Cycling Connections

The Cycling Plan for Tower Hamlets
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Cycling has a major role to play in any sustainable transport strategy. It helps tackle traffic congestion, improves local air quality and reduces carbon dioxide emissions. In London, almost 55% of car trips are less than three kilometres, making them perfect candidates for cycling as these types of journeys take less than 15 minutes. If only a percentage of these trips were taken by bike, we could considerably reduce local congestion and improve our borough’s environment.

Car ownership in Tower Hamlets is relatively low and most people in the borough rely on public transport. However, parts of the local road network have reached capacity during peak hours and cycling offers an alternative, and often more enjoyable, means of moving around.

Cycling also increases people’s health and fitness. This positive spin-off is becoming more important as obesity levels continue to rise, particularly in children, with nearly 25% now classed as obese. The council wants to see Tower Hamlets become one of London’s most active and healthy boroughs by 2020. We aim to reduce the proportion of overweight and obese children to 2000 levels by encouraging healthier, more climate-friendly lifestyles – and cycling is a key part of the solution.

Despite these benefits, Tower Hamlets Council recognises that cycling’s popularity will only increase with purposeful encouragement and progressive planning.

We are committed to increasing the uptake of cycling throughout the borough and this ‘Cycling Connections’ document outlines our plan for promoting this important form of travel up to the year 2020.

Autumn 2009

Cllr Marc Francis
Lead Member
Housing and Development

Cllr Abdal Ullah
Lead Member
Cleaner, Safer, Greener
Introduction – towards a cycling-friendly transport future
In London, there has been a rapid growth in cycling since 2003. There was a 43% increase in cycling for travel into central London between 2003 and 2006, including a 17% increase in total cycle trips on the Transport for London Road Network each year. We will, therefore, consider the needs of cyclists and give increased emphasis on this key form of travel to create a cycling-friendly transport future for all.

In 2003 we published ‘Going by bike’. This previous cycling plan developed a five Es mechanism to deliver the targets and objectives that we are now using to take forward our new Cycling Plan outlined in this document.

The five Es are:

- Engineering
- Engagement
- Education
- Encouragement
- Evaluation

This cycling plan is aimed at everyone who lives, studies or works in Tower Hamlets. We are aiming to promote an inclusive, pleasant and safe cycling environment for all our diverse communities who would like to ride a bike.

However, in 2008, only 33% of cyclists were women and 21% of cyclists were from black and minority ethnic groups. Therefore, we aim to encourage more people in our diverse community to start cycling.

With new cycling initiatives and actions, Tower Hamlets Council aims to deliver an excellent cycling experience for all local citizens in order to become one of the most active and healthy boroughs in London by 2020.

Cycling has a key role to play in addressing challenging issues, including:

- Climate change
- Health
- Congestion
- Road safety
- Air quality
- Accessibility
Policy context
National Transport Policy

The Future of Transport: a network for 2030

This transport white paper looks at the factors that will shape travel, and UK transport networks, over the next 30 years. It sets out how the Government will respond to these challenges.

The paper also maps out the Government’s aim to make cycling a more convenient, attractive and realistic choice for many more short journeys, especially those to work and school. It cites the need to reduce congestion, improve health and create more pleasant places to live as key issues that cycling can address.

Regional Policy

London Plan

The London Plan is the strategic plan setting out an integrated social, economic and environmental framework for the future development of London, looking forward 15–20 years. The Plan sets out the policy framework for the Mayor’s involvement in major planning decisions in London and provides the London-wide context within which individual boroughs must set their local planning policies. Below are two policies relevant to the promotion of cycling.

Policy 3C.3 ‘Sustainable transport in London’ states:

The Mayor will and strategic partners should support:

- **Access improvements to and within town centres and their residential hinterlands by public transport** – including by improved bus services, walking and cycling – and between town centres by improved bus services, more frequent rail services and, where appropriate, new tram and bus transit schemes.

- **Improved, sustainable transport between suburban centres, particularly by enhanced bus services, walking and cycling and by greater integration between bus, rail and underground services.**
Policy 3C.21 ‘Improving conditions for cycling’ states that borough development policies should:

- Identify and implement high quality, direct, cycling routes, where possible segregated from motorised traffic, giving access to public transport nodes, town centres and key land uses
- Ensure that routes are segregated from pedestrians as far as practical, but are not isolated
- Identify, complete and promote the relevant sections of the London Cycle Network Plus, and other cycling routes
- Take account of measures identified in the TfL Cycling Action Plan
- Encourage provision of sufficient, secure cycle parking facilities within developments

**Mayor’s Transport Strategy**

The Mayor’s Transport Strategy sets the policy framework for transport in London. London boroughs are required to produce Local Implementation Plans (LIPs) to set out how they will implement the Strategy.

The LIPs need to include timetables for delivery and identify the resources required. Clear action plans with annual milestones will be required, particularly for major initiatives and programmes. Funding decisions will be made in light of these plans.

In November 2008, the Mayor published the TfL Business Plan which set out six delivery priorities and ‘To lead a revolution in cycling and walking’ was one of these priorities. The plan pledges unprecedented levels of investment in cycling, as well as implementation of a range of local improvements in partnership with London’s boroughs, to collectively achieve a ‘cycling revolution’.

**Local Policy**

**Community Plan: ‘One Tower Hamlets’**

In Tower Hamlets, we are committed to improving the quality of life for all our citizens. Our Community Plan, ‘One Tower Hamlets’, sets out our future shared, sustainable vision for the borough.

The aim of the 2020 Community Plan is to “improve the quality of life for everyone who lives and works in the borough.”

To turn this vision into reality, the plan is split into four themes – each designed to confront the borough’s opportunities and challenges – to deliver lasting improvements for local people.
The four themes are:

- A Great Place to Live
- A Prosperous Community
- A Safe and Supportive Community
- A Healthy Community

The need to promote green travel is recognised in the plan, and cycling can play a key role in addressing its key themes:

- Cycling can contribute to making Tower Hamlets a great place to live by improving connectivity between places and reducing impacts of road transport such as noise and air pollution
- Cycling can facilitate a prosperous community by increasing direct access to jobs and public transport services
- Cycling can foster a safe and supportive community by encouraging increased activity in our streets and public spaces and reducing motor traffic
- Cycling can contribute towards a healthy community by increasing daily exercise and improving overall fitness

**Local Development Framework (LDF)**

The LDF is our Interim Planning Guidance and sets out the council’s Core Strategy and Development Control policies. Chapter 7, ‘A well connected borough’, sets out policies to achieve sustainable transport and local connectivity. Policies relevant to promoting cycling include:

**CP40: A Sustainable Transport Network**
This policy highlights the need to develop cycle routes in the borough, including local borough routes and through routes such as the London Cycle Network (LCN) and Greenways.

**CP41: Integrating Development with Transport**
This policy focuses on the integration of new development and transport to achieve more sustainable patterns of travel. Measures include the provision of cycling facilities within new development, and land use patterns which promote easy access to jobs and facilities.

**CP42: Streets for People**
This policy seeks the creation of better and safer streets with measures to enhance the safety of all road users, especially cyclists and pedestrians.

**Making Connections**

‘Making connections > Towards a climate-friendly transport future 2008 – 2033’ sets out the council’s vision to promote greener, more climate-friendly travel. Increasing cycling is one of the key commitments to create a healthier and more accessible environment to reduce the effects of poor air quality and road traffic.
What we aim to achieve by 2020
Cycling Plan Objectives

Below are this Cycling Plan’s objectives. A series of targets have been formulated to measure the progress of each objective.

**Objective 1: Maximise the role of cycling as a priority form of travel to reduce traffic congestion and improve air quality.**

CPT1: Double the 2008 average cycling trips, from 12.5 trips to 25 trips per resident by 2020.

CPT2: 6% modal share of all personal journeys to be made by cycling by 2020, up from 2% in 2008.

**Objective 2: Provide safe, convenient, efficient and attractive cycling conditions across Tower Hamlets.**

CPT3: Progress projects involving new cycle routes.

CPT4: Improve at least 3km of existing cycle routes annually.

CPT5: Provide 600 new publicly accessible cycle parking spaces every year.

CPT6: Reduce reported cycle thefts by 10% by 2020.

CPT7: Reduce the accident casualty rate for cyclists (from 2007 figures) by 10% in five years and by 20% in 10 years.

**Objective 3: Improve awareness and understanding of the benefits of cycling amongst all road users, employers, service providers and local citizens.**

CPT 9: A minimum of 200 residents each year to attend cycling or active travel events.

CPT 10: A minimum of 200 additional residents each year to receive travel information, including high quality cycling information.

**Objective 4: Improve health by increasing levels of physical activity through cycling projects in the borough.**

CPT11: Ensure that 80% of all Year 6 children receive cycle training every year by 2015.

CPT12: Each year 3000 residents, including adults and children aged 12 years and older, will receive cycling training until 2020.

**Objective 5: Improve and promote partnership working and coordination to deliver this Cycling Plan’s overall vision.**

CPT 13: 80% satisfaction level achieved from annual surveys distributed to stakeholders.
Facts about cycling

Did you know...

- Cycling is often the fastest form of transport over short to medium distances in urban areas.
- Cycling is a cheap and reliable way to improve access and enhance social inclusion – for example, you can save up to £500 a year if you switch from car/bus to cycling when your journey to work is less than 8 kilometres.
- Cycling is an efficient use of road and parking space – road capacity is increased by up to tenfold if bikes are used instead of cars and ten cycles can be parked in one car parking space.
- Cycling is good for the environment – helping to reduce carbon emissions compared to car use.
- Cycling is good for you – people who regularly cycle have an average fitness level of someone 10 years younger.
- Cycling is a convenient way to get around and lets you fit exercise into your daily routine. It is recommended to ride a bike for 20 to 30 minutes three times a week to achieve the minimum level of weekly physical activity.
- Cycling can make a major contribution to reducing obesity levels, helping to improve confidence and self-esteem among children and adults alike, and can also enhance mental wellbeing.
and in Tower Hamlets...

- Cycling has real health benefits – Tower Hamlets has some of the highest obesity levels in the country. Almost a quarter of children aged 10 and 11 are obese with activity levels lower than the national average.

- Cycling is being developed as part of an active travel strategy as part of our ‘Healthy Borough’ programme in partnership with NHS Tower Hamlets to improve fitness for all.

- With relatively short average trip distances and few hills, the potential for cycling to replace car journeys and public transport trips in Tower Hamlets is significant.

- This plan aims to enhance the existing cycling programmes in the borough, including cycle training for schools and adults, a variety of cycling events and key cycle lanes as an integrated programme for the future delivery of these cycling measures.
Delivering this Cycling Plan
Engineering

This section sets out the engineering solutions that will be implemented to meet the objectives of this plan. Development and maintenance of appropriate and high quality cycle infrastructure is an essential part of encouraging more people to take up cycling, as well as improving conditions for existing cyclists. This includes prioritising, route selection, design, quality of implementation, signage and parking.

Two significant barriers to cycling that have been identified are the lack of adequate cycle routes and the lack of adequate cycle parking. Below is an outline of how we intend to address these barriers.

**Cycle Routes**

We seek to ensure that cycle routes are implemented and evaluated to the highest standards. We use TfL’s London Cycle Design Standards (LCDS) to ensure good quality design and implementation of all cycle routes in the borough and use the Cycle Route Implementation and Stakeholder Plan (CRISP) process to evaluate and monitor the quality of existing routes.

CRISP is an enhanced feasibility study process that supports cycling scheme planning, programming, design and implementation of improvements for cyclists along major cycle routes in Tower Hamlets. The CRISP process involves a systematic review of the existing conditions for cycling on a particular link, working with stakeholders to identify opportunities to improve a selected cycle route. The result of the process is a series of recommendations to be considered and taken forward with budget cost estimates and a provisional outline programme prepared. To date, CRISP studies have been carried out for LCN+ routes.

There are different types of cycle routes in Tower Hamlets including:

**LCN+**

The LCN+ is a planned 900km network of radial and orbital routes for cyclists covering the whole of London, which will be completed in 2010. The LCN+ is characterised by:

- a socially inclusive cycling environment where high quality standards are maintained
- routes that are continuous, fast, safe, comfortable and easy to use
- clear guidance on surface treatment and road markings where there is potential conflict between cyclists and other road users

The LCN+ forms part of the larger London Cycle Network and is an attempt at refining this network in terms of its priority strategic routes. In Tower Hamlets, there are six LCN+ routes which have all been evaluated through the CRISP process.
Route 194: This route runs along the A11 linking Aldgate with Bow.
Route 195: This busy commuter route runs east-west along Cable Street connecting the City with Canary Wharf.
Route 196: This route is north-south and links Hackney with the south of the borough.
Route 197: This route links the City with Whitechapel along Hanbury Street.
Route 199: This route links Cambridge Heath Road with Bow through Old Ford Road near to Victoria Park.
Route 200: This route runs through Victoria Park.

Cycle Superhighways
The aim of the Cycle Superhighways is to provide safe, direct and continuous routes into central London from the outer boroughs. There will be 12 routes by the end of 2012, with the first two opening in May 2010. They will make life easier for cyclists and encourage those who travel in to work by other modes of transport to commute by bike. Safe signals, road markings and continuous cycle lanes at junctions will help cyclists keep safe. TfL have unveiled proposed routes for the first two of London’s twelve Cycle Superhighways. One of the two pilot routes, which will be up and running in May 2010, is from Barking to Tower Hill via the A13 and Cable Street. We are working with TfL to make sure the first cycle superhighway is completed on time.

TfL Cycle Superhighways
Cycle Superhighways are a set of high-profile radial routes into and out of Central London that will concentrate cycle flows and provide a fast and efficient way across London. These cycle superhighways will provide safe, direct, continuous, visible and comfortable cycling connections.

The scheme will comprise a package of innovative measures, including information along key routes, to encourage people to cycle more. They will align with known key cycle flows, the LCN+ and bus lanes and also include engineering interventions where necessary.
Connect2
The Connect2 network in the borough includes a new walking and cycling bridge over the Regent’s Canal in Mile End Park. This new bridge forms the hub of a network of priority routes for walkers and cyclists connecting Bethnal Green to Bow and the Olympic Park beyond. This will allow journeys between residential areas, schools, hospitals and shops to be made in a pleasant, traffic-free environment, avoiding busy Mile End Road and Roman Road.

Greenways
Greenways are safe, pleasant routes running through parks, forests, waterways and quiet residential streets. One Greenway in the borough links the Docklands in the south to Hackney by running along the Regent’s Canal. The borough’s canal towpaths present opportunities for developing safe and convenient cycling routes away from road traffic. We will continue to explore these opportunities and work to improve connectivity and promote additional pedestrian and cycling crossings.
Olympic Walking and Cycling Routes

The 2012 Olympic and Paralympic Games provide a golden opportunity for Tower Hamlets. The Olympic Delivery Authority (ODA) is investing to make walking and cycling a more appealing mode of travel to the 2012 games. In Tower Hamlets, several walking and cycling routes, for example, the elevated Greenway, Limehouse Cut, Lower Lea, Victoria Park and Stepney are identified as key areas for improvement. These cycling improvements will further enhance the levels of permeability and accessibility in the borough.

The ODA walking and cycling routes
Adequate provision of cycle parking is an essential factor in influencing the take up of cycling as a mode of travel in the borough. Cycle parking as close as possible to the cyclist’s destination can have a significant effect on overall journey-time. It may also lessen the risk of conflict with pedestrians. Generally, facilities that are more than 50 metres from the destination will not be used for short-stay parking or by anyone in a hurry.

On-street cycle parking
At Tower Hamlets Council we have a rolling programme of identifying current demand and accommodating future demand for on-street cycle parking spaces. Public railings often provide a good, if unofficial, alternative particularly in areas where space is limited, but this situation is not ideal and we are working to ensure that adequate on-street parking is provided in high demand areas.
Cycle parking in new developments
The council’s Local Development Framework (LDF) is our interim planning guidance and sets standards for new development in the borough. These standards detail the council’s requirements in terms of cycle parking in the borough and these vary according to the size and type of development. For example, these standards require that residential developments provide at least one cycle parking space for each new home. Cycle parking standards also guide the type and layout of cycle parking.

Existing residential estates
The response from external consultation has highlighted a significant need to address the lack of cycle parking provision within existing housing estates and developments. We are committed to working in partnership with Tower Hamlets Homes, social landlords and private land owners to identify demand and implement publicly accessible parking spaces where demand is identified.

School/workplace cycle parking
The council is engaged in a programme to work with schools and small and medium enterprises to take up and implement travel plans. The provision of cycle parking for visitors and staff is a key element from the package of measures the council seeks to be included in travel plans submitted for review.
Cycle Hire

From summer 2010, TfL will be rolling out the London Cycle Hire scheme which will provide Cycle Hire Stations throughout fare zone 1 in central London.

The scheme provides bicycle sharing for short journeys in and around central London allowing the user to be able to pick up a cycle from a Cycle Hire docking station and then drop it off, ready for the next person.

The Cycle Hire scheme will be instrumental in making Tower Hamlets a more cycle-friendly borough and has the potential to not only promote cycling as a travel mode but also enhance connectivity between places.

Although the initial phase will reach as far into the borough as Whitechapel, we are committed to making the case for expansion to the rest of Tower Hamlets.

Cycling Action Plan

There are a number of measures and targets listed in the Cycling Action Plan at the end of this document which set out how we intend to meet Objective 2 of this plan to ‘provide for safe, convenient, efficient and attractive cycling conditions across Tower Hamlets’.

TfL London Cycle Hire Scheme

A new TfL Cycle Hire scheme is due to be introduced into central London in 2010. The scheme will allow the user to pick up a bike at a docking station and then return it to any other docking station. Tower Hamlets will initially have 17 docking stations. We have also identified approximately 40 further/additional docking stations for the rest of the borough as the scheme expands over time.

Artist’s impression – indicative location © TfL 2009
**Engagement**

We will work closely with local cycling organisations to further promote cycling for those who work, live or study in Tower Hamlets.

Working in partnership to reduce some of the barriers to cycling will be essential to the development of cycling in the borough.

**NHS Tower Hamlets**

NHS Tower Hamlets (NHS TH) has invested in a three year Sustrans ‘Bike It’ programme in Tower Hamlets to boost cycling amongst school children, so helping to reduce traffic congestion, pollution and increase physical activity levels. This project works closely with pupils (and parents/carers) to break down the barriers they may face when considering cycling to school. Further close partnership working with NHS TH to engage with other groups will be vital to supporting the aims of this plan.

**Cycle Security**

The council will continue to work closely with the public to identify cycle theft hotspots and formulate appropriate solutions. We will also raise cyclists’ awareness of bike security through a number of schemes, such as encouraging bike users to register their bicycle model, make and frame number at ‘Immobilise’ or providing information on good quality locks and cycle insurance.

**Volunteer Ranger Programme**

We will not only seek to engage organisations to help us develop cycling, but work to encourage ownership and responsibility amongst individuals. A good example of this will be our Volunteer Ranger Programme, whereby residents in Tower Hamlets will be asked to take ‘control’ of sections of cycling routes, assisting the council with monitoring of routes and identifying any issues that need to be addressed.
Education

The reality of cycling is that the dangers are often over-estimated and the benefits under-estimated. Reversing these perceptions is vital, particularly at a young age, to ensure that residents are aware of the benefits of cycling. Education is an important part of promoting the benefits of cycling. In order to enable more people to cycle, we need to equip them with the skills they need to cycle safely.

Cycle Training Programmes

Tower Hamlets Council promotes ‘Inclusive Cycling for All’ and we offer safe cycle training to people who have specific training requirements. We have been providing a range of cycle training schemes for a number of years, including free cycling training to all children from year groups 6 to 13. We also offer one-to-one cycle training for adults, up to Level 3 of the National Standard, to equip our citizens with the skills and training to cycle competently on our streets.

We offer Tower Hamlets residents free adult cycle training and a cycle buddying scheme. The cycle training scheme offers one-on-one sessions with a qualified cycle instructor rather than in a group. For those who would prefer a female cycling instructor this can be arranged upon request.

The cycle buddying training programme is designed for those who have reached a competent level to cycle on the road. This scheme provides for a professional instructor to ‘buddy’ you on a useful journey (for example from home to work), helping you to understand and cycle the safest and most convenient route. Each participant is entitled to one hour long buddying session.

In addition, free cycle training is also offered to children over the age of nine through local schools.

The purposes of cycle training are to:

• Develop observation and manoeuvrability skills
• Learn the importance of cycle maintenance and hazard awareness
• Find out about the Highway Code
• Get information and advice on wearing protective helmets and being clearly visible on the road
Bike It
Led by sustainable transport charity Sustrans, the Bike It project was launched in September 2008 and will run until July 2011. Each academic year, it will focus on ten schools in the borough. The main aim of the project is to tackle childhood obesity through increasing physical activity via cycling to school.

Tower Hamlets Active Travel
A series of travel awareness campaigns each year will endorse the above approach and encourage cycling through innovative initiatives, such as those that fall under the previously mentioned Healthy Borough project. These schemes will come under the banner of Tower Hamlets Active Travel, an umbrella project to promote walking and cycling that will involve careful evaluation.
**Tower Hamlets Active Travel (THAT)**

THAT is a cross-cutting set of programmes designed to encourage increased levels of walking and cycling in the borough. A wide variety of initiatives are being funded up to March 2011 following Tower Hamlets Council’s successful bid to the Government for ‘Healthy Borough’ funding.

Under THAT, numerous cycling projects will be encouraged, working within organisations and communities in the borough. Good examples of this are the development of ‘Cycling on Prescription’ schemes that have been piloted in Tower Hamlets, one-to-one active travel advice for citizens living in key areas, increasing the scope of a local ‘All Ability Cycling Club’, as well as development of Travel Plans in third sector organisations to support employees cycling to work, and many more.

All the schemes under this project will be monitored to assess effectiveness, with the objective of rolling them out beyond 2011.
Encouragement

Tower Hamlets Council has a rich history of promoting and encouraging sustainable travel. In 2003, the council launched its ‘Good Going’ travel awareness campaign. This initiative was adopted by several London boroughs before becoming the standard for good practice in travel awareness across London. This Cycling Plan will look to build on and develop a variety of work already progressed in this area.

All Ability Cycling Club

The All Ability Cycling Club, operated by Bikeworks, regularly attracts over 15 participants to its fortnightly sessions and has some 50 participants registered as part of the club. The Bikeworks manager notes that many of these participants, who have either learning and/or mobility difficulties, have seen a ‘fantastic transformation physically and emotionally’ through cycling, and it is the aim of the project to evaluate these changes in detail through to March 2011.
Cycling Among BME Groups

It is especially important to promote and encourage cycling groups that have historically shown low cycling levels. In particular, this will mean the support and development of initiatives that encourage cycling amongst women, black minority ethnic (BME), disabled and older people’s groups. The ‘Jagonari’ female ethnic minority cycling group is one such initiative. The project is aiming to foster the development of cycling within the Bangladeshi population through the provision of cycle training as well as the training of cycle instructors from within the BME communities.

Cycling Events

We will use annual events – including Bike Week and European Mobility Week – as focus points for celebrating and further developing cycling in our community, through events, initiatives and tying into existing pan-London cycling projects.
Evaluation

Measuring performance is a key component of this Cycling Plan and will be crucial in determining if we are on the right track. Below is a table of each target we will use to monitor progress, together with the source of data for each target.

<table>
<thead>
<tr>
<th>Target</th>
<th>Data source</th>
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</table>
| CPT1: Double the 2008 average cycling trips, from 12.5 trips to 25 trips per resident by 2020. | London Travel Demand Survey (LTDS)  
The LTDS is an annual survey commissioned by Transport for London (TfL). It provides a comprehensive picture of travel in London today and covers walking, cycling, and public transport as well as journeys made by cars, vans and motorbikes. |
| CPT2: 6% modal share of all personal journeys to be made by cycling by 2020, up from 2% in 2008. | LTDS |
| CPT3: Progress projects involving new cycle routes. | Data to be supplied by Sustainable Initiatives Team. |
| CPT4: Improve at least 3km of existing cycle routes annually. | Data to be supplied by Sustainable Initiatives Team. |
| CPT5: Provide 600 new publicly accessible cycle parking spaces every year. | Cycle parking audit/cycle parking projects undertaken in past year. |
| CPT6: Reduce reported cycle thefts by 10% by 2020. | Borough reported crime data. |
| CPT7: Reduce the accident casualty rate for cyclists (from 2007 figures); by 10% in five years and by 20% in 10 years. | Road Traffic Injuries – Police collected data (STATS 19)  
A form called STATS 19 is completed by the police after all road traffic accidents where at least one person is injured. The data is supplied to local authorities where it is used by officers to identify accident hotspots and will be used to measure progress on this target. |
| CPT12: Each year 3000 residents, including adults and children aged 12 years and older, will receive cycling training until 2020. | Data to be supplied by Sustainable Initiatives Team. |
Funding

Local Implementation Plan (LIP) Funding
The primary way for funding the Tower Hamlets Cycle Plan will continue to be TfL through the LIP process. The annual TfL funding bids will form the main source of funding to implement non-LCN+ local schemes including local cycle routes, cycle parking, cycle training, promotional events and awareness raising schemes.

Alternative sources will include:

Developer contributions from S106 agreements/Potential for securing development funding
According to the London Plan, “major new developments should provide new, high quality, segregated pedestrian and cycle routes, which are direct and provide good connections to the existing pattern of streets, and to bus stops and stations” (Mayor of London, 2004 p.154).

We intend to maximise the benefits of new development in Tower Hamlets by ensuring the impacts from new schemes are mitigated by securing funding for the promotion of cycling.

NHS Tower Hamlets Funding
NHS Tower Hamlets continues to provide ongoing funding for the delivery of a range of cycling schemes in the borough. Tower Hamlets became the first area in the UK to appoint a Sustrans ‘Bike It’ officer solely through Primary Care Trust funding, which will support that post up to summer 2011. Recurrent funding is also provided by Tower Hamlets NHS for the Cycling on Prescription scheme.

Healthy Borough Scheme
Tower Hamlets is one of nine ‘Healthy Towns’, following a successful bid to the Healthy Community Challenge Fund (Department of Health and Department of Children, Schools and Families). ‘Healthy Tower Hamlets’, our local Healthy Town, aims to test and evaluate different approaches to making regular physical activity and healthy food choices easier for local communities with the goal of preventing overweight and obesity. It focuses primarily on children and families, and includes a large emphasis on active travel initiatives, principally walking and cycling.

There is national funding of £4.68 million from December 2008 – March 2011 and local match funding of over £5 million. This is being used to create environments that support physical activity and access to healthy affordable food and to tackle the perceived barriers to being active and eating well identified by the local community.
This Cycling Plan has set out how we intend to make Tower Hamlets a more cycle-friendly borough between now and 2020.

We have identified five clear objectives below that will help deliver a better cycling future for all:

- **Objective 1:** Maximise the role of cycling as a priority form of travel to reduce traffic congestion and improve air quality
- **Objective 2:** Provide for safe, convenient, efficient and attractive cycling conditions across Tower Hamlets
- **Objective 3:** Improve awareness and understanding of the benefits of cycling amongst all road users, employers, service providers and local citizens
- **Objective 4:** Improve health by increasing levels of physical activity through cycling projects in the borough
- **Objective 5:** Improve and promote partnership working and coordination to deliver the Plan’s overall vision

Each of these objectives has a series of measures outlined in the following Cycling Action Plan. These measures will help to achieve each objective and deliver our vision for a cycle-friendly borough.

We have also devised a set of related targets to help us monitor progress over the life of this plan.
**Objective 1:** Maximise the role of cycling as a priority form of travel to reduce traffic congestion and improve air quality.

**Related Targets**

CPT1: Double the 2008 average cycling trips, from 12.5 trips to 25 trips per resident by 2020.

CPT2: 6% modal share of all personal journeys to be made by cycling by 2020, up from 2% in 2008.

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<th>Target</th>
<th>Timescale</th>
</tr>
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<tbody>
<tr>
<td>CPA: 1A – Promote cycling as an integral element of key strategies and plans, including the Community Plan, Local Development Framework (LDF) and the Air Quality Action Plan</td>
<td>How cycling is considered within key strategies and plans developed by the council</td>
<td>CPT1 CPT2</td>
<td>Ongoing</td>
</tr>
<tr>
<td>CPA: 1B – Secure additional funding for cycling infrastructure from developer contributions and partnerships</td>
<td>Level of cycling-related resources secured</td>
<td>CPT1 CPT2</td>
<td>Ongoing</td>
</tr>
<tr>
<td>CPA: 1C – Promote cycling as an integral part of improvements to the public realm</td>
<td>Positive evaluations of new public realm improvement schemes</td>
<td>CPT1 CPT2</td>
<td>Ongoing</td>
</tr>
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Objective 2: Provide safe, convenient, efficient and attractive cycling conditions across Tower Hamlets.

Related Targets
CPT3: Progress projects involving new cycle routes.
CPT4: Improve at least 3km of existing cycle routes annually.
CPT5: Provide 600 new publicly accessible cycle parking spaces every year.
CPT6: Reduce reported cycle thefts by 10% by 2020.
CPT7: Reduce the accident casualty rate for cyclists (from 2007 figures); by 10% in five years and by 20% in 10 years.

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<tr>
<td>CPA: 2A – Complete and implement the LCN+ in 2010 to London Cycle Design Standard Link 195, Link 196, Link 199, Link 197, Link 198, Link 200</td>
<td>Total length of the LCN+ network</td>
<td>CPT3</td>
<td>2010</td>
</tr>
<tr>
<td>CPA: 2B – Develop the local cycle network</td>
<td>Completion of CRISP studies on local routes</td>
<td>CPT3</td>
<td>2010</td>
</tr>
<tr>
<td>CPA: 2C – Implement the core phase of the Sustrans Connect2 cycle network</td>
<td>Total cycle length of Connect2</td>
<td>CPT3</td>
<td>2012</td>
</tr>
<tr>
<td>CPA: 2D – Develop the Olympic Greenway cycle routes and implement this route to London Cycle Design Standard</td>
<td>Total length of local cycle network developed</td>
<td>CPT3</td>
<td>2010</td>
</tr>
<tr>
<td>CPA: 2E – Develop and implement Cycle Audit procedure. Cycle audit will be used for new transport and land use developments to include on-street and community off-street provision (such as on estates)</td>
<td>Completion of new audit procedure</td>
<td>CPT4</td>
<td>2010</td>
</tr>
</tbody>
</table>
**Objective 2:** Provide safe, convenient, efficient and attractive cycling conditions across Tower Hamlets continued.

<table>
<thead>
<tr>
<th>Action</th>
<th>Indicator</th>
<th>Target</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>CPA: 2F – Map cycle parking and signage using an audit process across Tower Hamlets</td>
<td>Completion of cycle parking and signage audit</td>
<td>CPT4</td>
<td>2010</td>
</tr>
<tr>
<td>CPA: 2G – Install cycle parking facilities in new and existing developments and on-street in locations of increased demand</td>
<td>Number of cycle parking facilities provided</td>
<td>CPT4</td>
<td>Ongoing</td>
</tr>
<tr>
<td>CPA: 2H – Review levels of cycle parking and cycling at schools through the promotion of School Travel Plans</td>
<td>Number of School Travel Plans adopted Number of cycle parking spaces at schools</td>
<td>CPT4</td>
<td>2011</td>
</tr>
<tr>
<td>CPA: 2I – Improve access to cycle parking at stations and interchanges in partnership with TfL and Network Rail</td>
<td>Number of public transport operators adopting cycle-friendly measures</td>
<td>–</td>
<td>Ongoing</td>
</tr>
<tr>
<td>CPA: 2J – Identify cycling accident hotspots and create safer, more cycling-friendly environments</td>
<td>Reduction of cycling-related accidents</td>
<td>CPT6</td>
<td>On-going</td>
</tr>
<tr>
<td>CPA: 2K – Develop a cycle parking/workshop hub near Bethnal Green tube station</td>
<td>Development of a cycle parking hub</td>
<td>CPT4</td>
<td>Ongoing</td>
</tr>
<tr>
<td>CPA: 2L – Work with TfL to expand the London Cycle Hire scheme beyond fare zone 1 further into Tower Hamlets</td>
<td>Number of TfL cycle hire docking stations in fare zone 2</td>
<td>–</td>
<td>2015</td>
</tr>
<tr>
<td>CPA: 2M – Promote cycle deliveries as an integral part of sustainable servicing and delivery plans (DSPs) for new developments and travel plans</td>
<td>Number of DSPs Develop a cycle-delivery demonstration project in Tower Hamlets</td>
<td>–</td>
<td>Ongoing 2012</td>
</tr>
<tr>
<td>CPA: 2N – Mapping exercise to identify cycle crime hotspots using cycle theft data</td>
<td>Production of a borough map to identify cycle crime hotspots</td>
<td>CPT5</td>
<td>2010</td>
</tr>
</tbody>
</table>
**Objective 3:** Improve awareness and understanding of the benefits of cycling amongst all road users, employers, service providers and local citizens.

**Related Targets**
- **CPT 9:** A minimum of 200 residents each year to attend cycling or active travel events.
- **CPT 10:** A minimum of 200 additional residents each year to receive travel information including high quality cycling information.

<table>
<thead>
<tr>
<th>Action</th>
<th>Indicator</th>
<th>Target</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>CPA: 3A – Revise and update the Tower Hamlets cycling map as part of the series of active travel maps</td>
<td>Production and distribution of cycling maps Evaluate effectiveness of maps</td>
<td>–</td>
<td>2010</td>
</tr>
<tr>
<td>CPA: 3B - Encourage and promote cycling in schools, through the ‘safer routes to school’ programme, School Travel Plans and Bike It project</td>
<td>Level of modal shift to cycling over the course of these programmes</td>
<td>–</td>
<td>2010</td>
</tr>
<tr>
<td>CPA: 3C – Encourage and promote cycling to workplaces and key destinations through workplace- and destination-based travel planning</td>
<td>Level of modal shift to cycling over the course of these programmes; number of workplace travel plans implemented across all types of organisation</td>
<td>–</td>
<td>Ongoing</td>
</tr>
<tr>
<td>CPA: 3D – Develop events to raise awareness amongst disabled people ‘Getting Around’ events to include promotion of cycling</td>
<td>Number of participants at Getting Around events</td>
<td>CPT9 CPT10</td>
<td>Ongoing</td>
</tr>
<tr>
<td>CPA: 3E – Develop a user-friendly cycling website Update cycling pages on the Tower Hamlets Council website to become a ‘one-stop’ information shop for cycling Link to existing websites, including the Tower Hamlets PCT Time for Health Initiative and Tower Hamlets Active Travel Strategy</td>
<td>Monitoring number of hits on each website</td>
<td>–</td>
<td>2010</td>
</tr>
</tbody>
</table>
**Objective 3:** Improve awareness and understanding of the benefits of cycling amongst all road users, employers, service providers and local citizens *continued.*

<table>
<thead>
<tr>
<th>Action</th>
<th>Indicator</th>
<th>Target</th>
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</thead>
<tbody>
<tr>
<td><strong>CPA: 3F</strong> –</td>
<td>Feedback forms will be used to monitor the number of participants at events</td>
<td>CPT9, CPT10</td>
<td>Ongoing</td>
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<tr>
<td>Participate in</td>
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<tr>
<td><strong>CPA: 3G</strong> –</td>
<td>The level of participation in events</td>
<td>CPT10</td>
<td>2010</td>
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<tr>
<td>Participate in</td>
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</tbody>
</table>
Objective 4: Improve health by increasing levels of physical activity through cycling projects in the borough.

Related Targets
CPT11: Ensure that 80% of all Year 6 children receive cycle training every year by 2015.
CPT12: Each year 3000 residents, including adults and children aged 12 years and older, will receive cycling training until 2020.

<table>
<thead>
<tr>
<th>Action</th>
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<th>Timescale</th>
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</thead>
<tbody>
<tr>
<td>CPA: 4A – Roll-out cycling on prescription programme to two surgeries each year to at least 2010/11</td>
<td>Number of surgery users taking up the scheme (minimum of 100 users each year) Health impacts of scheme amongst users</td>
<td>–</td>
<td>Ongoing</td>
</tr>
<tr>
<td>CPA: 4B – Provide all Year 6 children cycle training to Bikeability and National Standard Level 1, 2, 3</td>
<td>Number of Year 6 children trained</td>
<td>CPT11 CPT12</td>
<td>Ongoing</td>
</tr>
<tr>
<td>CPA: 4C – Provide youth groups cycle training to Bikeability and National Standard Level 1, 2, 3</td>
<td>Number of youths trained</td>
<td>CPT11 CPT12</td>
<td>Ongoing</td>
</tr>
<tr>
<td>CPA: 4D – Provide adult cycling, family cycling and advanced rider training. Cycle training will be to Bikeability and National Standard Level 1, 2, 3</td>
<td>Number of adults and families trained</td>
<td>CPT11 CPT12</td>
<td>Ongoing</td>
</tr>
<tr>
<td>CPA: 4E – Promote cycling through broader personalised travel planning programme on key estates within the borough (5,000 households) with links to more general health advice</td>
<td>Modal shift amongst participants from car/public transport use to cycling</td>
<td>–</td>
<td>2010</td>
</tr>
<tr>
<td>CPA: 4F – Support and encourage BME groups to cycle via dedicated projects. Projects will include group rides and maintenance classes for Ocean Elevens project Cycle training will be to Bikeability and National Standard Level 1, 2, 3</td>
<td>Number of cyclists in BME groups cycling (monitored through annual cycling review) Number of BME cycle tutors trained up to train other cyclists from within BME organisations</td>
<td>–</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
**Objective 4:** Improve health by increasing levels of physical activity through cycling projects in the borough *continued.*

<table>
<thead>
<tr>
<th>Action</th>
<th>Indicator</th>
<th>Target</th>
<th>Timescale</th>
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</thead>
<tbody>
<tr>
<td><strong>CPA: 4G</strong> – Support and encourage disabled people to cycle through regular all ability cycling sessions through the All Ability Cycle Club</td>
<td>Number of sessions and participants (monitored through annual cycling review)</td>
<td>–</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>CPA: 4H</strong> – Support and encourage older people to cycle through leisurely group rides and cycle training to Bikeability and National Standard Level 1, 2, 3</td>
<td>Number of sessions and participants (monitored through annual cycling review)</td>
<td>–</td>
<td>2010</td>
</tr>
</tbody>
</table>

**Objective 5:** Improve and promote partnership working and coordination to deliver this Cycling Plan’s overall vision.

**Related Targets**

*CPT 13: 80% satisfaction level achieved from annual surveys distributed to stakeholders.*

<table>
<thead>
<tr>
<th>Action</th>
<th>Indicator</th>
<th>Target</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CPA: 5D</strong> – Set up cycling stakeholder group, including European Partnership for Transport, TfL, CCE, Sustrans, TGLP, Olympics, PCT Nominate Cycling Councillor/Champion Stakeholder group to meet quarterly Identify different focus groups Best practice sharing; funding opportunities</td>
<td>Satisfaction level from stakeholders</td>
<td>CPT13</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
Useful contacts

For more information on *Cycling Connections* contact:

**Strategic Transport team**
Planning and Building Control Division
Development and Renewal Directorate
Tower Hamlets Council
tel: 020 7364 2541
email: planning@towerhamlets.gov.uk
web: www.towerhamlets.gov.uk

- **Tower Hamlets Wheelers**
  web: www.towerhamletswheelers.org.uk

- **London Cycling Campaign**
  web: www.lcc.org.uk

- **Sustrans**
  web: www.sustrans.org.uk

- **Transport for London**
  web: www.tfl.gov.uk/cycling
Other contacts

- Carbon Trust
tel: 0800 085 2005
web: www.carbontrust.co.uk

- Cycling England
www.cyclingengland.co.uk

- Department of Energy and Climate Change
www.decc.gov.uk

- Department of Health
www.doh.gov.uk

- Department for Transport (DfT)
tel: 020 7944 8300
web: www.dft.gov.uk

- Energy Saving Trust
tel: 020 7222 0101
web: www.est.org.uk

- Eurocities
web: www.eurocities.org

- European Local Transport Information Service (ELTIS)
web: www.eltis.org

- European Union (EU)
web: www.europa.eu.int

- Greater London Authority
tel: 020 7983 4000
web: www.london.gov.uk

- National Rail Enquiries
tel: 08457 48 49 50
textphone: 0845 60 50 600
web: www.nationalrail.co.uk

- Polis
web: www.polis-online.org

- Transport Direct
web: www.transportdirect.info

- Transport for London
London travel information
tel: 020 7222 1234
textphone: 020 7918 3015
web: www.tfl.gov.uk

- UK Climate Impacts Programme
tel: 01865 285717
web: www.ukcip.org.uk
Cycle routes in Tower Hamlets

- LCN+ London Cycle Route
- Indicative TfL Cycle Superhighways
- Olympic walking and cycling route
- Local signed cycle route
- Proposed cycle route
- Quiet/off-road cycle route
- Borough boundary

Site of proposed Sustrans walking and cycling bridge

Map based upon Ordnance Survey information with the permission of the controller of Her Majesty’s Stationery Office.
<table>
<thead>
<tr>
<th>Language</th>
<th>Translation</th>
</tr>
</thead>
<tbody>
<tr>
<td>English</td>
<td>For free translation phone</td>
</tr>
<tr>
<td>Arabic</td>
<td>للترجمة المجانية الرجاء الاتصال هاتفيا.</td>
</tr>
<tr>
<td>Chinese</td>
<td>欲索取免费译本，请致电。</td>
</tr>
<tr>
<td>French</td>
<td>Pour une traduction gratuite, téléphonez</td>
</tr>
<tr>
<td>Hindi</td>
<td>मुफ्त अनुवाद के लिए कॉन कीजिए</td>
</tr>
<tr>
<td>Malayalam</td>
<td>മനോഹരമായ വാക്യമാലകളാണ് മത്സരമാക്കിയത്</td>
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<td>Somali</td>
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<tr>
<td>Portuguese</td>
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<td>Bengali/Sylheti</td>
<td>বিনামূল্যে অনুবাদের জন্য টেলিফোন করুন</td>
</tr>
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<td>Gujarati</td>
<td>માટે આપણે માટે કયાણ કરો.</td>
</tr>
<tr>
<td>Punjabi</td>
<td>ਪ੍ਰਫੁੱਤ ਅਨੂਪ ਲਹਿ ਟਿਲਫ਼ਨ ਵਾਲ</td>
</tr>
<tr>
<td>Urdu</td>
<td>مفت ترجمہ کرنے کے لئے تلفن کھیجیے</td>
</tr>
<tr>
<td>Serbo-Croat</td>
<td>Za besplatne prevode pozovite</td>
</tr>
<tr>
<td>Spanish</td>
<td>Para obtener una traducción telefónica gratuita llame al:</td>
</tr>
<tr>
<td>Russian</td>
<td>Перевод – бесплатно. Звоните.</td>
</tr>
<tr>
<td>Albanian</td>
<td>Për një përthim falas telefononi.</td>
</tr>
<tr>
<td>Tamil</td>
<td>இந்த இலக்கியத்தை செய்து உருவாக்கு வந்து விளக்கினாள்</td>
</tr>
<tr>
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<td>Για δωρεάν μετάφραση, τηλεφωνήστε.</td>
</tr>
<tr>
<td>Turkish</td>
<td>Ücretsiz çevirici için telefon edin.</td>
</tr>
<tr>
<td>Vietnamese</td>
<td>Điện thoại để được thông dịch miễn phí.</td>
</tr>
<tr>
<td>Kurdish</td>
<td>بیو ودرکیران وتارجویم کردن، به خورایی، تلفن فون بکه</td>
</tr>
<tr>
<td>Lithuanian</td>
<td>Del nemokamo vertimo skambinkite</td>
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<tr>
<td>Polish</td>
<td>Po bezpłatne tłumaczenie prosimy dzwonić:</td>
</tr>
</tbody>
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