Committee/Meeting: Date:		Classification:	Report No:	
Cabinet	12 <sup>th</sup> January 2011	Unrestricted		
Report of:		Title:		
Corporate Director Con Localities & Culture	nmunities,	Proposed Cycle Hire Scl	heme extension	
Originating officer(s) Margaret Cooper, Head of Transporta	tion & Highways	Wards Affected: All		

Lead Member	-
Community Plan Theme	Great Place to Live
Strategic Priority	Strengthen and Connect Communities

#### 1. <u>SUMMARY</u>

1.1 The Mayor for London has now confirmed that he proposes to extend the Barclays Cycle Hire Scheme across the borough to the Olympic Park in advance of the Olympics. The extension was launched on 10<sup>th</sup> November 2010 at Chrisp Street Market, with the Deputy Mayor, Councillor Ohid Ahmed fronting publicity with the Mayor for London's Transport Advisor Kulveer Ranger. This report apprises Members of the detail of the proposed extension and outlines a funding package to support the scheme.

#### 2. <u>DECISIONS REQUIRED</u>

- 2.1 Cabinet is recommended to:-
- 2.1.1 Welcome the extended Cycle Hire scheme as a significant improvement to local accessibility in a healthy, climate-friendly and relatively low-cost manner consistent with the existing Cycle Strategy.
- 2.1.2 Approve the scheme in principle subject to securing a financial contribution of £2m external funding (TfL, Section 106) to enable implementation of the scheme before the start of the Olympic Games as set out in paragraph 7.7 and Appendices 2 and 3.
- 2.1.3 Delegate authority to the Corporate Director Communities Localities and Culture in consultation with the Assistant Chief Executive (Legal Services) to approve an agreement under section 101(5) of the Local Government Act 1972 for the joint exercise of functions under the Road Traffic Regulation Act 1984 to enable TfL to make the necessary traffic orders under sections 6 and 45 and to exercise powers in section 63 of that Act to install the Docking Station infrastructure

#### 3. REASONS FOR THE DECISIONS

- 3.1 Members are recommended to support the proposed extension of the Cycle Hire Scheme across Tower Hamlets given the value of the benefits it offers to local residents through improved travel options and easier access to cycles to facilitate healthier lifestyles.
- 3.2 Members are recommended to approve a financial contribution to the scheme, funded entirely from external sources, to secure greater local benefits from the proposals and particularly, improved integration of the scheme within housing estates.
- 3.3 Members are recommended to delegate authority to the Corporate Director Communities, Localities and Culture to enter into a "Section 101(5) agreement " in order that TfL may deliver the scheme within the borough using relevant powers of the Council as local Traffic Authority.

#### 4. ALTERNATIVE OPTIONS

- 4.1 The option of objecting to the proposed extension has been discounted since the Council's existing Cycle Strategy has promoted such an extension since 2009.
- 4.2 The possibility of a reduced contribution has been considered and could offer a fallback position were the full value of the financial contribution not to be secured from external sources. It could however result in a number of sites of importance locally being removed from the scheme which would reduce the overall benefits of the scheme to residents.
- 4.3 It is considered preferable for TfL to construct the docking stations since they have established expertise in handling this specialist infrastructure from delivering the Central London Scheme and this working arrangement was found to be successful in delivering to TfL's required timetable and quality standards.

#### 5. BACKGROUND

- 5.1 The Mayor for London included rapid implementation of two key strategic cycle initiatives in his Cycle Revolution plan these are the Cycle Hire Scheme and the Cycle Superhighways. Both have already had a positive impact on this borough and further proposals also affect the borough. In particular, following lobbying by this Borough and detailed joint working, the Mayor for London has now announced that the Central London Cycle Hire scheme will be extended across Tower Hamlets by March 2012. This scheme strongly complements the Council's own policies, as included in:-
  - Community Plan One Tower Hamlets, A Great Place to Live priorities
  - LDF Core Strategy (2010)
  - Sustainable Transport Strategy ('Making Connections', November 2008)
  - Cycling Plan ('Cycling Connections', November 2009)
  - CO<sub>2</sub> reduction and air quality improvement plans
- 5.2 These policies all encourage cycling as a sustainable alternative to the private car, a reasonably priced mode of travel and as an active and healthy form of transport and leisure.

#### 6. <u>The Cycle Hire Scheme</u>

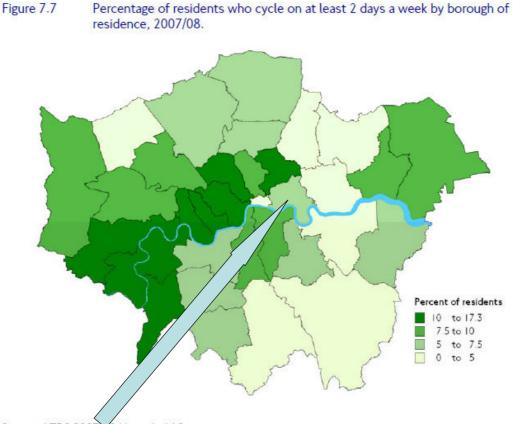
- 6.1 The Mayor for London launched the Central London Cycle Hire scheme on 30<sup>th</sup> July 2010. Approximately 6,000 bicycles and 10,200 docking points have been introduced at around 400 docking stations in central London, in an area covering all of the City of London and parts of Camden, Hackney, Islington, Kensington & Chelsea, Lambeth, Southwark, Tower Hamlets, and Westminster. The zone extends as far east as Whitechapel and 15 docking stations have been constructed in Tower Hamlets, each being approximately 25m long.
- 6.2 When the scheme was considered by Cabinet in December 2009 officers were asked to pursue discussions with TfL to extend the scheme across Tower Hamlets towards the Olympic Park. Negotiations with TfL have been extremely constructive and sufficiently detailed work has been completed to ensure that the timetable for delivery by March 2012 can be achieved. Consequently, despite a strong lobby from many other boroughs, the Mayor has confirmed that the scheme will extend across this borough alone. The extension was launched on 10<sup>th</sup> November 2010 at Chrisp Street Market, with the Deputy Mayor, Councillor Ohid Ahmed fronting publicity with the Mayor for London's Transport Advisor Kulveer Ranger.

#### 6.3 Key Benefits for Tower Hamlets

6.3.1 The map of cycle usage in London, over page, indicates that Tower Hamlets residents cycle less regularly than people in most other inner London boroughs, yet the geography and high proportion of people who live and work within the borough, would suggest that there is considerable potential to increase this figure. The Healthy Borough Initiative has focussed heavily on increasing active travel in order to tackle obesity levels, and provides one–on-one training sessions to build confidence and commitment, and has helped to

increase the network of quiet off-road routes with its funding towards completion of the Meath Bridge link into Mile End Park.

- 6.3.2 Feedback from training sessions with adults and children has identified lack of bike storage as a significant barrier to facilitating more people to take up cycling. The lack of space in flats seems to result in many people not owning a bike and thus not being able to acquire confidence and skills at an early age to build cycling into their everyday lives later in life.
- 6.3.3 Extending the Cycle Hire Scheme in Tower Hamlets would open access to many people to use bikes for short trips to work, leisure facilities or main transport services and could revolutionise travel behaviour locally. The proximity of the Olympic Park would seem to be a key opportunity to secure the legacy value of such a scheme in advance of the Games themselves, opening up access to new park facilities with improved connectivity projects already underway. It is estimated that some 8,000 extra daily trips would be made by extending the scheme.



Source: LTDS 2007 v8 Household Survey

6.4 The milestone of 1,500,000 trips on hire bikes through the existing central London scheme was reached in early November, after only 3 months of operation. Recent membership figures show that 4,151 Tower Hamlets residents have already registered as members. These people are spread throughout the borough in every ward, but the highest numbers are in St Katharine's, closely followed by Spitalfields and Weavers which are all partly within the existing scheme boundary.

#### 7 <u>The Extension Proposals</u>

- 7.1 Early assessment of the likely shape of a hire scheme in the borough concluded that around 150 cycle stations would be required approximately 300 500m apart to support the likely demand. This would create 2,700 individual docking points in Tower Hamlets with a further 1,500 provided within the original Central London area to support the additional demand. 2,000 additional bikes would be introduced bringing the total available to 8,000.
- 7.2 A joint cross-Directorate / TfL officer review group has reviewed almost 200 potential sites through the borough and identified 135 feasible sites throughout the borough which are currently undergoing detailed design before each is submitted for planning permission. The majority of these are located on wide areas of footway, dead spaces within road closures, TfL land and some are located on carriageway where parking demand is low enough to accommodate the loss of parking space. A plan of these sites is attached as Figure One and they are listed in Appendix 1.
- 7.3 Of these sites, 15 have been proposed on Housing Estate land following discussion with the relevant land owner. This responds to interest from the Housing providers and Great Place to Live CPDG in playing a significant part in this scheme.
- 7.4 Approximately 400 docking points (equivalent to 15 stations) have been agreed by Canary Wharf Group for inclusion on their estate and 5 more have been identified by DLR at their stations.
- 7.5 Experience from implementation of the Central London scheme has shown that the design and implementation of many sites can create significant improvements to the local public realm: footways have been reconstructed, dead spaces brought into active use, and CCTV cameras have been added in some locations to provide additional security. Each station has a monolith providing user guidance, access to the system and a map of the local area which would improve wayfinding throughout the borough for pedestrians as well as cyclists.
- 7.6 Four half –day public exhibitions have taken place since the announcement of the extension. These were in 3 Idea Stores and Cubitt Town library and each attracted 100-200 visitors with the majority showing very keen interest in the scheme.

### 7.7 Delivery

7.7.1 A number of Boroughs were pressing TfL to extend the Hire Scheme into their area, but in confidential discussions with TfL the Council indicated that it was willing in principle to demonstrate the strength of its commitment with a funding contribution of £2m. The detail of the overall Business Case is confidential to TfL and is closely linked to the sponsorship agreement between TfL and Barclays for the overall Cycle Highways and Cycle Hire Scheme initiatives, but overall costs are understood to be approximately

£40m, so a £2m contribution represents extremely good value for money.

- 7.7.2 Officers have reviewed potential funding sources for such a contribution and have identified a number of sources of funding which are generally available to highways and transportation schemes which could be utilised to develop a suitable funding package. These sources include:
  - Section 106 funding currently allocated to cycling and public realm improvements which the Planning Contributions Overview Panel have previously given in principle support to using;
  - Capital funding:

→ Local Implementation Plan (LIP) funding spread over 3 years → DCLG 2010/12 funding - where sites correspond to current major capital schemes provision will be made for early enabling works along High St 2012.

- **OPTEMS** (subject to approval) to help to reduce traffic impacts identified in the Olympic Park Planning approval.
- 7.7.3 Appendix 2 sets out the funding sources in more detail and Appendix 3 identifies the specific items which will be required to be delivered with this funding. Whereas in the original scheme, many of the associated works to accommodate the hire stations were funded directly by TfL, the Council would target its funding at those sites where more costly works are required to deliver a station which is in-keeping with the surrounding environment. In particular, the Council will target its funding towards delivery of those sites on Housing land where more complex legal agreements will be required, which may have been a barrier to TfL progressing the sites without the Council's insistence.
- 7.7.4 In summary, delivering a £2m funding package to contribute to this £40m + scheme by 2012 is challenging but achievable from entirely external sources. It is justified by the improvements which will be gained not only in local accessibility, but from improved footways, wayfinding and public realm which offsets the reduction in scope of existing projects.

#### 7.8 Legal agreements

7.8.1 TfL intend to be directly responsible for the implementation of the scheme in order to coordinate all delivery with a clear deadline of March 2012 for commencement of the extended scheme. Where work is required to take place on borough roads, TfL will enter into a Section 101(5) agreement under Local Government Act 1972 as well as a Section 8 Agreement under the Highways Act 1980. Whilst delegated approval for the latter already exists allowing officers to agree that TfL carry out agreed traffic related works on borough highways, Cabinet approval is required for an agreement under section 101(5) of the Local Government Act 1972 for the joint exercise of functions under the Road Traffic Regulation Act 1984. This will enable TfL to make the necessary traffic orders under sections 6 and 45 and to exercise powers in section 63 of that Act to install the Docking Station infrastructure. Cabinet is therefore recommended to delegate authority to the Corporate Director Communities Localities and Culture to approve this agreement.

#### 8 <u>Comments of the Chief Financial Officer</u>

- 8.1 This report seeks Cabinet approval to support the extension of the Cycle Hire Scheme across Tower Hamlets to the Olympic Park, and to agree to make a financial contribution of £2m to secure implementation of the scheme prior to the Olympic Games.
- 8.2 The overall costs of the scheme are estimated at £40m, with the majority of the funding provided by TfL who have secured a sponsorship agreement via Barclays. TfL have requested that the Council provide a contribution of £2m towards the scheme to demonstrate the extent of its commitment to such a partnership and in appreciation of the multiple-benefits it will deliver for local citizens and the environment. Potential funding sources for this contribution have been identified and are outlined in section 7.7.2 of the report, at this stage these relate to Section 106 funding allocated for cycling and public realm improvements, Capital Funding allocated via the Local Implementation Plan from TfL and from DCLG for public realm improvements prior to the Olympics.
- 8.2.1 At this stage, total secured funding to meet the Council's contribution totals approximately £800k (Section 106 £350k, DCLG £250k, LIP £200k). The balance of funding required (£1,200k) will be dependent upon securing necessary LIP funding from TfL in future years and the bid to OPTEMS for additional funding. Given the pressure on public sector finances there is no certainty at this stage of the size of future LIP funding allocations.

#### 9 <u>CONCURRENT REPORT OF THE ASSISTANT CHIEF EXECUTIVE</u> (LEGAL SERVICES)

- 9.1 Cabinet is asked to provide in principle support for entry into an agreement with Transport for London (TfL) for an arrangement under section 101(5) of the Local Government Act 1972 to facilitate an extension of the Cycle Hire Scheme in Tower Hamlets. TfL is not defined as a local authority for the purposes of section 101 of the 1972 Act but is treated as a local authority for the purposes of section 101(5) by virtue of paragraph 9(1) of Schedule Ten to the Greater London Local Authorities Act 1999 (GLA Act 1999). This means that the Council may jointly discharge its functions with TfL, but the power in section 101(1) to simply delegate the Council's functions to TfL does not apply. There is specific authority in section 39 of the GLA Act 1999 for the joint exercise of statutory functions.
- 9.2 Cabinet is also asked to approve an in principle contribution in the sum of up to £2 million pounds provided funding can be sourced to be paid to Transport for London to secure implementation of the extension of the Cycle Hire Scheme before the Olympic Games. A proportion of the contribution will be sourced from section 106 obligations and therefore will be subject to the authorisation of the Planning Contribution Overview Panel and also subject to the specific requirements and restrictions in the relevant section 106 agreements.

#### 10. ONE TOWER HAMLETS CONSIDERATIONS

- 10.1 The Cycle Hire Scheme is expected to reduce inequality in access to cheap, active travel by overcoming the lack of storage space in much high density housing.
- 10.2 Cycling is recognised as a way of improving community cohesion as social interaction is possible with more people out on the street or in parks, rather than isolated in vehicles.
- 10.3 An Access Assessment will be considered for all Cycle Hire Docking Station locations to ensure that the needs of disabled pedestrians are taken into account

#### 11. SUSTAINABLE ACTION FOR A GREENER ENVIRONMENT

10.1 The implementation of the Cycle Hire Extension will directly help to promote healthier lifestyles, reduce air pollution and tackle climate change. Promotional activities will complement the Borough's Healthy Towns initiative and will support current policies to improve the local environment by encouraging travel by foot or cycle rather than the private car.

#### 12. RISK MANAGEMENT IMPLICATIONS

- 12.1 In establishing the initial Central London scheme, TfL carried out risk plans and CDM regulations regarding Health & Safety and necessary requirements were implemented on both schemes. This good practice would be followed in this scheme.
- 12.2 The funding agreement will seek to protect the Council from financial risk and will only commit funding which is already secured and received.

### 13. CRIME AND DISORDER REDUCTION IMPLICATIONS

10.1 A full risk assessment was carried out on the initial Central London Scheme reviewing theft, damage to cycles, risk to riders, etc. As a consequence, a number of stations in Tower Hamlets were provided with CCTV cameras which also enable monitoring of the wider area. Comments on each proposed station location will be sought from the Community Safety team to ensure that unsuitable locations are not selected and the option of CCTV cameras could be considered at key locations. TfL has also worked with the Met Police to introduce a number of Cycling Patrols to tackle general cycle theft and enforcement of cycle behaviour.

### 14. EFFICIENCY STATEMENT

14.1 As promoters of the scheme, TfL carried out a rigorous procurement process in line with OJEU regulations to ensure the scheme was provided in the most efficient way. This has been supported with sponsorship from Barclays to reduce the impact on the TfL core budget.

14.2 Given the contractor's experience of delivering the original Central London Scheme, it is most efficient to use these skilled resources for the delivery of the extension.

#### 15 Appendices

APPENDIX ONE : Proposed List of docking stations by LAP area

APPENDIX TWO : Funding to contribute to Tower Hamlets Cycle Hire Scheme

APPENDIX THREE : Proposed targeted use of Tower Hamlets' contribution

Local Government Act, 1972 Section 100D (As amended) List of "Background Papers" used in the preparation of this report

Brief description of "background papers" Name and telephone number of holder and address where open to inspection.

None

# **Tower Hamlets Proposed Docking Station Locations**



ID	LAP	Site Location	Location description	Length (m)	Number of docking points	Footway or Carriageway
4	1	Bethnal Green Rd	Southside oppoisite 58 Granby St, between St Matthew Row & Chiltton St	30	37	Footway
8	1	Durant Street	Between Gosset St & Wellington Row	20	24	Carriageway
9	1	Wellington Row	Outside Lygon House on the Southside of the Rd opposite Ravenscroft St	25	31	Footway
11	1	Palissy Street	from 10m Junction of Arnold circus on the north side	20	24	Carriageway
12	1	Cambridge Heath Road	Outside BP petrol station	16	19	Footway
14	1	Clarkson Street	On the forecourt of Stockton Hse next to block number 65 Southside of Clarkson St	14	16	Footway
17	1	Columbia Rd	On the Southside of Columbia Rd 10m East of Hackney Road	16	19	Carriageway
20	1	Prichards Road	Adjacent to days Hotel just of Hackney Rd	20	24	Carriageway
21	1	Bonner Road	Outside Calcraft Hse, 15m south of Bishops Way	20	24	Carriageway
23	1	Old Ford Road	Outside the shopping parade of St James Avenue	18	21	Footway
70	1	Bancroft Road	On the footway opposite Portlelet Road, the open space next to the rail bridge	20	21	Footway & Carriageway
136	1	Mile End Road	On the Southside of Mile End Rd east of the pelican crossing. On footwall along the kerbside opposite Bancroft Rd	30	37	Footway
137	1	Cheshire Street	Junction with Ramsay Street, South side outside Blithehale Health centre.	28	34	Footway

139	1	Russia Lane	Junction of Russia Lane and Robinson Road. Take SYL and reallocate 2 residents bays to opposite side of road	18	21	Carriageway
140	1	Sewardstone Road	Outside Cleland Huose. One way road.	25	22	Carriageway
141	1	Hackney Road	Hackney Road adjacent to Tesco Express store on number 452 Hackney Road. Store is part of new residential development. The site is bound by Hackney Road and Minerva Street and	21	25	Carriageway
143	1	Hassard Street	Double yellow markings on western side of Hassard Street	23	28	Carriageway
203	1	Braithwaite Street (formerly Wheler Street)	by junction with Quaker Street Next to railway arch which goes through to Shoreditch High Street Station. Road blocked with Fire access only. ON SYL.	21	25	Carriageway
205	1	Bethnal Green Rd j/w Rushmead	On Bethnal Green Road by the junction with Rushmead, opposite Nandos on SYL.	22	27	Carriageway
206	1	Bethnal Green Road j/w Pott Street	On existing buildout outside La Forchetta restaurant.	18	21	Footway
207	1	Hollybush Gardens	Junction with Bethnal Green Road at front of wide footway by wall opposite offices.	30	25	Footway
208	1	Hackney Road	By junction with Warner Place on relavtively new buildout by pedestrian crossing, on either side of crossing.	23	28	Footway
214	1	Roman Road j/w Bonner Street	on Footway Outside Globe Town Market.	35	30	Footway
215	1	Roman Road j/w Palmers Road	At front of wide footway (4.5m) before canal bridge.	16	19	Footway
05/610508	Extension	Bethnal Green Rd	Extension to Phase 1 site - Opposite 15 Bethnal Green Road by Sclater Street	16	21	Footway

ID	LAP	Site Location	Location description	Length (m)	Number of docking points	Footway or Carriageway
24	2	Globe Road	Next to costcutter at the south junction of Roman/Globe Rd	14	16	Footway
25	2	Cambridge Heath Road	Outside Blithehale Court between Witan St & Birkbeck St	20	24	Footway
26	2	Cephas St	Outside in the open space of Gouldman Hse	17	20	Footway
28	2	Mile End Road	Outside the blockbusters , 83-89 Mile End Rd	30	37	Footway
29	2	Stepney Green Station	Outside Stepney tube station	16	19	Footway
35	2	Bell Lane	Eastern side of carriageway, south of Brune Street, opposite new student tower up to disabled bay	35	44	Carriageway
38	2	Spelman Street	East of park adjacent to Chicksand Street	20	24	Footway
39	2	Brady Street	North of Swanlea Secondary School, north of Sainsbury's, west side of carriageway. Near j/w Merceron Street.	25	31	Carriageway
147	2	Old Montague Street	North side of road outside 69-71, near junction with Greatorex Street. Footway recently built out to 4.8m	21	25	Footway
148	2	Wodeham Gardens	Corner of Vallance Road and Old Montague Street. Site split to back of footway against railing and at front of footway removing guardrail around road corner.	28	34	Footway
150	2	Selby Street	South of hemming Street. Back or Front of footway.	25	20	Footway
204	2	Chester Street	At junction with Menotti Street on SYL adjacent to residential, opposite Weavers Field Park.	17	20	Carriageway

209	2	Finnis Street	by junction with Three Colts Lane. Relocate 1 bay towards junction and 14m DYL.	19	23	Carriageway
210	2	Cambridge Heath Road j/w Cephas Street	Outside Donegal House on wide footway.	15	17	Footway
211	2	Collingwood Street	by junction with Darling Row on front of wide footway near pedestrian entrance to Sainsburys. Total site 30m, but 4 trees.	18	21	Footway
212	2	Commercial Street j/w Fournier Street	relocating 5 cycle stands on existing buildout.	15	17	Footway
05/610531	Extension	Brushfield Street	Extension to Phase 1 site - Brushfield Street Northside East of Steward Street	11.25	15	Footway

ID	LAP	Site Location	Location description	Length (m)	Number of docking points	Footway or Carriageway
27	3	Sidney Street	On the Southside 20m east of Sidney St next to the bus stop	20	24	Footway
41	3	Back Church Lane	Between western end of Pinchen Street and Elen Street. Site located on the west side of the carriageway (outside 15-25 Backchurch Lane)	25	31	Carriageway
43	3	Christian Street	Junction with Burslem Street on footpath next to park railings	28	35	Footway
47	3	St Mary and St Michael Church	Between Exmouth street and Jubilee Street, east of bus stop. North side of footway, against railings	27	22	Footway
49	3	Stepney Methodist Church	Between Westport Street and Head Street on north side of Commercial Road next to bus stop, back of footway	23	18	Footway
51	3	Aylward Street	Corner of Aylward Street and Jamaica Street south of carriageway	25	31	Carriageway
52	3	Jamaica Street	Corner of Jamaica Street and Redmans Road, west side of carriageway	18	21	Carriageway
53	3	Rectory Square	Junction with White Horse Lane and Rectory Square. Triangle-shaped site.	20	24	Carriageway
54	3	Harford Street	Between Shandy Street and Ernest Street on Hareford Street.	25	31	Carriageway
152	3	Arbour Square	Dead end on the south western corner of square. 14m SYL and one parking bay.	19	22	Carriageway
153	3	Flamborough Street	Dead End on approach to Yorkshire Road	18	21	Carriageway

155	3	Aston Stret	Opposite number 48 Aston Street. Wide footway north of Caley Primary School	19	22	Footway
199	3	Jubilee Street	by junction with Clark Street from crossing buildout moving zig zag to outside site and taking SYL and one res bay (road marking says disabled but sign says residents).	22	27	Carriageway
200	3	Philpot Street	by junction with Nelson Street outside 7-12 Philson Mansion. Take 2 P&D bays and 8M SYL on corner. Build out and realign kerb.	24	29	Carriageway
201	3	Commercial Road	by junction with Whitechapel Road at back of footway in front of Habib Bank.	24	29	Footway
202	3	Whitechapel Road	by junction with Commercial Road In front of entrance to Aldgate East Tube station. Relocate cycle stands currently in this location.	16	19	Footway
05/610512	Extension	Leman Street	Extension to Phase 1 site - Leman Street westside north of Prescot Street	16	21	Footway
05/610513	Extension	Altab Ali Park	Extension to Phase 1 site - Adjacent to 10-14 Whitechapel Road	12.5	16	Footway
05/610517	Extension	Royal London Hospital	Extension to Phase 1 site - Whitechapel Road adjacent to Royal London Hospital	18	24	Footway

		Site Location	Location description	Length (m)	Number of docking points	Footway or Carriageway
46	4	Watney Market	Directly south of Sidney Street, north of Winterton House. South side of commercial road, 3m from kerb	40	51	Footway
48	4	Albert Gardens	Outside 118 Sims House, south side of Commercial road between Davenport Street and Albert Gardens, front of footway	30	37	Footway
59	4	Wapping Lane	Between Reardon Street and Chandler Street. Front of footway	21	25	Footway
60	4	Garnet Street	Opposite Maynards Quay Residential block	26	32	Carriageway
62	4	Wapping High Street	Between corner of Wapping High Street and Hilliards Court. Opposite St Hilders Wharf. North side of carriageway	20	15	Carriageway
63	4	Highway	South side of Highway. Near subway. Front of footway	30	37	Footway
64	4	Sutton Street	Corner of Cable Street and Sutton Street. West of Gosling House. Front of footway	28	35	Footway
65	4	Shadwell Station	Opposite Maddocks House on south side of Cable Street. Front of footway	30	37	Footway
67	4	News International	Pennington Street (western end). South side of carriageway	45	39	Carriageway
158	4	Penang	Wide footway adjacent to THH Housing office	24	29	Footway
160	4	Branch Road	Southern end of Branch Road on single yellow lines from parking bay	19	22	Carriageway

186	4	The Highway 2	At the junction of Wapping Lane on the footway in front of a new development under construction, between trees. Total length of site is 44m.	25	20	Footway
187	4	Prusom Street	At junction with Clegg Street.	17	20	Carriageway
188	4	Wapping Lane 2	Junction with Prusom Street. Relocate 2 car club bays to opposite side of road outside pub. Site to take SYL outside Pizza Exoress.	27	33	Carriageway
189	4	Wapping Station	On Wapping High Street by junction with wapping lane outside Gun Wharf, 3 multi bays and SYL on carriageway opposite bus stop.	32	40	Carriageway
190	4	Wapping High Street 2	At Junction with Reardon Path. Taking residents bays following car club bays by Metropolitan Police Boat Yard.	15	17	Carriageway
191	4	Vaughan Way 2	at junction with Sampson Street	20	24	Carriageway
192	4	Cinnabar Wharf	On Wapping High Street inbetween Lilley Close and Hellings Street outside playground on c/w,	22	27	Carriageway
193	4	St Katharines Way	Opposite HMS Prosiant - Royal Navy Reserve Unit. On DYL	20	24	Carriageway
195	4	East Smithfield	At the back of the footway On the corner on junction with Mansell St.	22	27	Footway
198	4	Cable Street	Alongside cycle Superhighway on footway by Cranford Street.	20	24	Footway
05/610504	Extension	Vaughan Way	Extension to Phase 1 site - Vaughan Way eastside north of Asher Way	21	28	Carriageway
05/610519	Extension	Tower Gardens	Extension to Phase 1 site - Adjacent to Tower Gardens	10.5m + 3.5m	11 + 4	Footway

ID	LAP	Site Location	Location description	Length (m)	Number of docking points	Footway or Carriageway
73	5	Mostyn Grove	West side of carriageway. South end near Tom Thumbs Arch.	50	64	Carriageway
76	5	Driffield Road	Corner of Chisenhale and Driffield Road, near Old Ford Road. Area where road stopped up.	14	16	Carriageway
77	5	Gunmakers Lane	North side of Old Ford Lane. Outside Connaught Works. Front of footway	20	16	Footway
80	5	Clinton Road	East of Clinton Road. North of bus stand. North of sub station. Against link Age Plus railings.	28	35	Footway
81	5	Antill Road	North side of carriageway at junction of Antill Road and Grove Road.	25	31	Carriageway
82	5	Coborn Road	Outside 98A to south end of rail bridge South of junction with Tradegar Road. Front of footway. East side of road.	25	31	Footway
83	5	Malmesbury Road	South of rail line. Estate bays 36-39 near the junction with Alfred Street. North side carriageway	20	24	Carriageway
135	5	Central Foundation Girls School	South of school, North side of Mile end Road, Front of Footway	20	24	Footway
217	5	Ford Road	j/w Roman Road. Dead End by entrance to the car park.	16	19	Carriageway
218	5	Old Ford Road	j/w Wendon Street. On SYL on corner by cycle path over the bridge.	35	30	Footway
220	5	Kitcat Terrace	j/w Bow Road adjacent to Denmark Terrace on SYL.	30	37	Carriageway

223	5	Hewison Street	j/w Roman Road from road blockage putting docking points where current bollards at road blockage are and continuing to remove one parking bay on either side 10m of Permit / P&D bays.	20	24	Carriageway
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ID	LAP	Site Location	Location description	Length (m)	Number of docking points	Footway or Carriageway
84	6	Mile End Park	The space on carriageway on the dead end, side Road off Burdett Rd	20	24	Carriageway
85	6	Mile End Leisure Centre	Outside Leisure Centre on Rhodeswell Rd end along the frontage of the yellow wall	30	37	Footway
86	6	Burdett Road	Outside entrance of Tunley Green opposite no. 33 & MEP children play area	40	51	Carriageway
88	6	Devons Rd	At the back of footway adjecent to Mollis House	31	39	Footway
89	6	Ackroyd Drive	Space on the east corner of Ackroyd Drive/Bow Common Lane	45	57	Footway
90	6	Southern Grove	5m south of Hamlets Way opposite Loweswater House & adjecent to the Cemetry wall	20	24	Carriageway
92	6	Knapp Rd	on Cantrell Road on the north side west of Spanby road junction opposite block 88-138	19	23	Carriageway
94	6	Bromley High St	Back of footway parallel to Prores House 20m west of A12 & north of the bus stand	20	24	Footway
95	6	Devons Rd	North of Talwin Street between 2 trees, rear of Huntshaw House	32	40	Footway
96	6	Guardian Angels Church	Outside Venus restaurant, opposite church on south side of Mile End Road at the front of the footway.	53	68	Footway
97	6	Bow Road Station	Outside station on south side of Bow Road continuing over Wellington Way. Front of footway.	44	56	Footway
98	6	Bow Church Station	South side of Bow Road. East of DLR station, opposite Fairfield Road.	60	77	Footway

99	6	Violet Road	Opposite Bow Enterprise Park. West side of Violet Road	18	21	Footway
161	6	Locksley Street	Footway on junction of St Pauls Way and Locksley St	21	25	Footway

Appendix One : List of Proposed Docking	stations LAP7

ID	LAP	Site Location	Location description	Length (m)	Number of docking points	Footway or Carriageway
100	7	Salmon Lane	South of Rhodeswell Road. Corner of Salmon Lane. Back of footway along housing land deliniation line.	25	31	Footway
101	7	Dunbar Wharf	Opposite Dunbar Wharf. South east pf Rope Makers Fields. South of Barley Mow. Back of footway.	21	25	Footway
102	7	West India Dock Road	West India Dock	22	17	Footway
103	7	Canton Street	East side of Canton Street. North of East India Dock Road outside Baring House. Front of footway.	24	29	Footway
104	7	Stainsby Road	South side of Stainsby Road next to Bartlett Park	25	31	Carriageway
106	7	Thornfield House	East of Thornfield House, west of Rosefield Gardens	20	24	Footway
107	7	Poplar High Street	South side of Poplar High Street. North of Vietnamese Pastoral Centre. Opposite Poplar Town Hall.	43	55	Footway
108	7	Chrisp Street Market	Opposite Poplar Baths. South entrance to Chrisp Street Market. Back of footway, front of Poplar HARCA ownership	16	19	Footway
109	7	Cordelia Street	North of Chrisp Street Market. West of Aurora House. East of Clarissa House.	16	18	Footway
110	7	Morris Road	South of bridge Wharf. East of Barchester Street	30	25	Carriageway
113	7	Brownfield Street	North side of road rear of block 1-43	50	64	Footway

114	7	Teviot Street	Outside Teviot Street shopping parade. Front of footway.	25	31	Footway
115	7	Langdon Park	North side of Bright Street. South of park. North of Langden Park School.	20	24	Footway
116	7	Oban Street	North side of road . North end of Fortrose Close. South of Oban House.	19	23	Carriageway
117	7	Aberfeldy Street	West side of shopping parade. Between build outs.	20	15	Footway
163	7	Agnes Street	On the right angled bend og Agness Street	25	30	Carriageway
168	7	Lindfield Street	B1 Parking bays south of Bartlett Park	40	51	Carriageway
171	7	Woodstock Terrace	Dead end of Woodstock Terrace (opposite the Tennis Courts) at front of footway	20	16	Footway
241	7	Poplar DLR Station	End of Castor Lane on the opposite of white DLR stairway. Docking staion on public highway just south of the leisure centre and the blue hoarding.	21	26	Footway
242	7	Westferry DLR Station	Outside the new Westferry DLR entrance, north side of the arch on the eastern corner of Westferry and West India Dock Road.	37	48	Footway

#### ID LAP Site Location Location description Footway or Lenath Number of (m) docking Carriageway points 8 Britannia Road North side of Westferry Rd. South of Arethusa 24 Carriageway 121 20 House. West of the shopping parade. 123 8 Saunders Ness Road South side of carriageway 64 83 Carriageway 125 8 Spindrift Avenue On carriageway between Telegraph Place 50 64 Carriageway &Taeping Sreet, oppposite the bus stop. East Ferry Road West side of road opposite exit of ASDA Carriageway 126 8 24 20 128 8 Manchester Road Row of bays outside Jubilee Crescent from 50 64 Carriageway Cliffe Street to Amsterdam Road 129 8 St Johns Park Near east end of Marshfield Street opposite 23 28 Carriageway shops on Manchester Road 23 131 8 Lancaster Drive West side of Preston's Road, south of 28 Footway Lancaster Drive, back of footway. 174 8 Prestons Road At junction with Marsh Wall at back of footway 23 28 Footway or front. Footway 4.5m wide at front of footway 176 8 Newcastle Draw Dock On Saunders Ness Road at junction with 20 23 Footway Glenaffric Avenue, on wide footway at entrance to Newcastle Drawdock 177 At junction with Glengarnock Avenue outside 8 Stebondale Street 22 19 Carriageway entrance to Milwall Park. Take SYL and one parking bay 178 8 Napier Avenue On Napier Avenue junction with Martime Quay. 31 25 Carriageway taking 25m of residents bays on Thames Path. At road blockage on Arden Crescent. Road Carriageway 180 8 Arden Crescent 22 26 joins Severnake Close. Build up both sides of blockage, take out bolllards.

181	8	Arnhem Place	At end of Arnhem Place before private road begins, along carriageway (currently DYL). Car park at back of footway.	19	22	Carriageway
182	8	Hutching's Street	By Hutchings Wharf on wide footway where road turns outside EDF entrance at front of footway.	15	17	Footway
183	8	Mastmaker Road	By junction with Marsh Wall on SYL in front of Audi showroom. Opposite new residential block	27	22	Carriageway
184	8	Lightermans Road	Long stretch of DYL before coach bay opposite new housing development.	25	30	Carriageway
224	8	Naval Row	Square in front of substation doors for Blackwall tunnel.	18	21	Footway
227	8	The Blue Bridge	On Prestons Road j/w Coldharbour on wide footway	20	24	Footway
228	8	Ability Place	Millharbour opposite Ability Place residential taking DYL before parking bays start.	18	21	Carriageway
229	8	Millharbour	J/w Nuffield Crescent collowing curve of roundabout.	20	24	Carriageway
230	8	Alpha Grove	J/w Mellish Street on footway (4.7m wide) between trees. Total Site length 27m.	18	21	Footway
231	8	Milwall Park	East Ferry Road on wide footway by entrance to Milwall Park (close to junction with Spindrift Avenue)	20	24	Footway
232	8	Ferry Street	adjacent to Fraser Court. 12m DYL and 1 res bay.	17	20	Carriageway
233	8	Isle of Dogs Police Station	on Manchester Road opposite Isle of Dogs police station taking P&D parking.	20	24	Carriageway
235	8	Poplar High Street j/w Newby place	On Cycle Superhighway at front of large buildout on Poplar High Street j/w Newby Place.	20	16	Carriageway
236	8	St Lawrence Street	Dead end near bus stop. On SYL	18	21	Carriageway

237	8	Streamlight	Last two parking bays at the western end of Blackwall Way t, 10m SYL towards majestic wine and wide footway (10m).	30	37	Part Carriageway / Part Footway
238	8	East Ferry Road j/w Launch Street	On East Ferry Road, from crossing to tree east of Roffey Street	17	20	Carriageway
240	8	Pan Peninsula	On Marshwall, beneath DLR north of Pan Peninsula. East of crossing. From of footway.	20	24	Footway

### Appendix Two :

### Funding to contribute to Tower Hamlets Cycle Hire Scheme :

Source	Amount	
LIP 2010/11	£ 200,000	Include provision for enabling works for 4 stations in major schemes already funded from Annual TfL LIP allocation – incorporating footway improvements.
LIP 2011/12	£ 500,000	Topslice from Annual TfL LIP allocation - No other cycling schemes to be funded from this source in 2011/12.
LIP 2012/13	£ 200,000	Include provision for snagging of final works to our satisfaction to be funded from Annual TfL LIP allocation.
DCLG High Street 2012 2010/12	£250,000	Topslice from total project costs to include provision for enabling works for 5 stations.
Total LIP / DCLG capital	£1,150,000	
S106 (rec'd) PA/04/00904 S106 (rec'd)	In part - £50,000 of £600,000 £30,000	£125k for general improvements to pedestrian and cycle routes Cycleway improvements in the vicinity of Harford
PA/03/01277 S106 (rec'd) PA/06/01439	In part -£50,000 of £423,435	St Pedestrian and cycle improvements in vicinity of Marsh Wall
S106 (rec'd) PA/05/00296	£20,000	S106 expectation delivered already
S106 (rec'd) PA/06/01809	£10,000	Cycle payment for Cable St improvement – S106 expectation delivered
S106 (rec'd) PA/07/00298	In part - £80,000 of £150,000	Highways, ped and cycle improvements nr Bow Common Lane
S106 (rec'd) PA/08/01161	In part -£50k of £250,000k	Local highway improvements nr St Andrew's hospital
S106 (rec'd) PA/06/01992	In part - £120,000 of £150,000	Highways, ped and cycle improvements nr Thomas Road
Total S106 received	£350,000	
OPTEMS bid to Olympic Park S106 Group	£ 500,000	Additional bid put forward to OPTEMS for approval prior to Cabinet justified on basis of benefit to all transport impacts identified in Bow and Poplar
Total OPTEMS	£500,000	
Total secured funding	£2,000,000	

### Appendix 3:

### Proposed targeted use of Tower Hamlets' contribution

Work Element	Cost	Justification
Mapping of the borough and provision of 150 signage monoliths	£ 110,000	Contributes to improved wayfinding for all in line with objectives for Public realm improvement and helps to declutter other fingerposts signs. Also helps to bring forward further Legible London signage in the area.
Contribution to provision of 23 sites in LAP5 and 6	£500,000	OPTEMS funding is eligible to offset traffic impact identified by the Olympics. The sites will help to improve local access during the Games period and thereafter. 20% contribution to the cost of each station will facilitate work to integrate the station into the environment e.g. footway buildouts, re-paving.
Cover of Legal Costs for securing agreements to use Housing land	£75,000	To secure inclusion of Housing sites within the initial extension scope
Contribution to provision of 15 sites on Housing land	£ 1,315,000	To secure inclusion of Housing sites within the initial extension scope 88% of the cost of implementing each station to be covered.
Total contribution	£2,000,000	