvertown Way by means of twin tunnels under the River Thames. The Scheme includes the following elements:

- A grade-separated, free-flow link from the A102 Blackwall Tunnel approach, to the south of Blackwall Tunnel, to the Silvertown Tunnel south portal.
- An at-grade interchange with the Tidal Basin Roundabout providing a link from the Silvertown Tunnel north portal to the local road network with direct access to the A1020 Lower Lea Crossing/Silvertown Way.
- Reconnection of Tunnel Avenue to the west of the A102 on the Greenwich Peninsula to improve local accessibility.
- Potential for new and enhanced road-based Public Transport links to improve accessibility and safety.
- As part of the wider Scheme, user charging will be introduced at both the Blackwall and Silvertown Tunnels, in order to manage demand for both Tunnels and their approach routes.

There is no pedestrian or cycle access available through the tunnel itself, although the Emirates Air Line, the cable car connection between the Royal Docks and North Greenwich which opened in summer 2012, does provide a cross-river alternative for pedestrians. In addition, alterations to the highway arrangements at the northern and southern sides of the River Thames may provide some localised improvements – for example the northern highway arrangement includes good pedestrian and cyclist access and routes around the junction due to the signalised nature of the roundabout. The southern highway arrangement also includes



a direct link from Millennium Way to the tunnel for the extensive bus routes that serve the Peninsula which would help minimise journey times and make public transport a more attractive option for cross-river journeys.

### **3. Have you consulted on this strategy/project/policy?**

In 2012 TfL ran a four week consultation with members of the public and stakeholders on proposals to enhance highway river crossings in east and southeast London, which included a new highway tunnel at Silvertown to ease congestion and provide additional resilience at Blackwall. Information about the proposals was made available online, including an online questionnaire; the consultation was promoted in a range of local and pan-London press titles, via social media and via emails direct to stakeholders and members of the public who had registered to receive email updates. The outcome of the consultation demonstrated that there was widespread support for TfL to continue to develop the Silvertown Tunnel proposals, which were then taken forward.

A further round of formal consultation was held between October 2012 – February 2013 which sought the views of the public and stakeholders on a number of issues relating to river crossings, including the introduction of a new tunnel at Silvertown. The consultation included the issue of nearly 200,000 information letters to local addresses, two separate emails to approximately 350,000 customers in TfL's customer services database, and advertising in London-wide and local press titles and on the DLR network. Twelve consultation roadshow events were held at locations around the affected areas. The consultation was publicised to a large number of stakeholders, including relevant Local Authorities, political representatives and transport campaign groups. Further details of the consultation are documented in the River Crossings Consultation Report (April 2013).

This document forms part of the non-statutory consultation on the preferred Silvertown scheme currently being undertaken between October and December 2014, with a statutory consultation event planned for summer 2015.

### **3a. Have you used any research to support your strategy/project/policy?**

Extensive research has been undertaken in the development of the scheme. This includes:

- Data relating to the use of the Blackwall Tunnel and accompanying delays
- Accident statistics
- Assessments of pedestrian and cyclist flows around the junctions to the north and south of the tunnel
- Population and employment forecasts to identify how the adjoining areas might grow and develop over time
- Demographic profiling of adjoining Boroughs, including breakdown of equalities groups (included at Appendix 1)
- Traffic modelling
- Noise and air quality modelling

- Business survey and Residents survey

#### **4. Have you explained your strategy/project/policy to people who might be affected by it directly or indirectly?**

Engagement with people who might be affected by the scheme has been undertaken throughout the options and design process to date. Stakeholders who have been involved in this process include:

- London Borough of Newham
- Royal Borough of Greenwich
- Port of London Authority
- Environment Agency
- Marine Management Organisation
- Land owners
- Tenants and developers
- London Underground
- DLR
- London Buses
- Emirates Airline
- Local residents and businesses have been engaged with via the Business Survey and Residents Survey work

#### **5. Who will be the main beneficiaries of the strategy/project/policy?**

The main beneficiaries of the scheme are considered to be:

- Freight;
- Local businesses on both sides of the river (for example for the purposes of deliveries or business interaction);
- Bus and road users;
- Car commuters regularly undertaking cross-river journeys;
- Local residents wishing to make cross-river journeys for the purposes of employment, leisure and entertainment (for example visits to the O2) and to access services and facilities (for example healthcare, education).

Other beneficiaries will include people for whom the proposed improvements to the availability and physical accessibility of public transport will be positive. This might include disabled people and older populations in particular as well as other groups where bus use is the most commonly used type of public transport for example Black, Asian and Minority Ethnic (BAME) groups, women, people on low income, and younger people.

## 5a. Initial Assessment

Please check with the guidance notes to get a better understanding of the categories before completing these tables.

**Table 1**

<b>Equality Target Group</b>	<b>Positive Equality Impact</b>	<b>No Equality Impact</b>	<b>Negative Equality Impact</b>
<b>Gender</b>			
Women	√		
Men	√		
<b>Race</b>			
Asian or Asian British People	√		√
Black or Black British People	√		√
Chinese people and Other people	√		√
People of mixed race	√		√
White people (including Irish people)	√		
<b>Disabled people</b>	√		
<b>Lesbians, gay men And bisexuals</b>	√		
<b>Transgender people</b>	√		
<b>Age</b>			
<b>Older people (60+)</b>	√		

<b>Younger people (17- 25) and children</b>	√		
<b>Faith Groups</b>	√		
<b>Low Income Groups</b>			√

**Table 2. Using the evidence gathered justify the ratings in Table 1**

<b>Gender</b>	<p>51% of Londoners are women; in the three boroughs of Newham, Tower Hamlets and Greenwich this figure drops slightly to 48%, 48% and 50% respectively. TfL research (August 2014) identifies that women tend to complete more weekday trips than men (2.75 for women compared to 2.61 for men) but that, on the whole, women and men have similar experiences and requirements from the transport network.</p> <p>Areas where there may be a difference include personal security. Women may experience benefits as a result of the proposed service improvements to bus routes in the vicinity of the scheme, which could lead to minor positive impacts in terms of personal security.</p>
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<p><b>Race</b></p>	<p>Within the three London Boroughs immediately affected by the project (i.e. Greenwich, Newham and Tower Hamlets), there are high proportions of Black, Asian and Minority Ethnic (BAME) populations. Asian or Asian British people comprise 38% and 42.2% of the population in Tower Hamlets and Newham respectively (compared to 16.9% for London as a whole); similarly Black or Black British people comprise 19.1% and 19.6% of the population in Greenwich and Newham respectively (compared to 13.3% for London as a whole). White people within the Royal Borough of Greenwich make up 62.5% of the population (compared to 59.8% for London as a whole). Considering BAME residents as a whole, Newham has the highest proportion of all the London boroughs, with Tower Hamlets home to the fifth highest proportion.</p> <p>BAME Londoners are less likely than white Londoners to live in a household that owns or has access to a car (60% of BAME residents as opposed to 68% white residents) (London Travel Demand Survey 2012/13). Bus use is consequently higher amongst this population – the Bus User Survey (2008) identified that 49% of day bus users and 45% of night bus users were BAME customers, whereas BAME Londoners accounted for only 40% of the total London population.</p> <p>People from BAME backgrounds from either side of the river may therefore see a benefit from the scheme either as a result of the cross-river route provided or as a result of the proposed improvements to road and public transport connections.</p> <p>There may also be negative impacts experienced by this group of residents, particularly in relation to the introduction of user charging at the Blackwall-Silvertown crossing. The London Travel Demand Survey 2012/13 identifies that higher proportions of BAME Londoners have an annual household income of below £20,000 (44%) than white Londoners (33%).</p>
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<p><b>Disabled people</b></p>	<p>14% of Londoners consider themselves to have a disability that impacts their day to day activities either a lot or a little (Census Data 2011). Figures for the three boroughs of Newham (14%), Tower Hamlets (14%) and Greenwich (15%) are not dissimilar. Disabled Londoners travel far less frequently than non-disabled Londoners (1.97 journeys per weekday for people with disabilities compared to 2.77 for people without). Disabled people are more likely either to walk or use buses at least once a week than other types of transport (London Travel Demand Survey 2012/13). Principal barriers to public transport journeys are accessibility related.</p> <p>The scheme will have positive impacts on the availability and physical accessibility of transport due to improved existing bus services and potential new bus services, especially people with mobility impairments who may currently find interchange at North Greenwich difficult. Positive impacts could be experienced in terms of enhanced personal security, physical accessibility and reduced journey times.</p>
<p><b>Lesbians, gay men And bisexuals</b></p>	<p>Another route is made available providing users with an additional travel option to meet their destination. There should also be an improvement in reliability and reduction in congestion on alternative routes at peak times.</p>
<p><b>Transgender people</b></p>	<p>Another route is made available providing users with an additional travel option to meet their destination. There should also be an improvement in reliability and reduction in congestion on alternative routes at peak times.</p>
<p><b>Age</b></p>	<p>Londoners aged 65+ make up 11% of the total population. This age group tends to travel less frequently and by different modes – 64% travel by bus, 43% by car as a passenger and 41% drive a car at least once a week (London Travel Demand Survey 2012/13). Older people are more likely to be women, this is particularly the case for the over 80s where 63% of this age group in London are women compared to 51% for all age groups. The boroughs of Tower Hamlets and Newham are amongst the five London boroughs with the lowest proportions of older residents (6% and 7% respectively compared to the borough with the highest (Havering) at 11%).</p>

	<p>The under 25s make up 32% of the Capital's population; statistics amongst the younger population includes that 41% of this age group are likely to be BAME residents. The bus is the second most commonly used transport type for younger Londoners – 77% of 11-15 year olds use the bus at least once a week (61% for all ages); and 78% of 5-10 year olds and 76% of 11-15 year olds are car passengers once a week (London Travel Demand Survey 2012/13). The five boroughs with the highest proportions of younger residents include Newham (ranked first with 39% of residents from this age group); Tower Hamlets (ranked third at 37%) and Greenwich (ranked fourth at 35%).</p> <p>For both older and younger populations, where there is increased reliance on the public transport network, the scheme could provide positive impacts in terms of reduced journey times, accessibility and improvements in personal security.</p> <p>Statistics generally show that both younger and older populations are more vulnerable to accidents on the transport network. Whilst accident analysis shows that there is expected to be an increase of 0.05% in accidents across the study area when the Silvertown Tunnel is in place, this is statistically considered a very small change and to therefore constitute a neutral impact.</p>
<p><b>Faith Groups</b></p>	<p>According to 2011 Census data, London was the most diverse region in the UK from a faith perspective, with the highest proportion of people identifying themselves as Muslims, Buddhist, Hindu and Jewish. Both Tower Hamlets and Newham have significantly higher percentages of Muslim residents within their populations (34.5% of residents and 32% respectively, compared to London (12.4%) and England as a whole (5%)). Newham also has the highest proportions of Hindu and Sikh populations of all the inner London Boroughs (8.8% and 2.1% respectively). Comparable figures for London and England as a whole are 5% and 1.5% respectively for Hindu populations and 1.5% and 0.8% respectively for Sikh populations.</p> <p>The Royal Borough of Greenwich has a majority Christian population (52.9% compared to 48.4% for London overall), but also has representation from other faith communities that are higher than proportions seen for England as a whole (for example 3.6% of Greenwich residents identify themselves as Hindu compared to 1.5% for England; 6.8% as Muslim, compared to 5% for England).</p> <p>People from faith backgrounds from either side of the river may therefore see a benefit from the scheme either as a result of the</p>

	cross-river route provided or as a result of the proposed improvements to road and public transport connections.
<b>Low Income</b>	<p>The introduction of user charging on the Blackwall-Silvertown crossing could have a direct and tangible impact on the affordability of travel by car for some groups of users.</p> <p>TfL research (August 2014) identifies that 37% of Londoners live in lower income households (i.e. where household income is less than £20,000 per year) and that women, disabled people, BAME Londoners and older people are more likely to live in low income households than other Londoners. Of all the London Boroughs, Tower Hamlets has the second highest proportion of residents with low household incomes (48% of households); Greenwich and Newham perform slightly better (41% and 40% respectively), although the proportion of low income households remains higher for these two Boroughs than for London as a whole. The introduction of user charging could have a negative impact on the level of use of the Tunnel by people from low income households with access to a car from a personal affordability perspective.</p> <p>On the other hand, people on low incomes may experience positive impacts in relation to proposed improvements to public transport connections as a result of the Scheme. Evidence suggests that residents on low incomes use the bus more frequently than other groups and that this frequency increases with lower incomes (so for example households with an income of less than £5,000 per annum use the bus more frequently than higher income groups). The London Travel Demand Survey 2012/13 identified that 34% of Londoners living in a household with an annual income of less than £20,000 use the bus at least five times a day compared with 28% of all Londoners.</p>

## 5b. What action(s) need to be taken to the strategy, project or policy which could mitigate negative impact or encourage positive impact?

The majority of impacts that have been identified as part of the EQIA process are positive. However a possible negative impact has been identified relating to people from low income groups who may experience adverse effects as a result of charging schemes to be implemented at both the Blackwall and Silvertown Tunnels. A more detailed assessment of the likely impacts of the proposed user charges on low income groups, including an assessment of the distribution of these impacts in terms of geography, journey purpose and time of the day/week will be completed, including appropriate mitigation measures where relevant.



A further negative impact that may affect each of the equality groups described in Table 1 relates to air quality. The Scheme has the potential to impact on traffic flows and therefore change emissions and air quality levels around the tunnel portals and on the local road network. Further modelling and assessment work will be undertaken in order to identify specific geographical areas that may experience an adverse effect, from which the impact on particular minority groups could be assessed. A Health Impact Assessment will be undertaken as part of the Scheme development. Mitigation measures will be investigated to attempt to reduce the impact on air quality; user charging will have an impact on the attractiveness of the scheme.

The ongoing review of designs will continue in order to understand and mitigate any additional adverse impacts. The Social and Distributional Impact Assessments produced to support the Scheme development will further identify any negative impacts that may occur. A full EQIA for the Scheme will be developed at an appropriate stage in the design, which will enable a detailed assessment of the impact of the project at that time. Continued consultation as part of the Environmental Impact Assessment process will help identify any potential adverse impacts that may not already have been identified or considered.

## **6. What equality monitoring systems have been set up to carry out regular checks on the effects your strategy/project/policy has on equality target groups.**

An Access Statement will be produced as part of the project. Post-implementation of the scheme customer research could be undertaken to identify whether the Scheme has improved the travel experience of equality target groups. TfL and Greater London Authority Market Research reports will be reviewed periodically by TfL to determine any substantial changes at the junctions to the north and south of the Tunnel portals.

## **7. How will you introduce the strategy/project/policy including any necessary training? Does everyone involved in the strategy/project/policy know and understand what you have done? Are they able to put the strategy/project/policy into practice?**

Ongoing consultation undertaken as part of the Scheme development process will raise awareness of the Scheme to a wide audience. Consultation has included press releases, information via the TfL website, information letters distributed to local addresses, advertising on the Docklands Light Railway Network and consultation roadshow events. The planning process for dealing with nationally significant infrastructure projects such as Silvertown Tunnel is prescribed by the Planning Act 2008 (as amended by the Localism Act 2011). The process includes regulations for consulting with all interested parties (sections 42, 43 and 44 of the 2008 Act) and the need to produce a statement of community consultation. Statutory consultation events are planned for 2015.

Upon opening of the tunnel, clear signage and road markings will be in place.

## **8. How do we measure the success of the strategy/project/policy and functions and what are your performance indicators?**

Specific monitoring and data gathering activities will be undertaken to measure the success of the Scheme, including both quantitative and qualitative data gathering.

Quantitative data that can be collected would relate to:

- Traffic flows through the tunnels
- Bus journey times
- Accident statistics (for example numbers of people Killed or Seriously Injured (KSI) to confirm that there is no increased impact on pedestrians); and
- Pedestrian and cyclist flows at the northern and southern interchanges.

Qualitative data may relate to the use of customer research surveys to identify various aspects of the success of the scheme, for example surveys of attitudes towards the new route and the corresponding benefits; surveys of users to identify what changes have been made to trips as a result of the Scheme and to measure customer satisfaction.

Measurable benefits might include:

- Numbers of users
- Journey time reductions
- Journey time reliability
- Modal shift from other public transport modes

# Appendix 1

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## Demographic Profile

# Appendix 1      Demographic Profile

## **Gender and Age**

Tables 1 and 2 summarise the age profile of the resident population within each Borough, compared with the UK as a whole; and provide information on the proportion of men and women within each Borough. Figures 1-3 illustrate population by age and gender for the three London boroughs of Newham, Greenwich and Tower Hamlets. Data is taken from mid-year population estimates for 2013 (Office for National Statistics).

# Population Pyramid Mid-2013 Newham

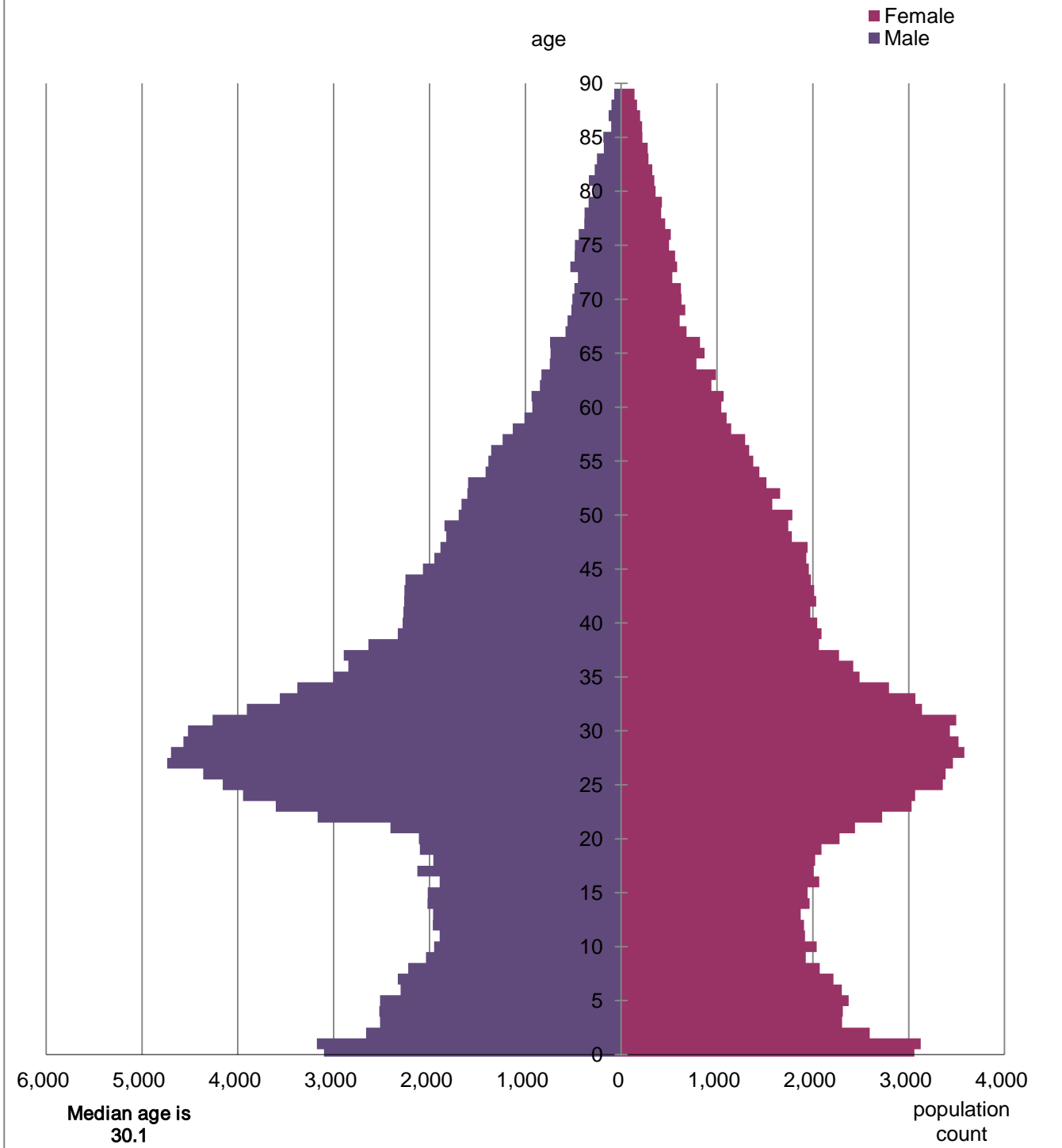


Figure 1 – Population Pyramid for London Borough of Newham

# Population Pyramid Mid-2013 Tower Hamlets

Female

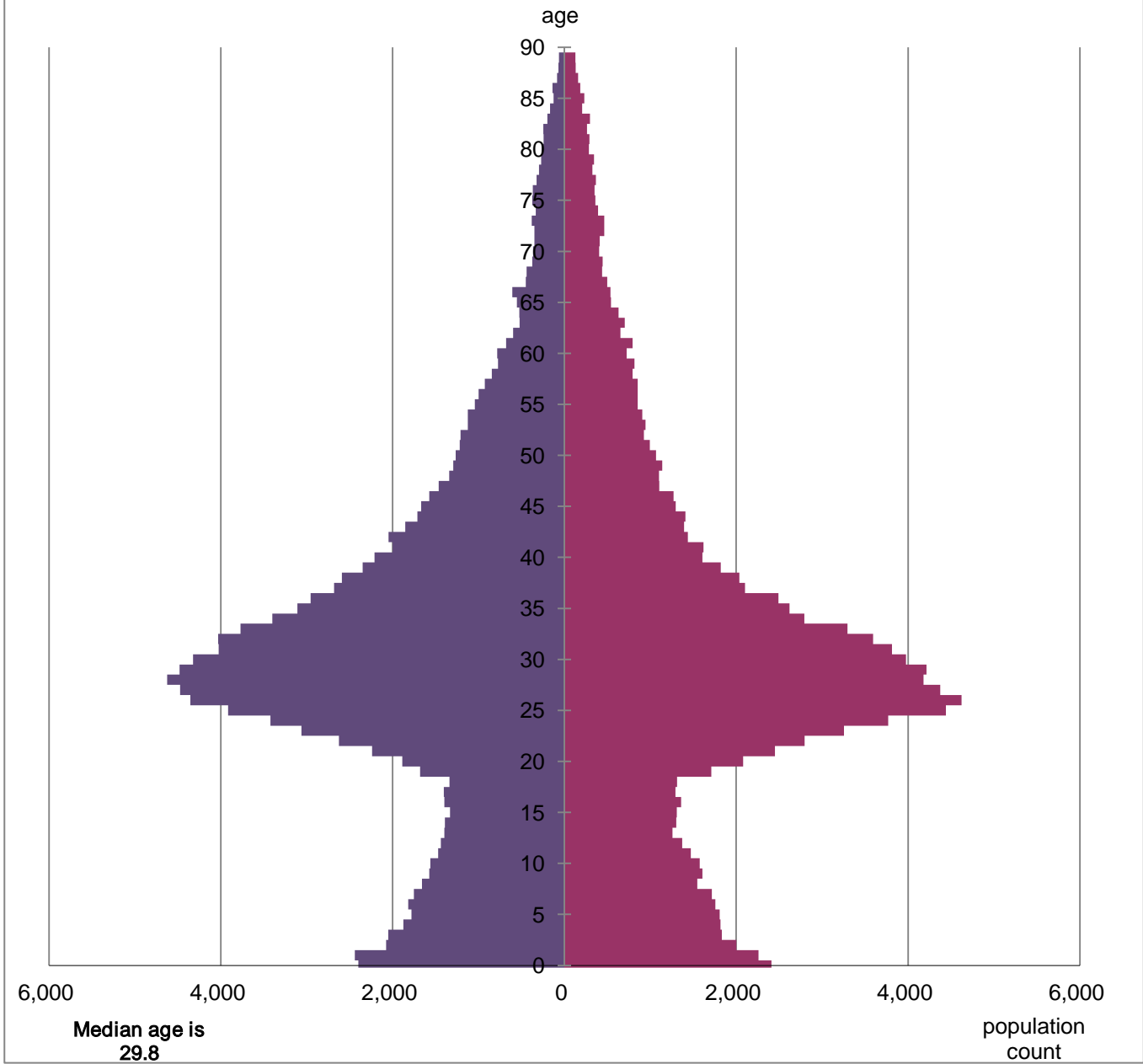


Figure 2 – Population Pyramid for London Borough of Tower Hamlets

# Population Pyramid Mid-2013 Greenwich

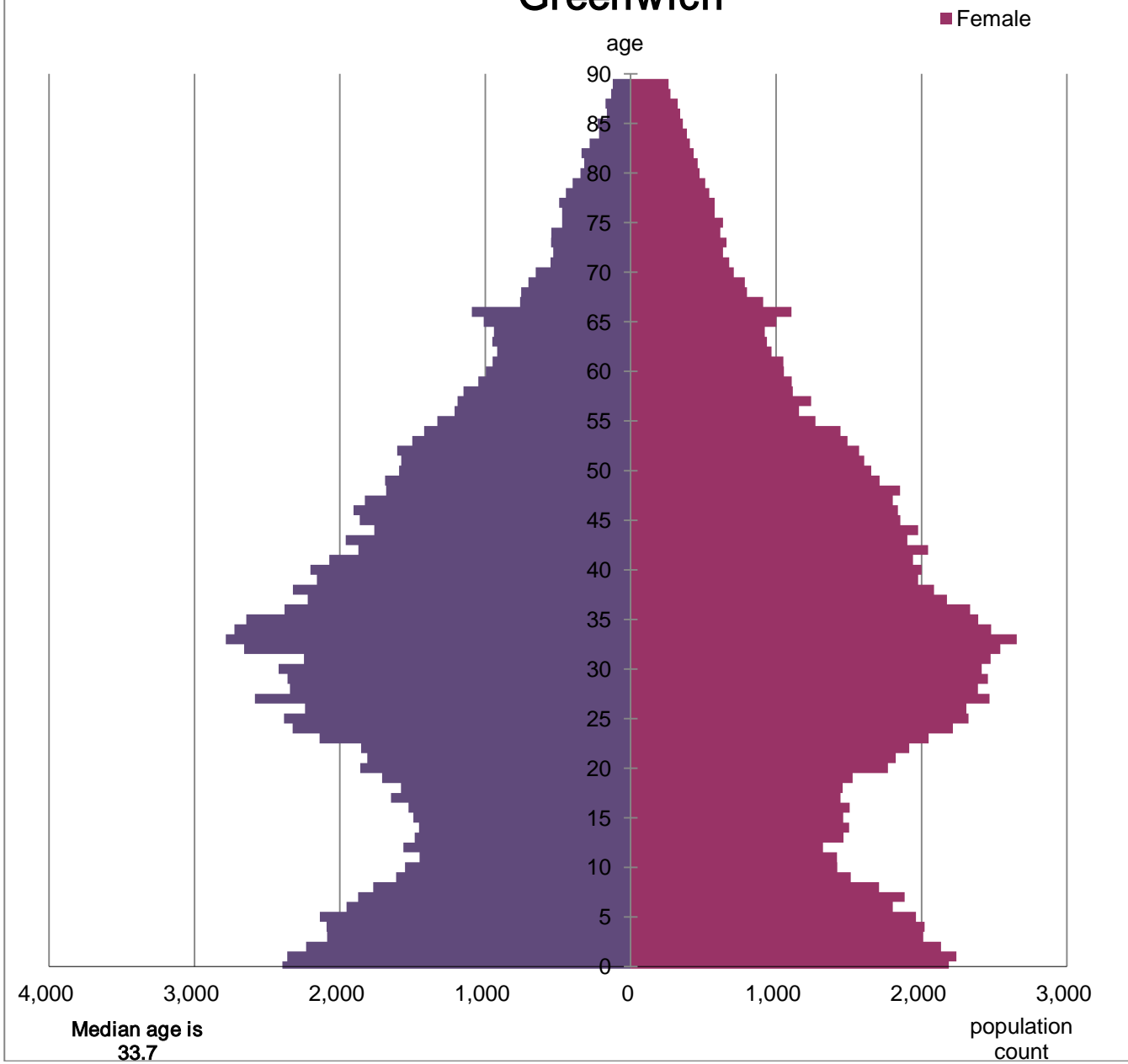


Figure 3 – Population Pyramid for London Borough of Greenwich

Table 1 sets out a summary of the age profiles for each of the three London Boroughs, together with that for the UK. Both the table and Figures 1-3 show that the three London Boroughs have a younger population than is the case for the UK as a whole, with smaller proportions of residents in age groups from 45-49 onwards. Both Newham and Tower Hamlets show high proportions of their resident population within the 20-35 age range.

**Table 1 – Age Profile Summary**

Age Range	Newham	Tower Hamlets	Greenwich	UK
0-4	8.60%	7.75%	8.24%	6.31%
5-9	7.01%	6.24%	6.90%	5.90%
10-14	6.13%	5.22%	5.54%	5.52%
15-19	6.36%	5.18%	5.82%	6.05%
20-24	9.04%	10.11%	7.49%	6.71%
25-29	12.51%	16.01%	9.04%	6.80%
30-34	11.17%	13.57%	9.62%	6.78%
35-39	7.87%	9.07%	8.59%	6.21%
40-44	6.72%	6.34%	7.48%	7.01%
45-49	5.95%	4.86%	6.83%	7.28%
50-54	5.01%	3.95%	5.86%	6.72%
55-59	3.89%	3.21%	4.48%	5.80%
60-64	2.87%	2.42%	3.67%	5.50%
65-69	2.13%	1.79%	3.38%	5.46%
70-74	1.70%	1.43%	2.32%	3.94%
75-79	1.37%	1.24%	1.94%	3.26%
80-84	0.92%	0.90%	1.39%	2.43%
85-89	0.48%	0.48%	0.90%	1.47%
90+	0.27%	0.24%	0.54%	0.84%

Table 2 shows that for all three Boroughs, the male population is higher than for London and England as a whole.

**Table 2 - Gender**

	Newham (%)	Tower Hamlets (%)	Greenwich (%)	London (%)	England (%)
Men	52.1	51.5	49.6	49.3	49.2
Women	47.9	48.5	50.4	50.7	50.8

Source: 2011 Census Data



## Race

Table 3 shows population for the three Boroughs by ethnic identity, with London, the South East of England and England as a whole for comparative information. The London Boroughs of Newham and Greenwich both show high proportions of residents with Black/African/Caribbean and Black British ethnic identities (19.6% and 19.1% respectively); Tower Hamlets has a particularly high proportion of residents of Asian/Asian British: Bangladeshi ethnic identities (32%).

**Table 3 – Ethnic Identity**

	Ethnic Identity (%)									
	White	Gypsy / Traveller / Irish Traveller	Mixed / Multiple Ethnic Groups	Asian / Asian British Indian	Asian / Asian British: Pakistani	Asian / Asian British: Bangladeshi	Asian / Asian British: Chinese	Asian / Asian British: Other Asian	Black / African / Caribbean / Black British	Other
Newham	28.8	0.2	4.5	13.8	9.8	12.1	1.3	6.5	19.6	3.5
Tower Hamlets	45.1	0.1	4.1	2.7	1	32	3.2	2.3	7.3	2.3
Greenwich	62.3	0.2	4.8	3.1	1	0.6	2	5	19.1	1.9
London	59.7	0.1	5	6.6	2.7	2.7	1.5	4.9	13.3	3.4
South East	90.5	0.2	1.9	1.8	1.1	0.3	0.6	1.4	1.6	0.6
England	85.3	0.1	2.3	2.6	2.1	0.8	0.7	1.5	3.5	1

Source: ONS Census Data 2011

## Faith

The table below shows religious identity for the three London Boroughs taken from ONS Census data 2011. The 2011 Census was the first to ask a question about religious identity; the question was not compulsory to answer, hence inclusion of the 'not stated' category. The UK wide responses to this question revealed that London was the most diverse region in the UK from a faith perspective, with the highest proportions of people identifying themselves as Muslim, Buddhist, Hindu and Jewish. A high proportion of residents in both Newham and Tower Hamlets identified themselves as Muslim (32% and 34.5% respectively).

**Table 4 - Religious Identity**

	Religion (%)								
	Christian	Buddhist	Hindu	Jewish	Muslim	Sikh	Other	No Religion	Not Stated
Newham	40	0.8	8.8	0.1	32	2.1	0.4	9.5	6.4
Tower Hamlets	27.1	1.1	1.7	0.5	34.5	0.3	0.3	19.1	15.4
Greenwich	52.9	1.7	3.6	0.2	6.8	1.4	0.4	25.5	7.6

London	48.4	1.0	5.0	1.8	12.4	1.5	0.6	20.7	8.5
England	59.4	0.5	1.5	0.5	5.0	0.8	0.4	24.7	12.0

Source: ONS Census Data 2011

## Disability

Table 5 shows that only Greenwich has a higher proportion of the population affected by long-term health problems or disability than is the case for London as a whole, although for all boroughs this figure is lower than the comparable figure for England.

**Table 5 - Long-Term Health Problems or Disability**

	Newham (%)	Tower Hamlets (%)	Greenwich (%)	London (%)	England (%)
Long-term health problem or disability	13.87	13.50	15.10	14.16	17.64

Source: 2011 Census Data

## Sexual Orientation

The Integrated Household Survey (IHS) collects data on an annual basis relating to topics such as sexual identity, perceived general health, housing and employment (Ref 4-1). These statistics are designated as experimental by the Office for National Statistics, although they do provide useful information relating to individual topic areas.

In terms of sexual identity, the IHS found that, in 2012, 1.1% of adults in the UK identified themselves as gay or lesbian and a further 0.4%, as bisexual. Young people aged 16-24 were more likely to identify themselves as gay, lesbian or bisexual (2.6%) than people in other age groups. Looking at sexual identity by region, London had the highest proportion of adults who described themselves as gay, lesbian or bisexual (2.5%) (IHS 2012).

## Unemployment

Table 6 shows unemployment rates for each borough, together with comparative information for London and the UK. All three boroughs had higher unemployment rates than either for London as a whole or the UK as of June 2013. Tower Hamlets has the third highest unemployment rate in London (the highest is Barking and Dagenham, with an unemployment rate of 5.6%).

**Table 6 - Unemployment (Claimant Counts) 2013**

	2013
Newham	4.8%
Tower Hamlets	5.1%
Greenwich	4.2%
London	3.6%
UK	3.5%

Source: Census Data