

Tower Hamlets Second Local Implementation Plan (LIP2)



Consultation Draft
November 2010

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1. Introduction

1.1 Background

Under the Greater London Authority Act 1999, boroughs are required to produce a Local Implementation Plan (LIP) setting out their priorities and associated proposals to deliver a better transport system within the borough. This needs to be set in the wider context of the Mayor's Transport Strategy (MTS) for London and other locally and sub-regionally important goals.

Tower Hamlets' first LIP was produced in 2005, to cover the period of 2005/06 to 2010/11, and set out proposals to implement the MTS 2001. This second-round LIP, will propose to implement the revised Mayor's Transport Strategy (MTS2) which was published in May 2010 and covers the period up to 2031.

It identifies how we will work towards achieving the revised MTS goals of:

- supporting economic development and population growth;
- enhancing the quality of life for all Londoners;
- improving the safety and security of all Londoners;
- improving transport opportunities for all Londoners;
- reducing transport's contribution to climate change and improving its resilience; and
- supporting the delivery of the London 2012 Olympic and Paralympic Games and its legacy.

In addition to MTS2, it also responds to the emerging East London Sub-Regional Transport Plan (SRTP), Tower Hamlets' Community Plan and other relevant local policies. It sets out the long term goals and transport objectives for the borough, a three year programme of investment, and the targets and outcomes we are seeking to achieve.

Transport has implications for all activities which take place within the borough and a good transport system is thus an essential part of everyday. The LIP2 is a vital tool which will help us deliver a better, more sustainable, transport system that helps shape the identity of the Borough and contributes to an improved quality of life for all by meeting local priorities.

1.2 Development of the LB Tower Hamlets' LIP2

Tower Hamlets' Second Implementation Plan has been developed in accordance with Guidance on Developing Second London Local Implementation Plans (TfL, 2010).

Governance Arrangements

The development of this Plan has been overseen by a LIP2 Working Group comprising Officers from a range of internal teams and departments, namely:

- Transportation & Highways –
 - Public Transport
 - Road Safety
 - Engineering
 - Maintenance
 - Active Travel (LBTH & NHS Tower Hamlets)

- Development & Renewal –
 - Strategic Transport
 - Strategic Planning
- Parking Services –
 - Enforcement
- Environmental Health & Protection –
 - Air Quality
 - Noise

The Working Group has been involved at all key stages in the process of developing the Plan and has played a vital role in determining priority areas for investment. A series of working group meetings and workshops have been held throughout the LIP2 preparation process to:

- identify the priorities for transport within the Borough and ultimately to agree the Borough Transport Objectives, the first core component of the LIP2;
- identify potential interventions for inclusion within the LIP2 Delivery Plan and also to review and approve the three year Programme of Investment, the second core component of the LIP2; and
- review and approve the selection of monitoring indicators and the setting of core and local targets to be included within the Performance Monitoring Plan, the third core component of the LIP2.

This LIP2 document was subsequently submitted for Cabinet review on the 1st December 2010.

Consultation

In developing this Plan, we have consulted with the following consultees on the Borough Transport Objectives:

- Borough residents and local businesses / organisations;
- Metropolitan Police, including the Borough Commander and the Traffic Management Unit;
- Tower Hamlets' Pan Disability Panel Transport Sub Group;
- NHS Tower Hamlets;
- British Waterways;
- Neighbouring Boroughs of Hackney, Newham, Southwark, Greenwich and the City of London; and
- Transport for London (TfL).

A Borough Transport Objectives consultation document was made publicly available via the Council website from Wednesday 28th July until Wednesday 8th September 2010. Feedback received from this web-based consultation exercise has been taken into account when finalising the Borough Transport Objectives included within Chapter 2 of this document.

Formal public consultation on the LIP2 will take place post submission to TfL on the 20th December.

Integrated Impact Assessment

A number of strategic assessments have been undertaken in preparing the LIP2 to assess and minimise any potential adverse impacts of the plan. All of these

assessments (as described below) have been conducted together, and reported on as part of an Integrated Impact Assessment (IIA).

A **Strategic Environmental Assessment (SEA)**, which is a formal environmental assessment required under the SEA Regulations (SI 2004 No. 1633), has been undertaken to ensure that environmental features, issues and opportunities were given consideration as we developed options for improving and managing the transport network in Tower Hamlets, to be included within the Delivery Plan.

A **Health Impact Assessment (HIA)** has also been undertaken to assess the impact of the plan on the health and well-being of the population, and also on their ability to access health-related facilities and services. Production of a HIA fulfils local policy requirements and also supports the **Equality Impact Assessment (EqIA)**, an additional assessment undertaken for the LIP2. The purpose of the EqIA was to ensure that the proposals presented do not discriminate against equality groups and that equality is promoted whenever possible. Boroughs have a duty to carry out an Equality Impact Assessment of their LIP under race, disability and gender legislation.

A summary of the main IIA report is contained in Appendix A. Outcomes of the earlier stages of the assessment are also reported at relevant points throughout the document.

1.3 Content

Subsequent chapters of Tower Hamlets' LIP2 are as follows:

- Chapter 2 presents an evidence-based identification of **Borough Transport Objectives**, reflecting the MTS2 goals, and local priorities (such as those set out in Tower Hamlets Community Plan, Local Area Agreement, LDF Core Strategy and Sustainable Transport Strategy);
- Chapter 3 sets out a **Delivery Plan** detailing the interventions we propose to deliver, including a costed and funded Programme of Investment covering the period 2011 to 2014; and
- Chapter 4 details the **Performance Monitoring Plan** identifying a set of locally specific targets which can be used to assess the effectiveness of the LIP2 in achieving its objectives, and ultimately the MTS goals.

2. Borough Transport Objectives

2.1 Introduction

This Chapter sets out the Tower Hamlets' LIP2 Borough Transport Objectives,

- Section 2.2 provides an understanding of the **local context**, in terms of borough socio-demographic and economic characteristics and transport geography, and also the policy influences which are informing the preparation of the LIP2;
- Section 2.3 sets out the **problems, challenges and opportunities** which exist within the borough, in the context of the Mayor's goals and challenges for London, and identifies the main issues which need to be addressed within the borough to deliver the MTS goals; and
- Section 2.4 highlights the **Borough Transport Objectives** for the Tower Hamlets LIP2 – these have been informed by issues identified from the data presented in the previous sections.

2.2 Local Context

2.1.1 About Tower Hamlets

People and Background

Around 235,000 people live in Tower Hamlets and Figure 2.1 shows the distribution of residents across the borough. Despite Tower Hamlets already being one of the most densely populated boroughs in London (twice the London average), the population is estimated to grow by 37% by 2031. This equates to an additional 86,500 people placing increased demand on local services, housing and transport networks (GLA 2008 round ward projections low).

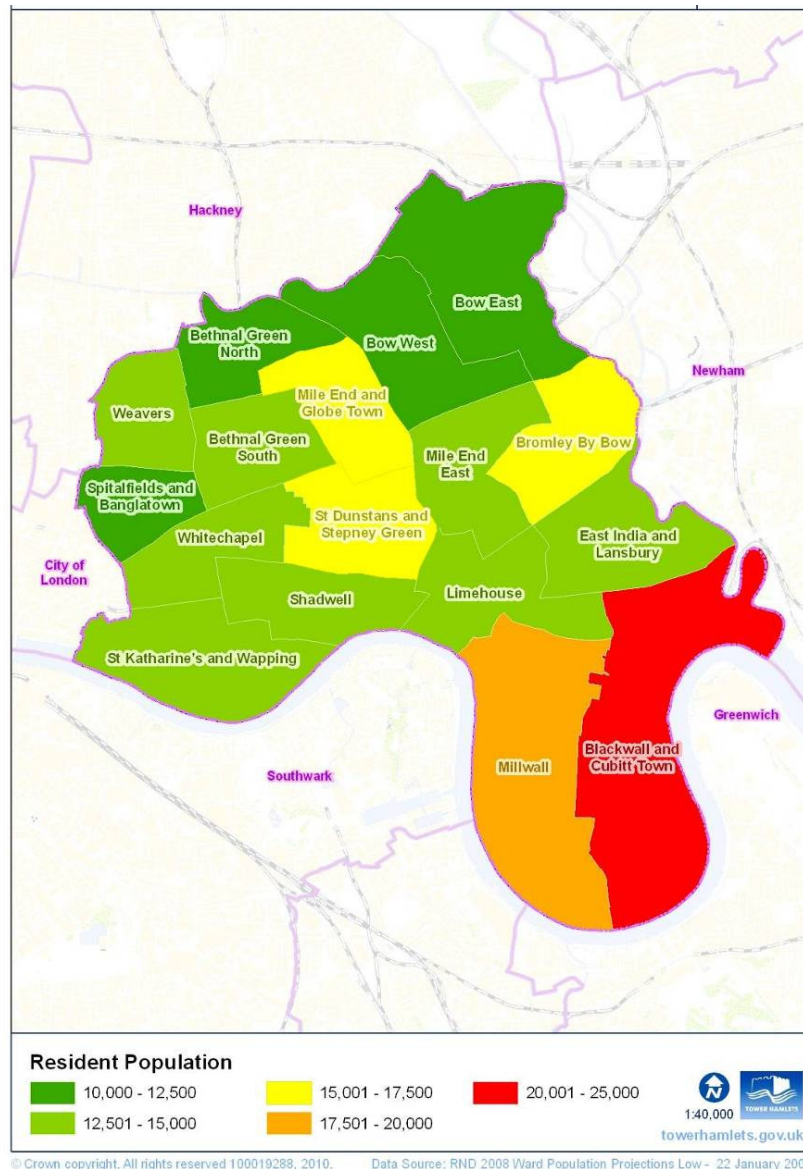


Figure 2.1 Tower Hamlets' 2009 Population Distribution by Ward

The borough has historically hosted new migrant communities to Britain with Chinese, Huguenot and Jewish populations settling in the Spitalfields area in the 18th and 19th centuries. This pattern has continued to the present day and Tower Hamlets is now home to large communities of Asian and other ethnic origins.

This heritage of welcoming new settlers to Britain is one reason why Tower Hamlets is the eighth most ethnically diverse local authority area in England (GLA/DMAG 2007). It contains the largest Bangladeshi community in England, making up 33.5% of the borough's population (compared with 2.5% across Greater London). The largest ethnic group, accounting for 50% of the borough's population, is of European origin; this figure is however lower than the London average of 67% (GLA Ethnicity Projection 2008).

Tower Hamlets has a young population, with the proportion of 20-34 year olds being the third highest of any local authority in the UK, while just 8% of residents are over 65 compared to a UK average of 16% (Figure 2.2). The high proportion of younger

people is forecast to remain to 2031, with possible implications for increasing travel demand arising from an increasingly prosperous, working-age population (GLA 2008 round ward projections low).

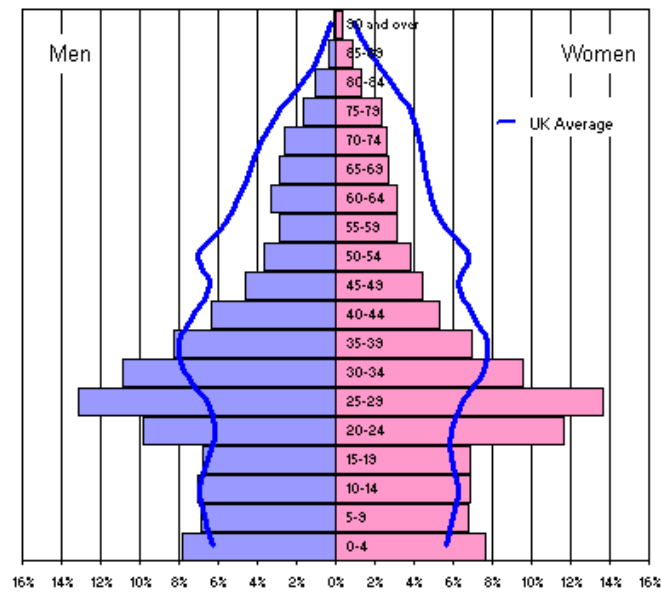


Figure 2.2 *Tower Hamlets Population Pyramid (2001 Census)*¹

Tower Hamlets is the third most deprived local authority in the UK and the second most deprived borough in London (IMD 2007); although there are however contrasting levels of deprivation across the borough. As shown in Figure 2.3, areas close to the River Thames have a relatively affluent population while higher concentrations of the most deprived areas are generally located in the east and central parts of the borough.

¹ www.statistics.gov.uk

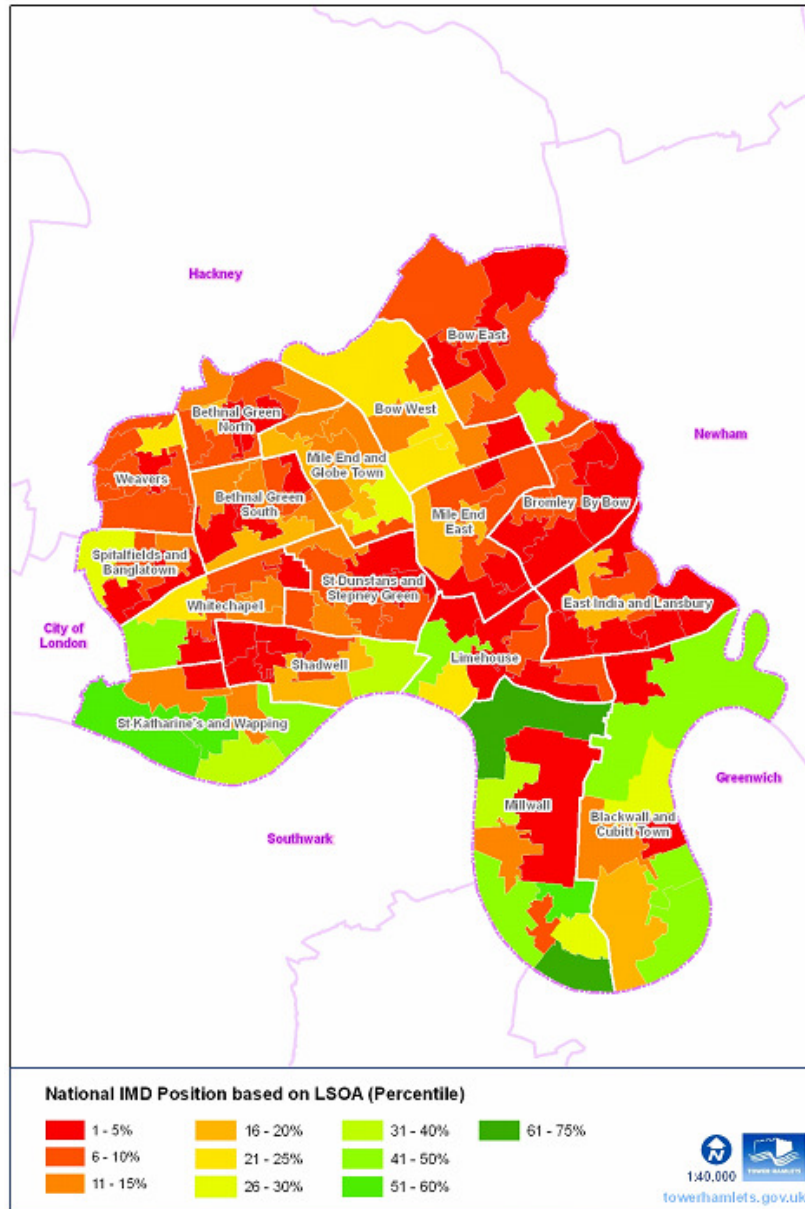


Figure 2.3 *Index of Multiple Deprivation (2007) data for Tower Hamlets (Super Output Area level)*

Location and Space

Tower Hamlets is located in East London and is bounded by the City of London to the west, the River Lea and LB Newham to the East, the River Thames to the south and LB Hackney to the north. The borough comprises a total area of 19 square kilometres.

The borough is situated in the East London Sub-Region which is one of five London Sub regions identified by Transport for London (TfL). TfL, in conjunction with the Greater London Authority (GLA) and London Development Agency (LDA), is working closely with the London Boroughs to develop an integrated approach to sub-regional transport development and land use planning based around the five sub-regions.

The East London Sub Region which also comprises of the London Boroughs of Hackney, Newham, Greenwich, Bexley, Barking & Dagenham, Redbridge, Lewisham and Havering, accounts for 27 percent of the land in London.

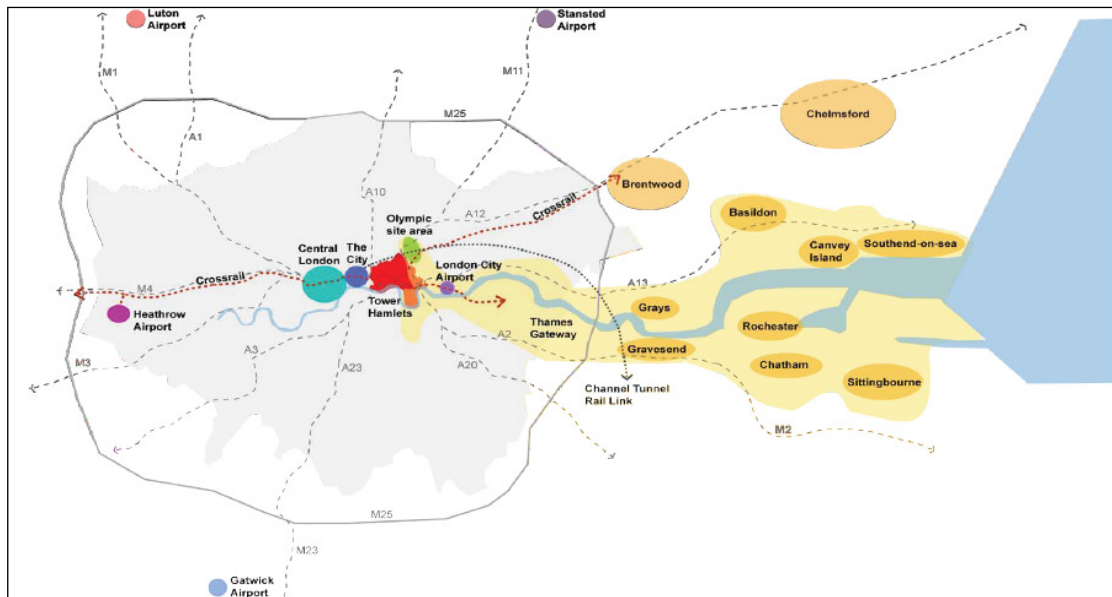


Figure 2.4 *Regional Context of Tower Hamlets*

The borough is rich in heritage, containing much of the old ‘East End’ and Docklands, and also being home to the Tower of London, an internationally renowned tourist attraction and United Nations (UN) World Heritage site. The borough’s heritage assets bring a wide range of benefits, for example by supporting local economy through generating tourism and attracting business to locate here and fostering social cohesion by establishing a communal sense of place and identity.

A series of recognisable / locally distinct ‘places’ (or neighbourhoods) have been identified within the LDF (see Figure 2.5), which come together to help build an outward looking One Tower Hamlets (the overarching theme of the Tower Hamlets Community Plan).

These places reflect not just the heritage of the borough but also its vibrancy, dynamic modernity and diversity. The shops, restaurants, clubs and bars of Brick Lane, Shoreditch and Aldgate East, for example are at the heart of the borough’s vibrant and thriving night time economy.



Figure 2.5 *Tower Hamlets ‘Places’*

The majority of Tower Hamlets is made up of dense residential places and focuses around a number of district and local town centres. These neighbourhoods are used by local communities for activities and services, including shopping, recreation, healthcare, education and other activities. There are also a number of renowned street-markets in the borough, including:

- Bethnal Green;
- Brick Lane;
- Crisp Street;
- Columbia Road;
- Petticoat Lane;
- Roman Road;
- Spitalfields;
- Watney Street; and
- Whitechapel.

Canary Wharf, located on the Isle of Dogs, is classed as a major centre and unlike other centres within the borough performs a wider, regional and sub regional role. Since the 1980s the area has increasingly emerged as a globally competitive financial district but also continues to serve an important local function as a high quality retail and leisure destination.

Information on other key locations, origins and destinations in the borough is given in Figure 2.6. As can be seen, areas such as the Lower Lea Valley and Fish Island are regeneration priorities within the borough.

Although it contains two of London's most popular parks (Victoria and Mile End), the borough's residents suffer from one of the lowest rates of publicly available open and green space of any London borough. However, it should be noted that initiatives such as Green Grid and other proposals within the Open Space Strategy will help to improve access to open space and address such deficiencies.

Canals, major roads and railway viaducts can be found across the borough. While they provide a range of travel opportunities, their physical structures can cause severance, noise pollution and air pollution issues.

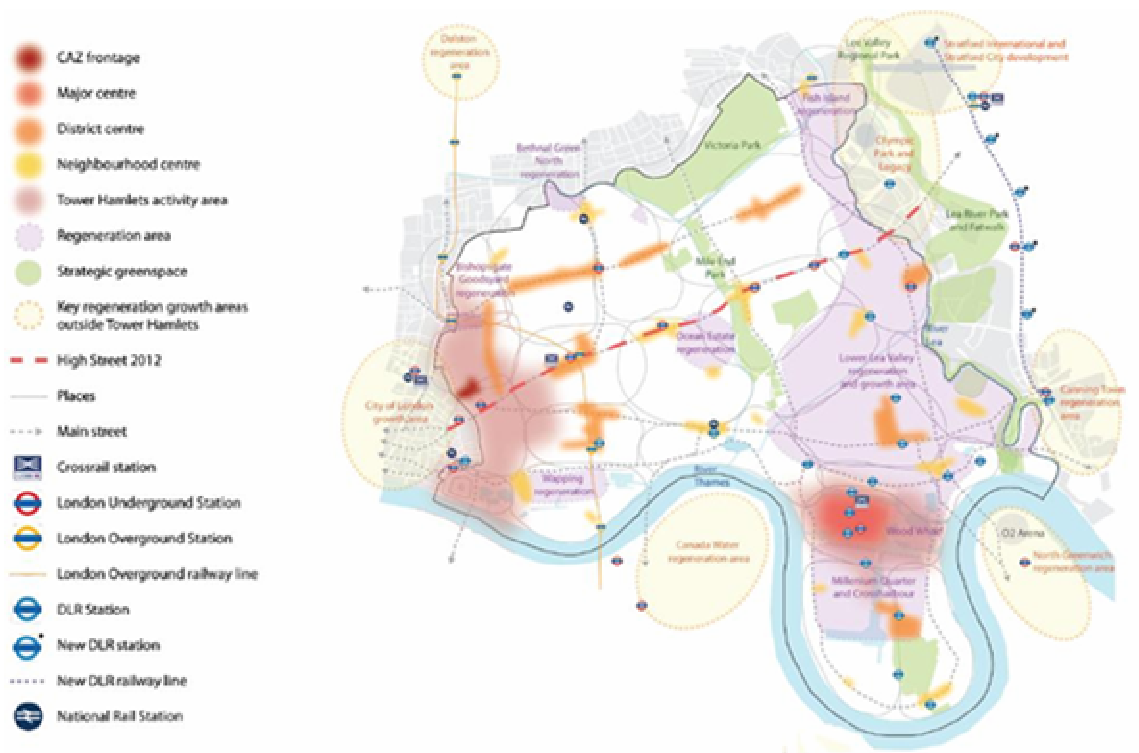


Figure 2.6 *Key Locations, Origins and Destinations in Tower Hamlets*

Economy and Labour Market

In 2007, around 198,800 jobs were located in Tower Hamlets. However, as a result of the recession in the EU this number has since reduced (Annual Employment Survey / Annual Business Inquiry Employee Analysis, NOMIS).

As can be seen from Figure 2.7, over half the jobs in the borough are located on the Isle of Dogs with the next largest employment centres being located in the City Fringe and Wapping areas. Canary Wharf, located on the Isle of Dogs, is the single largest employment centre in the borough and with over 90,000 people working here, it the third largest employment centre in London. It is also one of the busiest transport hubs outside of Central London.

Despite the large number of jobs located in Tower Hamlets, the borough has the second lowest employment rate in London. Between September 2007 and September 2008, 61.7% of the population were in employment, compared to a London average of 70.5%. In addition, while the average wage of people working at Canary Wharf is close to £69,000 per year, the borough average is £28,000 (GLA/DMAG, 2008). However, this average data masks the number of households living well below this level which has implications for the level of trip making by borough residents, and also the range of travel options available to those on lower incomes.

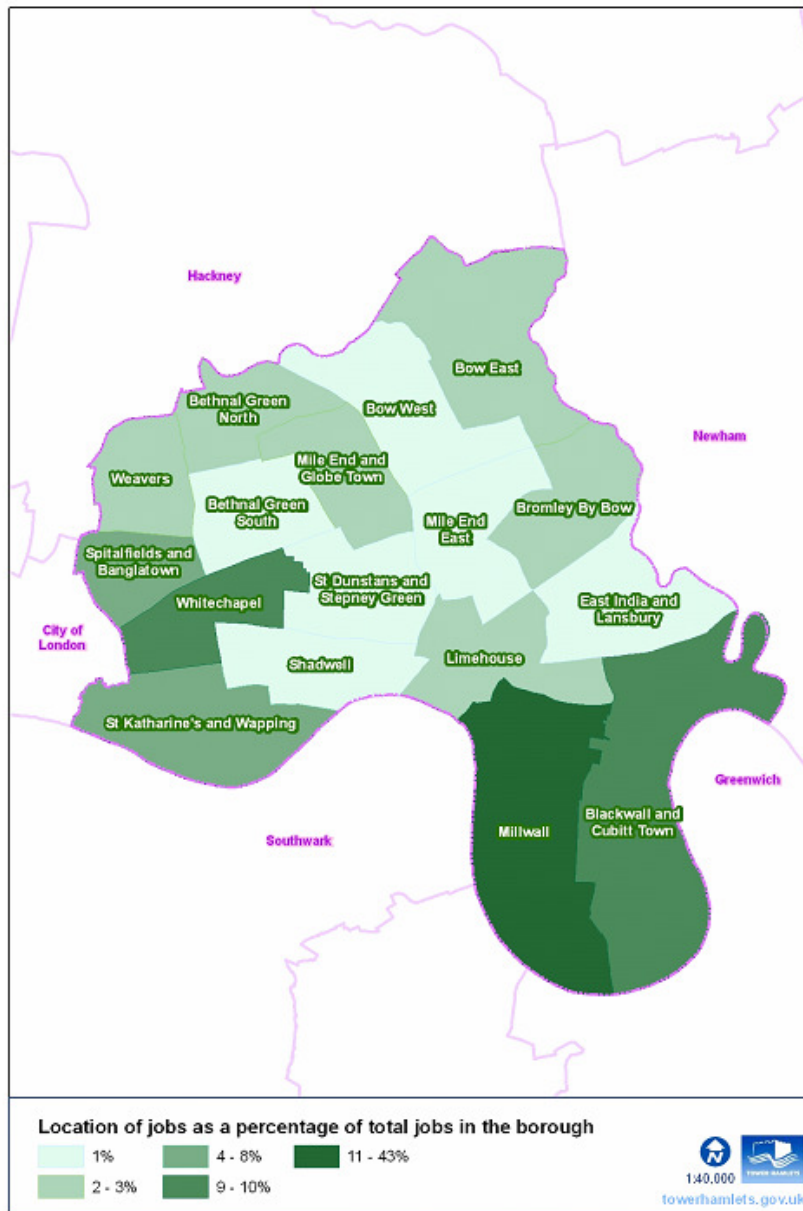


Figure 2.7 *Employment Distribution by Ward*

Tower Hamlets' central and inner-city location, places the borough at the heart of the growth expected within London. In addition to the growth projected in Tower Hamlets, by 2021 the City of London is expected to have provided 60,000 additional jobs and the Lower Lea Valley is expected to grow with around 50,000 new homes and jobs. The new Stratford City development, on the borough fringe, in Newham will offer the largest shopping centre in the sub region. All these social and regeneration developments will provide opportunities to existing and new residents. However, these changes are likely to place strains on existing local and sub regional transport networks.

Tower Hamlets is one of five host boroughs for the London 2012 Olympics and Paralympics Games, with the Olympic Park being constructed in the Lea valley to the north-east of the Borough. Preparing for the games has involved improving existing transport links and building new links where needed in and around Tower Hamlets. More detail on specific improvements related to the 2012 Olympics is given in sub-

section 2.3.6 which relates to the MTS goal six (to 'support delivery of the London 2012 Olympics and Paralympics Games').

2.1.2 Transport in Tower Hamlets

Figure 2.8 illustrates the borough road network, a hierarchy of roads performing different traffic and movement functions. The Transport for London Road Network (TLRN), which includes the A11, A12, A13 and A1203, creates a dense strategic network across the borough catering for long distance and strategic traffic. Local roads, managed by Tower Hamlets Council, provide access to households, businesses and services.

There are three road-based River Thames crossings within the borough, these are Tower Bridge, Rotherhithe Tunnel and Blackwall Tunnel and are all managed by TfL. The Greenwich Foot Tunnel provides a pedestrian link under the river and is managed by the London Borough of Greenwich under a maintenance agreement with Tower Hamlets Council.

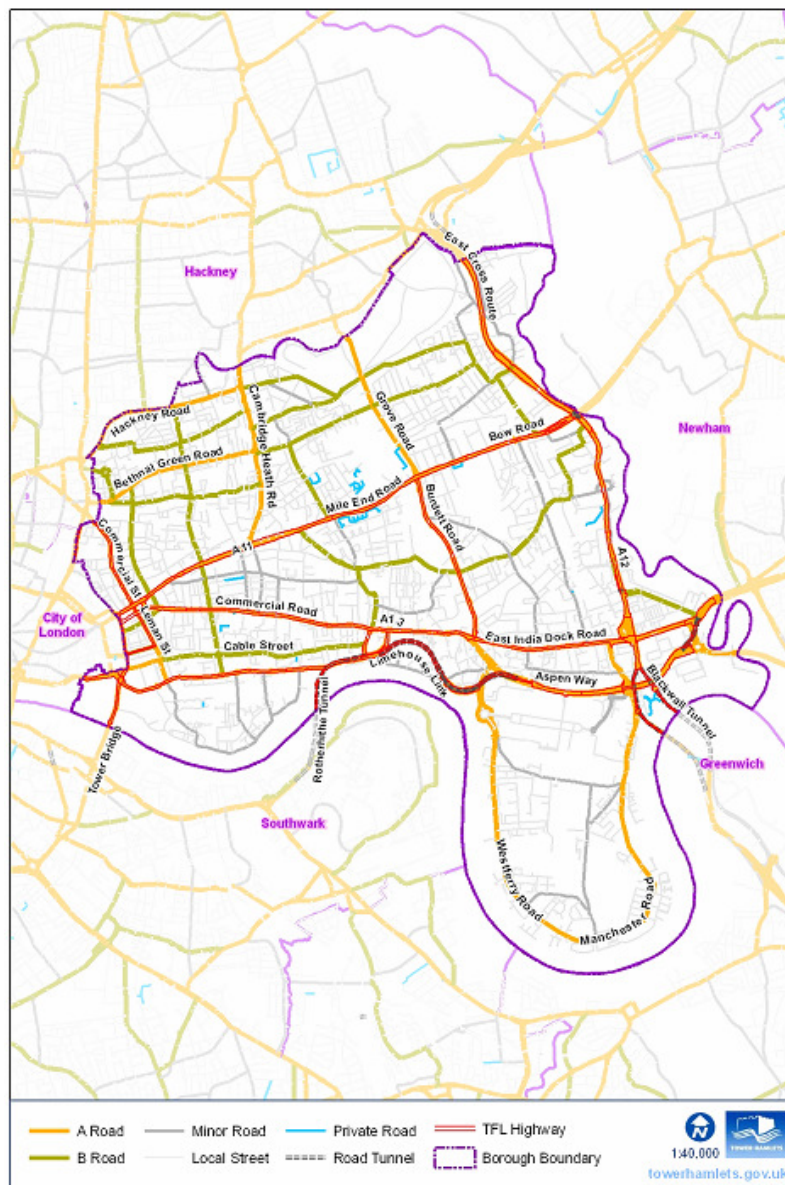


Figure 2.8 *TLRN Roads and rest of Borough Road Network*

The borough has a high level of public transport provision providing direct routes within and across Tower Hamlets, London and beyond. It has extensive rail links, including four TfL London Underground lines, the London Overground East London Line, the Docklands Light Railway (DLR), and National Rail lines and is also served by 30 bus routes. London Underground lines are primarily radial routes, providing access to the City, and are supported by the DLR and bus services for local access and connectivity.

All 18 DLR stations within the borough are fully accessible and Canary Wharf Underground Station and Shoreditch High Street Overground Station also allow step-free access.

The public transport network available in the borough is illustrated in Figure 2.9.

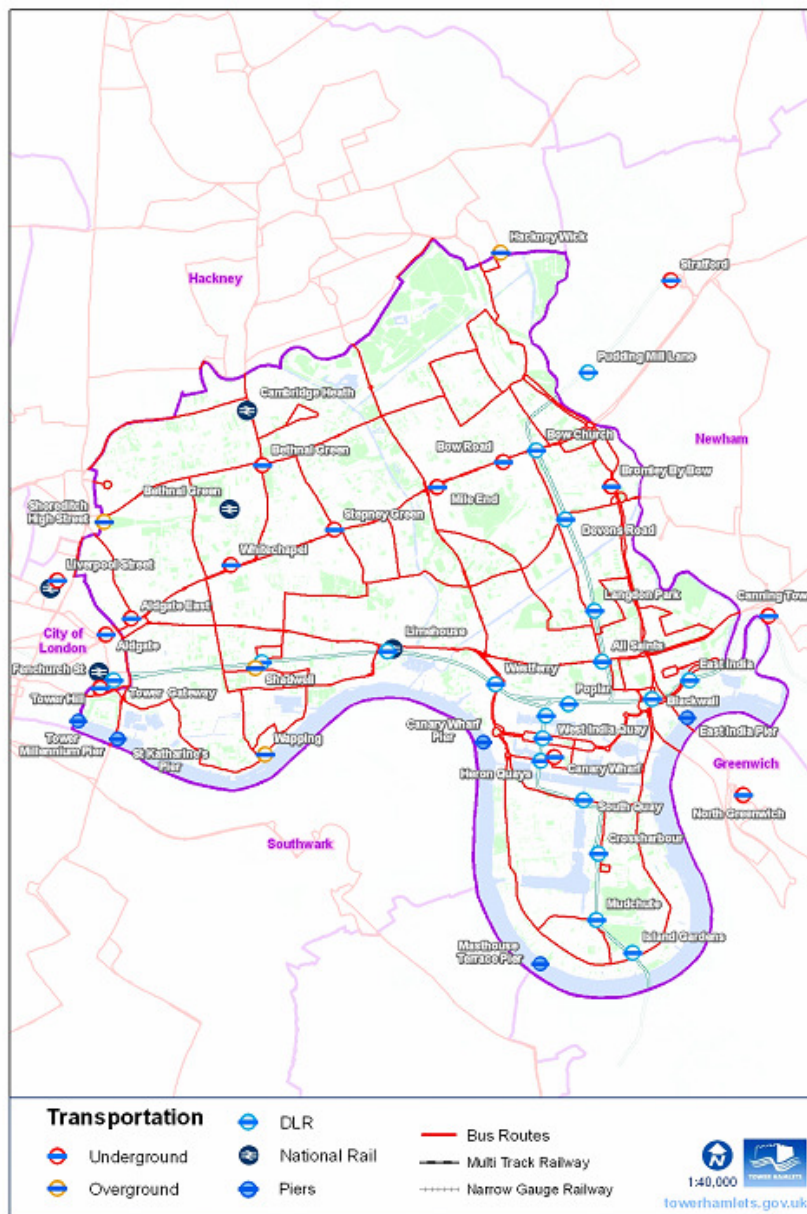


Figure 2.9 *Transport Provision in Tower Hamlets*



London Underground Performance data for entries and exits at stations within the borough over the most recent three years is presented in Table 2.1 below. As can be seen, Canary Wharf is by far the busiest underground station in the borough, with just over 43.5 million passengers having passed through it in 2008. Figures for that same year show that Tower Hill and Bethnal Green are the second and third busiest stations (with just over 20 million and 14 million passengers respectively having passed through these stations). It should be noted that this data does not include entries and exits to DLR services.

Canary Wharf London Underground Station

Table 2.1 *Annual Entry & Exit Figures for London Underground and East London Line Stations (2006 - 2008)*

Station	Total Annual Entry + Exit Figures (in millions)		
	2006	2007	2008
Aldgate East	8.19	7.66	8.15
Bethnal Green	12.05	14.1	14.27
Bow Road	4.12	4.59	5.32
Bromley-by-Bow	2.62	2.65	2.75
Canary Wharf	38.49	41.62	43.51
Mile End	11.21	12.09	13.3
Shadwell	1.74	1.79	Closed
Stepney Green	3.8	4.03	4.4
Tower Hill	18.99	19.44	20.31
Wapping	1.56	1.56	Closed
Whitechapel	11.45	12.43	11.55

Tower Hamlets is served by Thames Clipper riverboat services and there are two piers on the borough's riverside, namely Canary Wharf Pier and Masthouse Terrace Pier (Figure 2.9). The Thames Clipper also serves Tower Millennium Pier on the borough boundary with the City of London. The Thames Clipper service provides connections to The O2 in Greenwich and other destinations such as Woolwich, Embankment, Westminster and Waterloo. These services also play an important role in terms of accessibility, and reducing the severance caused by the River Thames, as they provide a cross-river connection between Greenland Pier on the south side of the river and Canary Wharf Pier on the north side.

St Katherine Pier, which is also located along the borough's riverside, is served by two companies. Crown River Cruises provides a circular river cruise which goes non-stop to Westminster Millennium Pier before returning via the South Bank arts centres. Thames River Services provide a Westminster-Greenwich express service from this pier.

A number of coach services also operate within the borough, both for tourism and commuting purposes. The 731 / E (Murston to London) for example provides a weekday commuter service for persons travelling between towns in Kent and Medway to locations such as Canary Wharf, Aldgate and London Victoria. Tourist coaches also operate within the borough taking passengers to attractions such as the Tower of London. Coach parking facilities within the borough are located in the Isle of Dogs (at Saunders Ness Road and Lightermans Road); Wapping (Glamis Road); Bethnal Green (Cambridge Heath Road); Aldgate (Whitechapel Road); and Tower Hill (Lower Thames Street).

In September 2009 the Council introduced a free “hoppa” bus for the Isle of Dogs, which is due to run for a period of two years. The service was introduced as a pilot following feedback from residents in the Isle of Dogs that the mainstream buses was not meeting all their travel needs. Two buses run hourly Monday to Saturday between 10am and 4pm providing a circular route (both clockwise and anti-clockwise) via many local amenities. It uses fixed bus stops on the main routes and operates as a hail and ride service in the residential streets where mainstream buses do not operate. In this way it provides much greater penetration than would otherwise be the case. The service is also operated by the Council’s Transport Services Unit under a Service Level Agreement and is funded by s106 contributions.

In addition, the Council operates a Passenger Transport Service which arranges and provides home to school or centre transport for children with Special Educational Needs (SEN) and adults with care plans. The service operates 45 daily routes using their own, fully accessible, minibuses and coaches and also manages approximately 130 regular routes operated by external partners. Passenger transport services also support schools and colleges by providing transport to swimming baths, after-school clubs and trips to residential centres; and local voluntary and community-based groups by providing transport for specific trips.

More details on the transport network of Tower Hamlets is provided in Table 2.2.

Table 2.2 *Transport Network in Tower Hamlets*

Level	Key Origins / Destinations	Multi-modal Transport Corridors	Access to / Interchanges between Corridors or Networks
International	<ul style="list-style-type: none"> • International Business Centre – Canary Wharf • Leisure – Tower of London; Tower Bridge 		<ul style="list-style-type: none"> • International Airport – London City Airport (within LB Newham but served by DLR from Tower Hamlets)
National		<ul style="list-style-type: none"> • Walking – NCN Route 1 through Mile End Park 	<ul style="list-style-type: none"> • Gateway – A13 / A406 junction (acts as a gateway to the national road network)
London-wide / Regional	<ul style="list-style-type: none"> • Opportunity Areas – Isle of Dogs • Services – Royal London Hospital (Whitechapel) • Leisure – River piers; Whitechapel Art Gallery 	<ul style="list-style-type: none"> • Rail – C2C; West Anglia lines • Tube – Jubilee Line; District & Circle Line; Central Line; Hammersmith & City Line • TLRN – A12; A13; Blackwall Tunnel; Tower Bridge • Walking – Thames Path National Trail 	<ul style="list-style-type: none"> • Regionally Important Interchanges – Whitechapel and Bromley-by-Bow Stations
Sub-Region (e.g. East London)	<ul style="list-style-type: none"> • Employment – City Fringe, News International (Wapping); East India Dock Complex • Retail / Shopping – Brick Lane; Spitalfields Market; Canary Wharf; Columbia Road Market • Services – London Chest Hospital; London Metropolitan University (LMU); Queen Mary College (Stepney/Mile End) • Leisure – Aldgate East; Brick Lane; Victoria Park; Shoreditch / Spitalfields; Canals & Navigations; Museum of Childhood, Bethnal Green 	<ul style="list-style-type: none"> • Rail – Docklands Light Railway; East London Line & north London Line (Overground) • Bus Corridors – A11 (Routes 25,205); A13 (Routes 15, 115); Burdett Road (277, D7 and D6) • TLRN – A11, Rotherhithe Tunnel; A1203 (includes Limehouse Link); A1261; Burdett Road • Olympic Route Network (ORN) • Cycling – Cycle Superhighways Routes 2 (Aldgate to Bow) and 3 (Tower Hill to Barking) • Walking – Silver Jubilee Loop Walk; Lee Valley Walk 	<ul style="list-style-type: none"> • Stations – DLR stations (18 in borough); Overground stations (4 in borough: Shoreditch High Street, Whitechapel, Shadwell and Wapping); National Express-C2C station (Limehouse); Bethnal Green NR station; Cambridge Heath NR station • Bus Interchange – Mile End, Blackwall, Limehouse Aldgate East • Boundary Points – A12 Canning Town, Tower Hill, Aldgate

Level	Key Origins / Destinations	Multi-modal Transport Corridors	Access to / Interchanges between Corridors or Networks
Local	<ul style="list-style-type: none"> • Employment – Fish Island • Retail / Shopping – Whitechapel Market; Bethnal Green Market; Roman Road East; Roman Road West; Watney Market; Chrisp Street; Tesco (Bromley-by-Bow); Asda (Crossharbour) • Services – Idea Stores; Libraries; Schools; Health Centres • Leisure – York Hall (Bethnal Green); Troxy (Commercial Road); Rich Mix Cinema; Cineworld Westferry; Genesis Cinema Mile End 	<ul style="list-style-type: none"> • Bus Routes – 30 in borough • Local Strategic Roads & Streets – Roman Road; Cambridge Heath Road; Bethnal Green Road; Preston’s Road; Westferry Road; Bethnal Green Road; Manchester Road; Whitepost Lane • Cycling – LCN; Connect2; Greenway Routes; Local Cycle Routes • Walking – Lee Valley Park walking route; Greenwich Foot Tunnel 	<ul style="list-style-type: none"> • Bus Stops – 429 across the borough • River Piers – Canary Wharf Pier; Masthouse Terrace Pier, St Katherine Pier, Tower Millennium Pier • Cycle Hire Docking Stations – 17 docking station locations in borough • Car Club Bays – 107+ bays across the borough

2.1.3 Policy Context

2.10 summarises the key regional, sub-regional and local policy documents which have influences and informed the preparation of the LIP2. The full review of these key policy documents can be found in Appendix B.

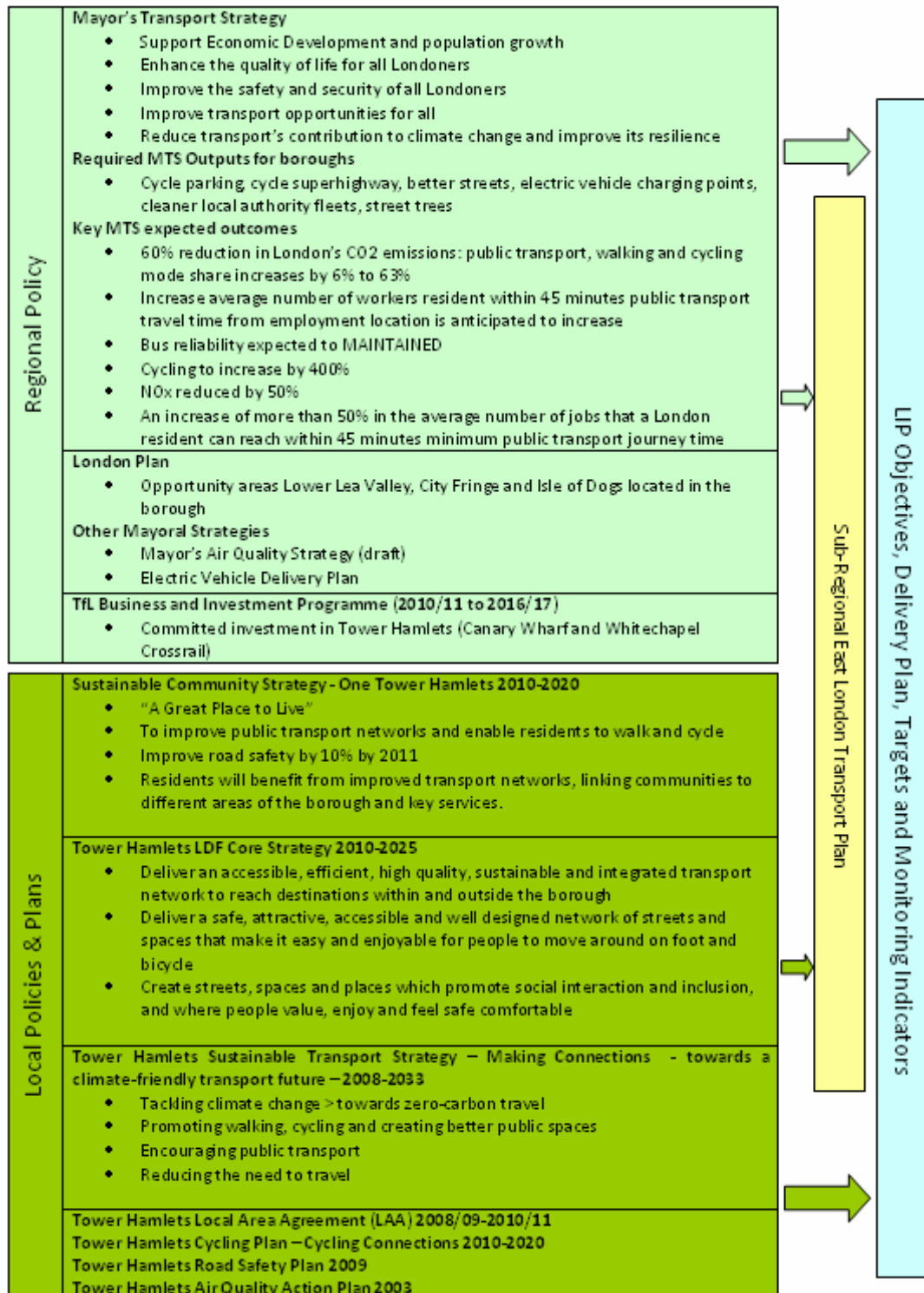


Figure 2.10 Summary of Policy Influences

2.3 Local Problems, Challenges and Opportunities

This section sets out the key problems, challenges and opportunities for Tower Hamlets over the course of the next 10-15 years. These have been set within the context of the goals and challenges for London, identified in the Mayor's Transport Strategy, and the challenges for the East London sub-region. Table 2.3 provides a summary of the goals and challenges.

Table 2.3 *Summary of Goals and Challenges for Transport in London, the East London sub-region and Tower Hamlets*

MTS Goals	MTS Challenges	East London Sub-region Challenges	Tower Hamlets Challenges
Supporting economic development and population growth	Supporting sustainable population and employment growth	Ensuring transport capacity supports projected growth (particularly in opportunity areas such as the Isle of Dogs) and maximise growth where transport capacity and connectivity exists.	To ensure transport infrastructure provides sufficient capacity to support growth areas, whilst managing demand and mitigating potential adverse environmental, social and economic impacts that may otherwise result from the projected growth.
	Improving transport connectivity	Improving connectivity to growth areas and town centres to support existing communities and growth aspirations by providing access to jobs (regionally important interchanges such as Bromley-by-Bow and Whitechapel will improve orbital movement)	To ensure the transport system supports the delivery of connected 'places' and access to key locations by sustainable, and active modes of travel.
	Deliver an efficient and effective transport system for people and goods	Managing highway congestion to improve reliability and resilience. The impact of on the efficiency of the bus network is a key challenge for the sub region, as is the lack of river crossings.	To manage vehicular trips (private car and freight) to relieve congestion, whilst continuing to support economic growth.
Enhancing the quality of life of all Londoners	Improve journey experience	Reducing significant overcrowding on radial links to London and Canary Wharf.	To ensure that the transport system and environment is efficient, convenient and attractive, in order to improve user satisfaction whilst also encouraging a shift towards more sustainable modes of travel (this will be particularly challenging given the scale of growth and therefore travel demand projected for the borough).
	Enhance the built and natural environment	To improve the quality the urban realm in East London region, particularly in Town	To maximise the contribution the built and natural environment can

MTS Goals	MTS Challenges	East London Sub-region Challenges	Tower Hamlets Challenges
		Centres, where it can marginalise pedestrians and cyclists and reduce liveability.	make to improving quality of life and addressing health inequalities through encouraging walking, cycling and public transport usage within the borough. Preserving the boroughs cultural heritage will also need to be a key consideration.
	Improve air quality	Improving air quality must be a priority in order to tackle deprivation and improve liveability in the East London Region.	To reduce transport related air pollution to enhance quality of life, whilst still supporting economic growth of the borough.
	Reduce noise impacts	Reduce the impact of noise from road and air traffic on the residents of East London and to encourage development in growth areas within the vicinity of such sources of noise.	To reduce transport related noise, whilst still supporting economic growth of the borough.
	Improve health impacts	To address health inequalities in the sub-region, particularly in areas of poverty and degraded urban environment through maximising the potential for 'mainstreaming' walking and cycling in the local community associated with the Olympics.	To ensure that the transport environment facilitates active travel and improving health and wellbeing of the borough's residents is a key focus of smarter travel interventions.
Improving safety and security of all Londoners	Reduce crime, fear of crime and anti-social behaviour	Whilst East London currently has low levels of crime on public transport the challenge for the future is to ensure that increased numbers of people travelling does not increase opportunities for crime and anti-social behaviour.	To ensure a safe and secure transport environment that encourages sustainable modes of travel and also supports the borough's growing night time economy (for example in areas such as Brick Lane, Commercial Street and Aldgate).
	Improve road safety	With the expected growth in demand and pressure on space, the potential for conflicts between users could increase.	To address road safety for vulnerable road users whilst encouraging increased levels of walking and cycling.
Improving transport opportunities	Improve accessibility	Improving accessibility to Opportunity Area, particularly those adjacent to the River Thames (for example Isle of Dogs).	To further improve accessibility to address disadvantage and inequalities in access of the transport system and services.
	Support regeneration	Supporting growth through sustainable regeneration,	To improve accessibility to the public transport

MTS Goals	MTS Challenges	East London Sub-region Challenges	Tower Hamlets Challenges
	and tackle deprivation	whilst tackling deprivation.	network in areas of deprivation and to delivery of other transport related interventions such as schemes to address community severance and improve public realm to further support regeneration.
Reducing transport's contribution to climate change	Reduce CO2 emissions	Improving the efficiency of the transport system and reducing the emissions from its operation by continuing to promote sustainable modes, particularly walking and cycling in encouraging a shift in travel.	To control the impact of traffic on climate change, particularly given the scale of growth projected for borough and the wider East London sub-region.
	Adapting for climate change	Because of the increased risk of flooding in the sub region the resilience of the transport system and adapting to climate change will be particularly important.	To ensure the transport system adapts, improving its resilience to climate change.
Support delivery of the London 2012 Olympic and Paralympic Games and its legacy.	Contributing to a successful 2012 Games and its legacy	Ensure a transport behavioural legacy.	To ensure long-term benefits for the borough's residents, by ensuring schemes support regeneration and improve connectivity within the fringe areas around the Park and encourage a transport behavioural legacy to deliver sustained environmental, health and wellbeing benefits.

2.3.1 MTS Goal – Supporting Economic Development and Population Growth

MTS Challenge 1: Supporting sustainable population and employment growth

Tower Hamlets is London's fastest growing borough with a projected increase in population of 33% by 2020 (London Councils).

The LDF Core Strategy sets out the long term spatial strategy for the borough, outlining the broad areas and principals for where, how and when sustainable development should be delivered across the borough until 2025, shaped by the accessibility and urban structure of an area. The borough plans to deliver 43,275 new homes between 2010 and 2025. The most intense period of delivery will take place after 2014. In spatial terms, the highest growth will take place in the opportunity areas of the Isle of Dogs and Lower Lea Valley (identified within the East London Sub-Regional Transport Plan Interim Report). It is imperative that the implications of

such large growth for the transport system are fully understood and the impacts on the borough are mitigated.

Areas which benefit from higher accessibility levels can support higher density of land uses (such as town centres) and population density. The majority of new housing will be focused in Millwall; Canary Wharf; Cubitt Town; Poplar Riverside; Poplar; Leamouth; Blackwall; Bromley-by-Bow; and Fish Island.

Both the Tower Hamlets Council's LDF Core Strategy and Mayor of London's Transport Strategy highlight the need to address this housing and employment growth through balancing demand and capacity for transport. This will involve locating development in locations with high public transport accessibility and ensuring sufficient public transport capacity.

A series of studies and masterplans have been carried out to shape development of Fish Island, which is located in the north east of the borough close to the London 2012 Olympic site. The Hackney Wick Fish Island Development Brief highlights the need for increasing public transport capacity in the area to meet the needs of growth. Crossrail line 2 and creation of a transport hub / interchange at Hackney Wick Station have been identified as key opportunities to aid the regeneration of the Fish Island area.

It is interesting to look at current levels of car ownership within the borough and the effect that increases in the number of households may have if vehicle demand is unrestrained. Currently, 44% of households within the borough have access to a car, if this figure were to remain static there would be over 54,000 cars and vans in the borough by 2011 compared with 39,833 in 2001, and nearly 67,000 by 2016 (based on the housing targets). The level of car ownership within Tower Hamlets is however relatively low compared to London as a whole and the rest of England and Wales (63% for London and 73% for England and Wales).

The Olympic Transport Strategy seeks to bring forward planned investment in transport infrastructure or services wherever possible in time for the Games, and will provide legacy benefits to support the anticipated growth within the sub-region.

Significant infrastructure projects included within the TfL Business Plan and Investment Programme 2009/10 to 2017/18 which will provide further support to growth include:

- District, Circle, Hammersmith & City and Metropolitan lines upgrades: These include new trains with walk-through carriages and air conditioning in all cars. On the Circle and Hammersmith & City lines, trains will be longer with an additional car, which increases capacity by 17 per cent;
- East London Line Extension; and
- Crossrail: The development of Crossrail line 1 will further increase rail capacity, delivering significant benefits to the borough and will alleviate stress on the busy DLR and Jubilee Line connections to Canary Wharf.

The Infrastructure Delivery Plan (IDP) for Tower Hamlets' LDF includes key infrastructure items required to support the growth projections set out in the Core Strategy. These include:

- Interchange improvements to Hackney Wick Station (creation of a Transport Hub) to support regeneration of Fish Island;
- Interchange and public realm improvements at Whitechapel Station;
- Upgrade of Bromley-by-Bow Station;
- A12 crossings to improve connections between Bow and Fish Island (and beyond to the Olympic Park) and between Poplar Riverside and surrounding communities ;
- New and improved transport infrastructure at Millennium Quarter to support regeneration of the area;
- Crossing improvements at Aspen Way to improve connectivity between Canary Wharf and South Poplar; and
- Leamouth Pedestrian / Cycle Bridge.

Tower Hamlets Challenge 1:

The population and economic growth projected for the borough will undoubtedly have an impact on travel demand and ultimately available capacity within the transport network, especially around key growth areas such as the Isle of Dogs and the Lower Lea Valley. The challenge for Tower Hamlets will therefore be to ensure that transport infrastructure provides sufficient capacity to support growth areas, whilst managing demand and mitigating potential adverse environmental, social and economic impacts that may otherwise result from the projected growth.

MTS Challenge 2: Improve transport connectivity

As discussed in section 2.1.2 previously, Tower Hamlets is well served by rail, underground, DLR and the local bus network. Figure 2.11 illustrates the Public Transport Accessibility Levels (PTALs) across the Borough, with 1a being poor accessibility to the public transport network and 6b being high.

Although public transport connectivity is relatively good within the East London sub region, connectivity and transport capacity to, from and within Town Centres (particularly local links) needs to be improved to support growth. Bromley-by-Bow and Whitechapel have been identified within the Sub-Regional Transport Plan Interim Report as being regionally important interchanges that provide opportunities to enhance orbital movement, supporting growth aspirations within wider sub-region. The LDF Core Strategy sets out the framework to deliver connected 'places', placing emphasis on improving connectivity to the borough's town and neighbourhood centres.

As discussed under MTS Challenge 1, the TfL Business Plan (2009-2018) identifies a number of planned infrastructure improvements within the borough which will partly address the need for further public transport connectivity, and capacity, requirements.

The Council and its partners have also identified the need to improve the pedestrian experience through the creation of better streets and infrastructure to address severance and improve connectivity through various masterplans, regeneration frameworks and studies such as the A12 Transport Strategy commissioned by the London Thames Gateway Development Corporation (LTGDC).

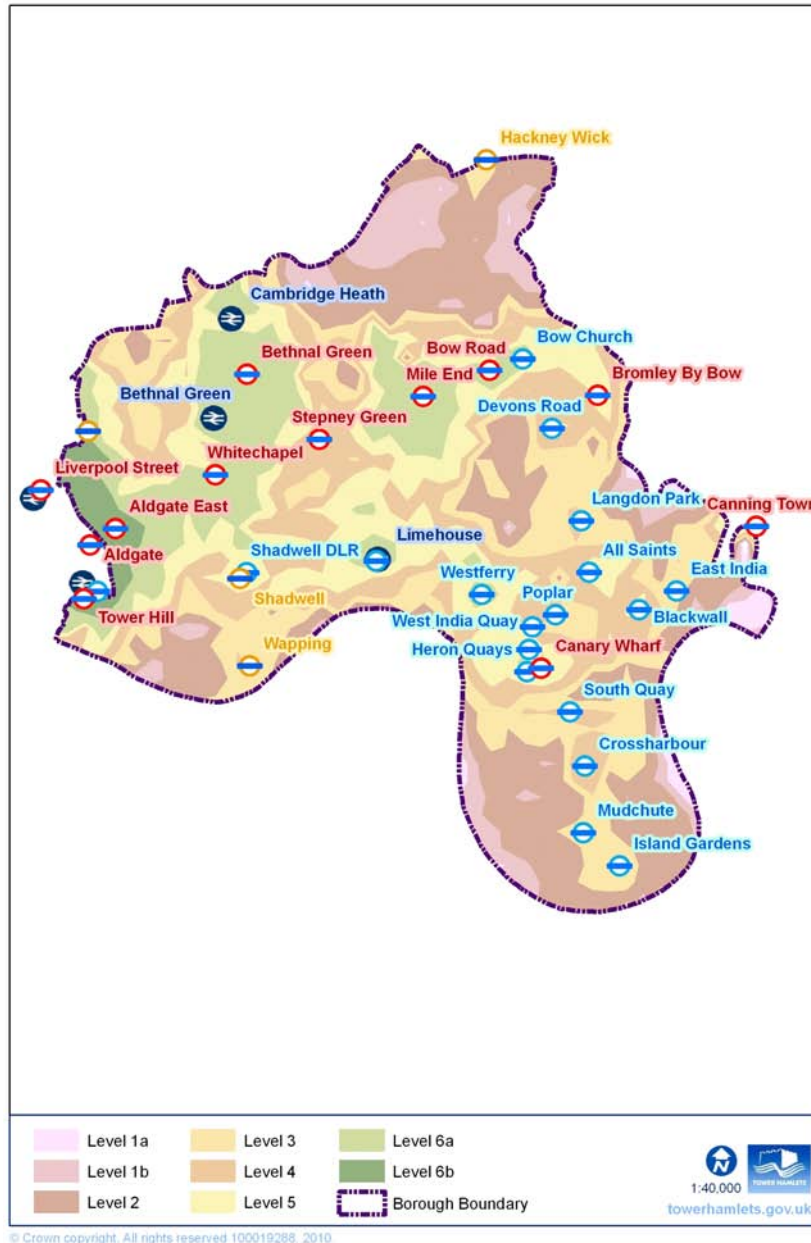


Figure 2.11 *Public Transport Accessibility Levels (PTALs)*

Major Roads such as the A11 (High Street 2012), A12 (Blackwall Tunnel Northern Approach Road), A13 (Commercial Road/East India Dock Road), A1203 (The Highway), A1205 (Burdett Road) and A1261 (Aspen Way) create physical and psychological barriers severing communities, restricting access to employment and services and inhibiting sustainable travel options.

Community severance is a particular issue of concern around the A12. The London Gateway Development Corporation commissioned a transport study in 2009 to identify issues of severances and key interventions to address these issues (these include new pedestrian crossings and underpasses).

Issues of connectivity and permeability also deter people from cycling for short journeys. Through Cycle Route Inspection and Stakeholder Plan (CRISP) studies, and the Volunteer Ranger Programme, such barriers have been identified along local cycle routes and Greenways which provide access to local services and amenities

within the borough. Such issues need to be addressed to encourage cycling. The LDF Core Strategy also highlights the need to improve cycle connectivity as part of delivering connected ‘places’.

Ensuring permeability through developments for pedestrians and cyclists will be a key issue given the growth projections.

Tower Hamlets Challenge 2:

Whilst public transport connectivity is relatively good within the borough, the LDF Core Strategy and East London Sub-Regional Transport Plan highlight the need to improve connectivity to town centres and areas of growth. Transport infrastructure within the borough also causes issues of community severance. The challenge for Tower Hamlets will therefore be to ensure the transport system supports the delivery of connected ‘places’ and access to key locations by sustainable, and active modes of travel.

MTS Challenge 3: Deliver an efficient and effective transport system for people and goods

Highway Efficiency

Figure 2.12 illustrates Department for Transport’s National Road Traffic Survey data on annual estimated traffic flows for all motor vehicles (obtained from the LIP Benchmarking Tool). As can be seen traffic flows in Tower Hamlets are substantially higher than the average for Inner London and whilst levels have remained relatively static for Inner London there has been a graduate increase in traffic flows in the Borough.

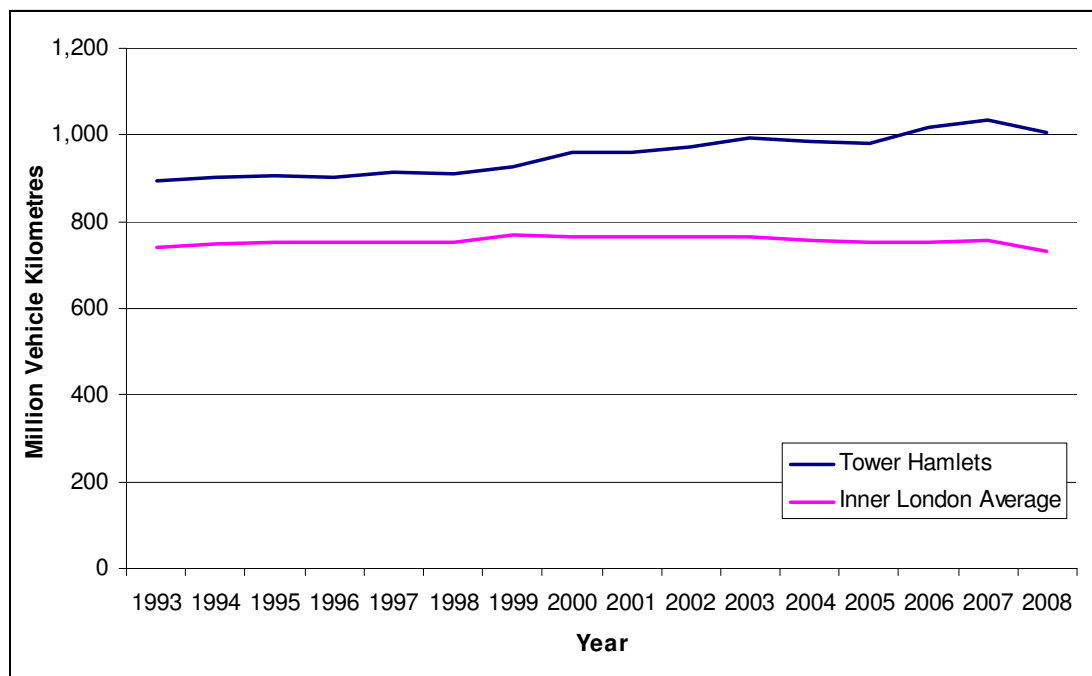


Figure 2.12 *Estimated Traffic Flows for all Motor Vehicles (Million Vehicle Kilometres)*

The Borough’s location on the eastern edge of the Congestion Charge Zone and the presence of key river crossings at Tower Bridge, the Rotherhithe Tunnel and the Blackwall Tunnel, lead to Tower Hamlets experiencing significant levels of through

traffic. A combination of both Tower Hamlets-based vehicle trips and these longer distance through-trips has resulted in Tower Hamlets being one of the most highly congested areas in London. Data from Travel in London Report 2 shows Tower Hamlets to have the third highest level of peak time delay with 6.4 million vehicle minutes over a 12 hour period.

There are a number of sections of the road network within Tower Hamlets where congestion is a particular concern, including:

- Cotton Street and the Preston's Road Roundabout
- A13 Commercial Road / East India Dock Road
- A12 Blackwall Tunnel Northern Approach Road



Traffic congestion on Mile End Road

Traffic congestion is the 6th most frequently cited area of personal concern for residents in the Borough (16% of residents cited this within their top three concerns within the ARS 2009/10).

An important priority for the Mayors Transport Strategy is improving the flow of London's traffic in partnership with other authorities. Keeping people, goods and services moving smoothly is essential to the economy of Tower Hamlets and London more widely, as well as the wellbeing of road users, pedestrians and neighbourhoods.

Parking policy is a restraint tool to help curb traffic growth. The Tower Hamlets Parking and Enforcement Plan sets out how to balance protecting residential amenity with the objective of supporting the local economy.

The Council currently operates controlled parking zones (CPZ's) throughout the entire borough, and the charges for permits reflect the vehicles engine size and CO₂ emissions in line with our committed to reduce transport's contribution to climate change. Table 2.4 shows the trends in the number of permits issued in the past 5 years. The figures show the number of permits issued to have levelled-off with a slight decline in 2009.

Table 2.4 *Number of residents parking permits per household*

Year	Households with					Total number of permits
	1 permit	2 permits	3 permits	4 permits	5 permits	
2005	16,094	2,570	95	4	1	21,540
2006	16,210	2,572	61	5	0	21,917
2007	16,291	2,689	86	6	1	21,956
2008	16,516	2,547	119	13	1	22,024
2009	16,051	2,415	155	11	2	21,400
2010	15,828	2,476	159	13	3	21,324

Due to the scale of growth projected for the Borough, managing vehicle trips generated by new development will be a key challenge. Car free / low car housing, Car Clubs and Residential / Workplace Travel Plans present opportunities to address this challenge and these are measures the Council is already delivering.

Despite the tight control on parking provision associated with new development within the borough, due to the scale of growth the London Development Database still shows that there have been 7,470 off street parking spaces from completed or permitted developments in the borough since 2002. If this rate of over 1000 spaces per year were to continue it would mean an additional 12,000 vehicles in the borough by 2020 (based on projected growth).

A review of the Council's current parking policies could present a significant opportunity to further discourage unnecessary car journeys, thereby reducing vehicular traffic and congestion on roads within the borough. However, the policies will need to continue to support business activities.

Bus Reliability

The reliability of bus services serving the Borough is adversely affected by highway efficiency. Quality Service Indicator (QSI) data for high frequency bus services in Tower Hamlets shows the Borough is currently ranked 11th, out of the 33 London Boroughs, for reliability of these services (based on data for 2009/10). With regards to low frequency bus services, such as the 309 and 339, Tower Hamlets ranks 1st with 91.5% of services departed on time in 2009/10.

These differences in service quality between the main arterial high frequency services and the low frequency local services will require further analysis and we will work with TfL to ensure all borough residents' needs are met and the quality of service improved.

Freight Activity

Strategic freight mapping prepared by TfL Freight Unit for June 2009 illustrates that whilst east – west HGV movements are typically low (500 to 1,499 HGVs per day) along the through Tower Hamlets north – south movements along the TLRN are high (3,000 to 8,999 HGVs per day). Road freight activity, which currently accounts for 89% of London's freight tonnage, contributes towards and is adversely affected by congestion on the highways network. This situation is likely to worsen as the East London sub-region will continue to play a key role in supporting London's economy.

Use of the blue ribbon network (the River Thames, canals and navigations) a congestion free, high capacity way of transporting high volumes of freight (and also passengers) is supported by the MTS and London Plan.

Road Conditions

SCANNER surveys of the condition of the Principal Road Network (PRN) within Tower Hamlets revealed that in 2009/10 14% of the PRN was in need of repair, placing Tower Hamlets in the bottom quartile compared with other Boroughs. An additional 37% of the PRN was also identified as amber, meaning that investigation should be planned. This highlights the need for investment in the highway infrastructure. The data for non principal roads reveals that a comparable percentage of these are also in need of maintenance.

Results from the Council's Annual Residents Survey (ARS) 2009/10 (a survey undertaken to determine residents' satisfaction with a range of Council services) revealed that 38% of residents rate road / pavement repairs as good or excellent.

This is a one percentage point decrease in the level of satisfaction reported in the 2008/09 survey and just below the London average of 40%.

Tower Hamlets Challenge 3:

Traffic volumes in Tower Hamlets have continued to increase and this has resulted in congestion hotspots, predominantly in and around the TLRN, and high vehicle delays. This in turn has had implications for the reliability of high frequency bus services in the borough. Tower Hamlets is also in the bottom quartile for condition of principal roads. All these factors have implications for delivering an efficient and effective transport system capable of supporting to projected level economic and population growth. The challenge for Tower Hamlets will therefore be to manage vehicular trips (private car and freight) to relieve congestion, whilst continuing to support economic growth.

Summary of Delivery Actions:

MTS Goal – Supporting Economic Development & Population Growth

In order to deliver the MTS goal of 'supporting economic development & population growth' within Tower Hamlets we need to ensure a sustainable balance between demand for travel (associated with the projected growth in employment and population) and transport capacity and connectivity. The Council will therefore need to:

- Support TfL in delivering committed public transport infrastructure, including Crossrail, District / Circle / Hammersmith & City and Metropolitan Line upgrades and capacity enhancements, and the DLR extension to Stratford.
- Support TfL to deliver interchange improvements at Bromley-by-Bow and Hackney Wick to support regeneration and population growth in the eastern part of the Borough.
- Secure developer contributions to assist with the deliver of key transport infrastructure necessary to support masterplans (such as Millennium Quarter) and ultimately development assumptions for the LDF.
- Continue to tackle congestion and improve highway efficiency through measures to smooth traffic flow and manage demand (including undertaking a review of current parking policies, supporting the delivery of the Car Club network, etc).
- Improve the condition of the Principal Road Network (PRN).
- Work with the TfL-Thames Gateway Freight Quality Partnership (TGFQP) to promote sustainable, safe, reliable and efficient movement of freight.

2.3.2 MTS Goal – Enhancing the quality of life of all Londoners

MTS Challenge 4: Improve journey experience

Pedestrian Experience

The journey experience for pedestrians can be greatly improved through the revitalisation of public spaces and the creation of a high quality, clean, safe and well maintained urban environment. This is recognised as a key challenge within the Tower Hamlets Public Realm Management Strategy. Schemes such as Bishops Square in Spitalfields, Braham Street Open Space in Aldgate East and the High Street 2012 project are good practice examples of where public realm enhancement can improve walkability. Given the level of development occurring in the borough there is potential to secure high quality improvements to the walking environment through the planning process. Improvements to the built environment are discussed further under MTS challenge 5 below.

Good wayfinding is also critical to helping people walk about an area and the Council has worked with its neighbouring Olympic boroughs to develop a coordinated strategy based on the 'Legible London' principles, which it will seek to roll-out as a priority.

The Council has also recently developed a Green Grid Strategy. The Green Grid is a combination of spaces and routes that encourage people to walk, cycle and enjoy the local environment. This is achieved through making these routes more attractive, safe and convenient, therefore improving the quality of the journey experience for all users.

Cycling

Improving journey experience for cyclists is achieved through ensuring cycle routes are clear and convenient, that safety and maintenance issues are addressed and that complementary infrastructure such as cycle parking and cycle hire facilities are available.

Poorly maintained streets can also have a significant impact on the journey experience of cyclists, pedestrians and users of the public transport system. The Tower Hamlets Volunteer Cycle Ranger initiative helps the Council to monitor the condition of the cycle network and maintain local roads in a safe condition for cyclists.

Public Transport

The ARS 2009/10 has revealed that 67% of residents rate public transport as good or excellent, this is up two percentage points on the previous year. However, satisfaction does still remain slightly below the London average of 70% of residents rating it good or excellent.

Improving the journey experience on public transport involves addressing service reliability and crowding. As discussed under MTS Challenge 3 previously, whilst reliability of low frequency services is good, improvements are required for high frequency services.

Figure 2.13 indicates the levels of crowding on London Underground lines in Tower Hamlets and identifies the Central and Jubilee Lines as being very crowded in the morning peak. Due to the significant growth, crowding on these lines is likely to worsen. Committed upgrades to underground lines set out in TfL's Business Plan (as discussed under MTS Challenge 1) will provide additional capacity. Installation of new signalling systems will also help services to run more frequently and reduce journey times. In addition, CCTV, enhanced customer information systems and air conditioning will also help to improve the journey experience.

Enhancing access to the public transport network through enhancements to and around key interchanges required to improve the whole journey experience in Tower Hamlets, making journeys for individual passengers more integrated and attractive.

The growth in population that is projected is likely to have an impact on both the reliability and crowding levels on bus services in the borough. We will therefore continue to work with TfL to monitor QSI and keypoint data and identify where issues occur on the network.

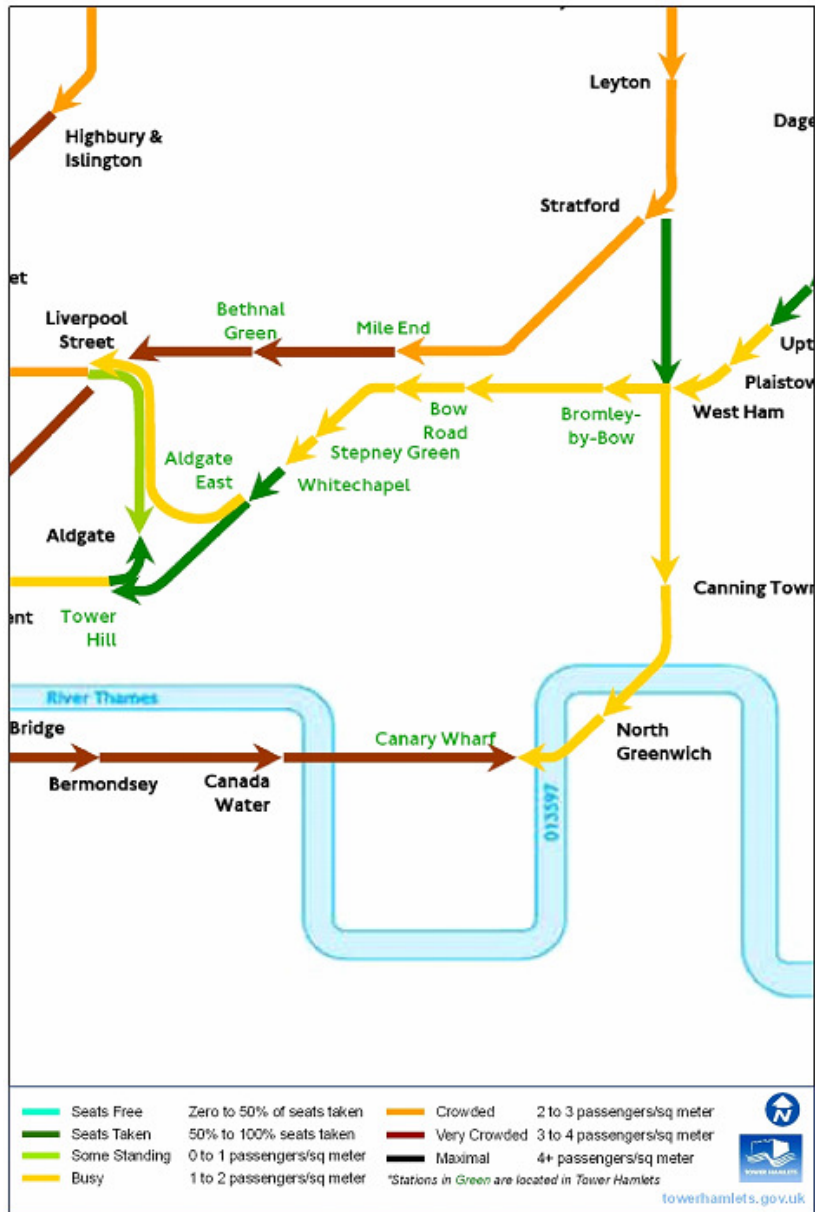


Figure 2.13 London Underground AM Peak Hour Crowding

Tower Hamlets Challenge 4:
 There is already overcrowding on the public transport network within the borough and user satisfaction with public transport is below average. Issues with interchange zones, the wider public realm and road condition also adversely affect the journey experience for public transport users, pedestrians and cyclists. The challenge for Tower Hamlets will be to ensure that the transport system and environment is efficient, convenient and attractive, in order to improve user satisfaction whilst also encouraging a shift towards more sustainable modes of travel (this will be particularly challenging given the scale of growth and therefore travel demand projected for the borough).

MTS Challenge 5: Enhance the built and natural environment

As discussed earlier in sub-section 2.1.1, Tower Hamlets has high levels of deprivation, and as a result suffers from inequalities in health. The built environment and green spaces are important determinants of health most notably, but not exclusively, for levels of physical activity and mental wellbeing. Ensuring high quality design of streets and public spaces is central to delivering sustainable communities and this is highlighted within the LDF Core Strategy.

The Council recognises that enhancing the built and natural environment is crucial to delivering one of the main themes of the Tower Hamlets Community Plan, namely 'A great Place to Live'. It also has a role to play in creating 'A Healthy Community'.



Enviro-crime and public realm related anti-social behaviour are identified as key challenges within the Tower Hamlets Public Realm Management Strategy. Littering, graffiti, fly-posting and fly-tipping for example are all major enviro-crimes that have a detrimental impact on the attractiveness of public realm and thus people's desire to spend time enjoying such spaces.

Resident's satisfaction with the built environment is measured through the Annual Residents Survey. In the 2009/10 survey, 70% of Borough residents stated that they were satisfied with the built environment; this was a 7 percentage point increase on level of satisfaction reported in 2008/09. Despite opinions improving over recent years, enviro-crimes are still of concern – 43% of residents thought that rubbish / litter was a big issue in their local area and 42% felt the same about vandalism / graffiti / other damage.

The rate of regeneration and population growth has also been identified as a challenge within the Public Realm Management Strategy as this will have an effect on the public realm in terms of design, waste management, cleansing and recycling.

Masterplans have been developed for a number of the key growth areas within the borough, in order to guide future development. The Aldgate, Whitechapel and Millennium Quarter masterplans emphasise the need for urban realm improvements including replacement of the subway network to create more legible surface walking and cycling routes. The Aldgate masterplan also identifies a need for a wayfinding strategy for the city fringe area. These masterplans therefore provide an opportunity to enhance the built environment in an area which experiences high visitor numbers due to key attractors such as the Tower of London, Brick Lane, Spitalfields Market and the Royal London Hospital.

User satisfaction with parks and open spaces within the borough is also measured through the ARS. With regards to views about the service, 61% of residents rated it as good or excellent in 2009/10, an eight percentage point increase on the previous year. However, when looking at the actual user satisfaction rating, 66% of users rated the service as good or excellent in 2009/10, which whilst good, is significantly lower than the London average (where 77% of users rated the service good or excellent).

The Open Space Strategy, which is currently being reviewed, will guide improvements to open space and how issues of local deficiency and accessibility can

be addressed. The Green Grid strategy will also be an important means of shaping priorities for council investment in this respect.

Tower Hamlets Challenge 5:

Whilst opinions of the built environment have improved over recent years environmental crimes and anti-social behaviour remain a concern for residents and the scale of regeneration and population growth have implications for the management of the public realm. The below average user rating for parks and open spaces in the borough also highlights the need for continued improvement. The challenge for Tower Hamlets will therefore be to manage these issues in order to maximise the contribution the built and natural environment can make to improving quality of life and addressing health inequalities through encouraging walking, cycling and public transport usage within the borough. Preserving the borough's cultural heritage will also need to be a key consideration.

MTS Challenge 6: Improve air quality

In December 2000, Tower Hamlets was declared an Air Quality Management Area under Part IV of the Environment Act 1995. This was done subsequent to a review and assessment process that indicated Tower Hamlets is exceeding government targets for two main pollutants (Nitrogen Dioxide and Particulate Matter). In 2003 the Council produced an Air Quality Action Plan outlining measures to work towards meeting the air quality objectives. The Local Implementation Plan is a fundamental instrument in assisting work towards this objective.

The review and assessment process under the UK Air Quality Strategy has identified road transport as the biggest source of emissions (60%) in Tower Hamlets. The borough is exceeding air quality objectives for Oxides of Nitrogen (NO + NO₂ - collectively referred to as NO_X) and Particulate Matter (PM₁₀) which is particles less than 10 micrometres in diameter. The Council also has a duty to start monitoring and complying with the PM_{2.5} objective from 2015.

Figure 2.14 shows the air quality 'hotspots' of Aldgate, Limehouse and Bromley-by-Bow, where there are extremely high concentrations of NO₂.

2009 Monthly Average

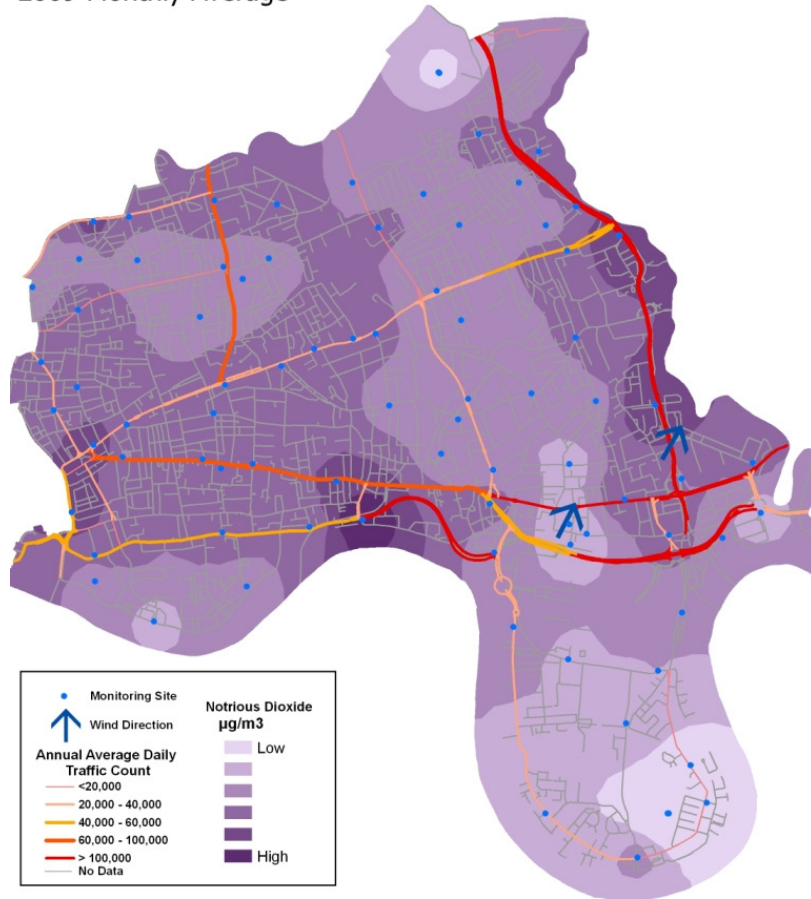


Figure 2.14 Annual average emissions of NO₂ across Tower Hamlets – 2009

With 13% of residents citing pollution as one of their top three concerns, this issue ranked 9th most frequently cited concern in the 2009/10 ARS. This does however represent an improvement from 2008/09 where 17% of residents considered it to be one of their top three concerns.

The Tower Hamlets Clear Zone, an initiative currently being introduced by the Council, presents an opportunity to help address the impact of transport on air quality, as well as to reduce CO₂ emissions by creating healthier, more accessible, climate-friendly and liveable neighbourhoods in the west of the borough (Figure 2.15).

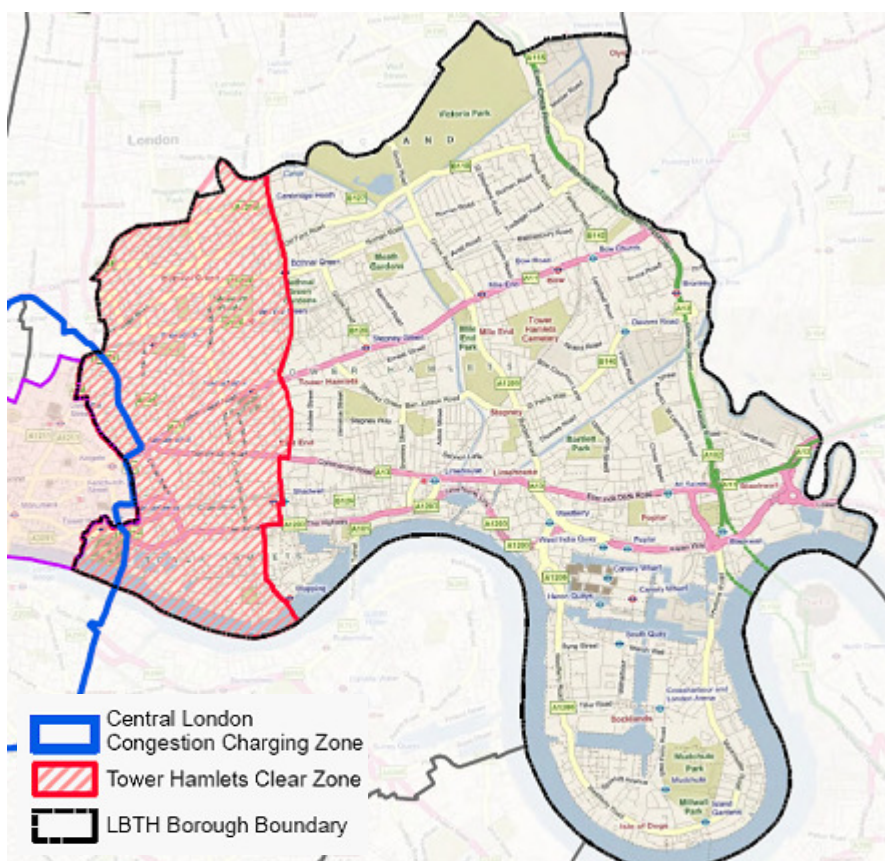


Figure 2.15 Tower Hamlets Clear Zone

Tower Hamlets Challenge 6:

There are high levels of NOX and particulates around major roads in the boroughs and pollution is a key concern for residents. The challenge for Tower Hamlets will therefore be to reduce transport related air pollution to enhance quality of life, whilst still supporting economic growth of the borough.

MTS Challenge 7: Reduce noise impacts

Figure 2.16 shows a noise map for the borough, and highlights the key areas affected by noise from road traffic. The areas with the most significant levels of noise largely correspond to the areas that suffer the highest levels of traffic congestion and poor air quality (areas around the A1202, A11, A12, A102 and A13).

Several international airports in the surrounding region cater for an increasing demand for travel by air and the noise generated by such increased aircraft activity has adverse implications for those residing under flight paths. The Council passed a unanimous motion against further expansion of London City Airport in December 2009 due to complaints about the existing level of noise generated by flights into and out of City Airport. The Council has at the same time lobbied the Department for Transport for the enhancement of high speed rail in the UK as an alternative to airport expansion.



Figure 2.16 Noise map of Tower Hamlets

Tower Hamlets Challenge 7:

As with air quality, the challenge for Tower Hamlets will be to reduce transport related noise, whilst still supporting economic growth of the borough.

MTS Challenge 8: Improve health impacts

The health of residents of Tower Hamlets is poorer than London averages for a number of key measures. For example, the average life expectancy in Tower Hamlets is 74.5 for males and 80.2 females, compared to 76.7 for males and 81.4 for females in London as a whole. Overall mortality rates are higher in Tower Hamlets than London: 723.2 compared to 598 per 100,000 standard European population.

With regards to the issue of childhood obesity, this is especially high in primary school aged children (those aged 4 to 11 years). In 2006/07 (academic year) data from the national child measurement programme showed that 14.6% of 4-5 years in Tower Hamlets were obese, this was the 2nd highest in London (11.3%) and 3rd highest in England (9.9%). In addition, one in four children aged 11 within the Borough are classed as obese, placing Tower Hamlets third highest in the country (OnePlace, 2009).

Levels of physical activity, including cycling, are especially low in the Borough. Whilst current cycling levels in the Borough are rising they are still low in comparison to other inner city London areas. The London Travel Demand Survey (LTDS), which is an annual survey commissioned by TfL, revealed that in 2005 to 2008 there was an average of 12.5 cycling trips per resident of Tower Hamlets and cycling made up 2% of personal journeys made by the borough's residents. The MTS target for cycle modal share is 5% and the London average is currently 2.1%.

In 2008, a significantly lower proportion of children in Tower Hamlets (55%) reported participating in sports or other physically active events on three or more days a week compared to the country as a whole (Ofsted Tell Us 3, 2007/8). With regards physical activity of adults, 7 out of 10 do less than the CMO (the Government's Chief Medical Officer's) recommended level of physical activity of 5 times per week compared to around 6 out of 10 nationally.

The promotion of active travel helps to increase people's level of daily exercise and is vital to ensuring transport plays its part in addressing the issue of poor health and obesity. The Healthy Tower Hamlets initiative, a partnership between the Council and NHS Tower Hamlets, has focused on increasing active travel through providing infrastructure and training, and raising awareness of the health benefits associated with active travel. Continued delivery of measures to support this initiative presents an opportunity to tackle obesity and improve health and wellbeing of the Borough's residents.

Tower Hamlets Challenge 8:

Tower Hamlets suffers from high mortality rates and levels of childhood obesity. Levels of physical activity and participation in sports are also especially low. The challenge for Tower Hamlets will therefore be to ensure that the transport environment facilitates active travel and improving health and wellbeing of the borough's residents is a key focus of smarter travel interventions.

Summary of Delivery Actions:

MTS Goal – Enhancing the quality of life for all Londoners

In order to deliver the MTS goal of 'enhancing the quality of life for all Londoners' within Tower Hamlets the Council will need to:

- Deliver high quality public realm improvements (guided by the emerging Public Realm Strategy) and apply 'Better Streets' principles to schemes to reduce car dominance, creating more pedestrian and cycle friendly environments.
- Enhance accessibility to open space, address issues of local deficiency and promote green infrastructure for linkages between open spaces through initiatives such as the Green Grid Network (to be guided by the Open Space Strategy).
- Address issues of permeability and connectivity through the implementation of cycle route improvements.
- Support TfL in the delivery of interchange improvements and capacity enhancements to improve the journey experience.
- Work with partners to
- Deliver demand management and other measures to support the Clear Zone initiative, intended to improve air quality, reduce CO₂ emissions and reduce transport related noise.
- Promote a healthy borough by continuing initiatives which have been successfully delivered through the active travel component of our Healthy Borough Programme.

2.3.3 MTS Goal – Improving the safety and security of all Londoners

MTS Challenge 9: Reduce crime, fear of crime and anti-social behaviour

Within the Public Realm

Actual or perceived crime and anti-social behaviour issues can affect people's travel choices, particularly when making journeys on foot or bicycle.

Crime remains, by far, the top concern for residents within the borough. Findings from the 2009/10 ARS revealed that 46% of borough residents consider this to be one of their top 3 concerns, exceeding the comparative figure for London of 41% of residents. The ARS did however also reveal that residents were more positive about the extent to which services are dealing with crime and ASB issues.

Table 2.5 illustrates specific anti-social behaviour issues that residents considered to be the biggest problem within their local area. As can be seen, teenagers hanging around on streets and people using and dealing drugs are the considered to be the biggest problem. Issues such as this can deter people from walking and cycling and generally from travelling in the evenings.

Table 2.5 *ASB problems in local area (from the Annual Residents Survey)*

% who think the issue is a fairly big / very big problem in their local area	2007/08	2008/09	2009/10
Teenagers hanging around on streets	67	61	56
People using or dealing drugs	62	54	51
Parents not taking responsibility for the behaviour of their children	57	54	50
Rubbish and litter lying around	56	51	43
Vandalism, graffiti and other damage	54	45	42
People being drunk / rowdy in public	47	40	40
Noisy neighbours or loud parties	28	24	26
Abandoned or burnt out cars	27	17	16

There are clear links between levels of lighting and crime. However, a careful balance needs to be struck to ensure lighting is sufficient to increase surveillance and alleviate fear of crime, without encouraging congregation and potentially anti-social behaviour. This has been identified as a key challenge within the Public Realm Management Strategy.

Bicycle theft is another issue which can deter people from cycling. Figure 2.17 illustrates the recent trend in number of bicycles reported stolen within Tower Hamlets, and provides comparative averages for Inner London. As can be seen, the number of bicycle thefts in Tower Hamlets has increased steadily since 2006 and thefts continue to exceed the average across Inner London Boroughs. Based on the number of thefts reported in 2008, Tower Hamlets is ranked 5th of all Inner London Boroughs.



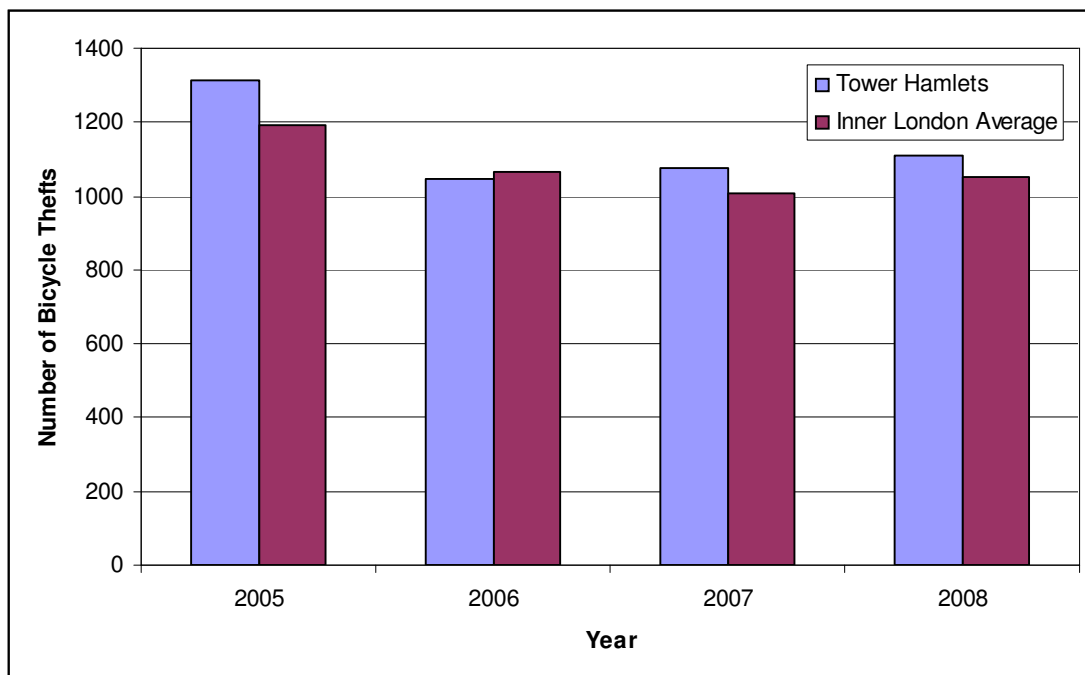


Figure 2.17 *Number of reported bicycle thefts (2005 – 2008)*

In recent years Tower Hamlets has seen growth in the night-time economy, and this is set to continue with new night time uses making a positive contribution to the culture of areas such as Aldgate. However, this creates a challenge for managing late night movement of large crowds of people in streets and on transport services.

On / Around Public Transport

The number of crimes experienced per 100,000 passenger journeys on trains or at stations (mainline, DLR and underground) in Tower Hamlets has reduced from an average of 8.34 in 2008/09 to 7.37 in 2009/10. Generally, crime levels on trains are low, and it therefore needs to be borne in mind that a small increase or decrease in crime at any station will create significant change in the overall crime rate. This means that changes from one year to the next may not be indicative of a trend.

Tower Hamlets Challenge 9:

Fear for crime continues to be the top concern for residents of the borough. Perceived or actual crime and anti-social behaviour can influence travel choices, particularly for those making journeys at night. Given this, the challenge for Tower Hamlets will be to ensure a safe and secure transport environment that encourages sustainable modes of travel and also supports the borough's growing night time economy (for example in areas such as Brick Lane, Commercial Street and Aldgate).

MTS Challenge 10: *Improve road safety*

Accident reduction is a strategic priority within the Tower Hamlets Local Area Agreement (LAA) and although good progress has been made towards achieving the LAA targets set against NI47 (people killed or seriously injured in road traffic accidents) and NI48 (children killed or seriously injured in road traffic accidents), annual fluctuations mean the achievement of targets is increasingly challenging.

In 2009 the Council revised and refreshed its Road Safety Plan for the period 2009/10 to 2012/13. The plan identified key collision and casualty issues (set out in Table 2.6 below) prevalent within the borough and set out a series of proposals targeted at addressing these issues. It is therefore essential that the LIP includes clear actions to support delivery of the Road Safety Plan.

Table 2.6 *Issues Identified in the Tower Hamlets Road Safety Plan, 2009*

Issue	
1	<i>High proportion of collisions occurring on the TLRN.</i>
2	<i>Collisions are concentrated on the main routes through the Borough i.e. the TLRN and other principal road.</i>
3	<i>Although historically there has been a steady downward trend in child KSI casualties 2008 saw a 71% increase on 2007 levels and a 68% increase in slight casualties.</i>
3.1	<i>Children aged between 10-15 years are the most susceptible group – with males within this age bracket being of most concern.</i>
3.2	<i>Child pedestrian casualties were slightly above average in 2007 and 2008 saw an increase in both KSI and Slight casualties.</i>
3.3	<i>In recent years, the proportion of child pedestrian casualties who were pupils on their way to / from school has exceeded the comparative average for Inner London Boroughs.</i>
4	<i>The number of pedestrian casualties in 2008 has increased by 25% on 2007 levels – although the proportion of such casualties remains below the London average.</i>
4.1	<i>'Afro-Caribbean' pedestrians are over-represented within pedestrian casualty statistics.</i>
4.2	<i>The proportion of pedestrian casualties associated with formal crossings exceeded the Greater London average in 2007 (zebra and pelican / puffin /toucan crossings being of most concern) and the number of such casualties has continued to increase in 2008.</i>
5	<i>There has been an upward trend in pedal cyclist KSI and slight casualties since 2005, 2007 figures represent a significant increase over the 1994-98 when on average Greater London experienced a substantial decrease.</i>
6	<i>Powered Two Wheeler (PTW) KSI casualties in 2008 have remained slightly higher than the all time low achieved in 2006 and PTWs continue to be involved within a significant proportion of collisions within the borough.</i>
7	<i>On 2008 the proportion of collisions which occurred when the road surface was wet exceeded the comparative average for London (1/5 of these were directly attributed to a slippery road surface).</i>
8	<i>The proportion of all collisions involving speeding vehicles has increased in 2008.</i>
9	<i>The number of KSI and / or slight casualties has increased following the implementation of nine of the 20mph zones within the Borough.</i>
10	<i>Although guidance on safe practices is issued to employees driving vehicles owned or operated by the Council more could be done in relation to treating road safety as a corporate issue and thus in ensuring the Council lead by example.</i>
11	<i>Anti-social behaviour can have serious implications for road safety and this has been highlighted as an issue for concern within the Borough.</i>

The first issue identified within the Road Safety Plan 2009, as indicated in Table 2.5, relates to the high collision rate on the TLRN. Figure 2.18 illustrates the total number of collisions on borough roads (for which the Council is the highway authority) and TLRN (for which TfL is the highway authority) since 1996, and as can be seen collisions on the TLRN account for approximately 55% of all road traffic accidents within the borough annually. There is approximately 29km of TLRN and 280km of borough road within Tower Hamlets. With this in mind, the collision rates from 2008 are 16.6 collisions per kilometre of TLRN and 1.4 collisions per kilometre of borough road. Joint working with TfL will therefore be required to address collision issues associated with the TLRN.

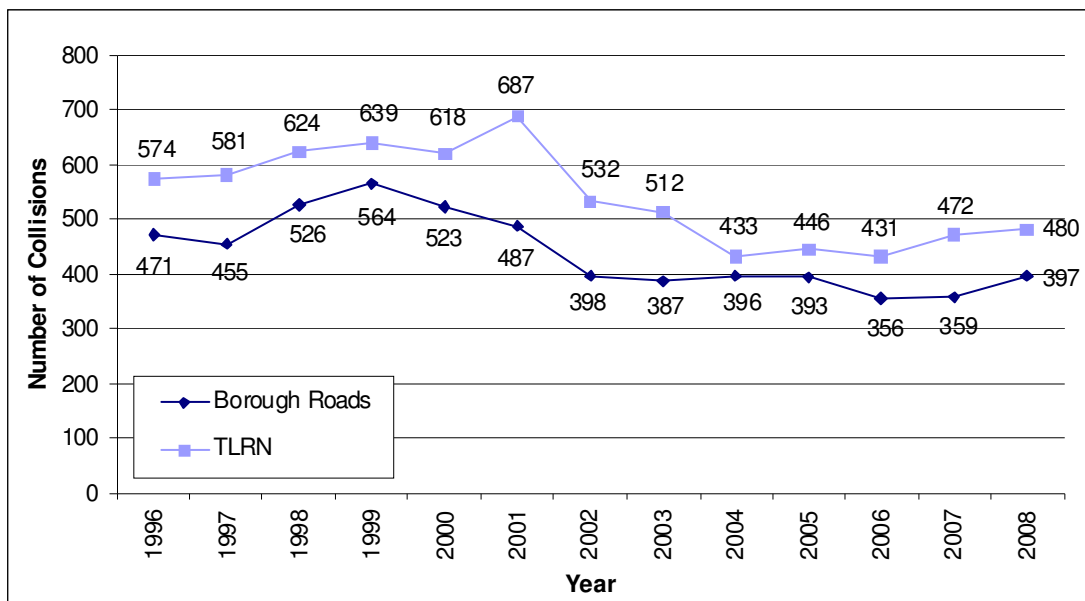


Figure 2.18 Number of collisions by Highway Authority (1996 – 2008)

Tower Hamlets Challenge 10:

A number of collision and casualty issues have been identified (within the borough's Road Safety Plan 2009) which need to be addressed to achieve the KSI and total casualty reduction targets. The key challenge for Tower Hamlets Council and its partners will be to address road safety for vulnerable road users whilst encouraging increased levels of walking and cycling.

Summary of Delivery Actions:

MTS Goal – Improving the safety and security of all Londoners

In order to deliver the MTS goal of 'improving the safety and security of all Londoners' within Tower Hamlets the Council will need to:

- Continue to work with partners (e.g. through Tower Hamlets Police and Community Safety Board, and Safer Transport Command Team, etc) to consult and engage the community and address crime and anti-social behaviour (including bicycle theft).
- Support TfL with its Safer Travel at Night awareness campaign to reduce crime, fear of crime and anti social behaviour.
- Reduce KSI and total casualties from road traffic accidents through a coordinated approach of Engineering, Education / Training / Publicity, Enforcement and partnership working.
- Work with TfL to address collision issues on the TLRN.

2.3.4 MTS Goal – Improving opportunities for all Londoners

MTS Challenge 11: Improve accessibility

Physical accessibility to the transport system

Poverty sits at the heart of inequality and is intrinsically linked to disability inequality in Tower Hamlets, having a disproportional affect on the lives and opportunities of disabled people (particularly those from Black and Minority Ethnic communities). Tower Hamlets has the second highest percentage of limiting illness in London.

A transport system which is fully accessibility broadens the transport horizons of disabled and older people, helping them to participate in normal day-to-day activities.

As discussed in 2.1.2 previously, whilst the borough has a highly accessible DLR network (with all stations providing step-free access), only one underground (Canary Wharf) and one overground station (Shoreditch High Street) have step-free access.

With regards to the local bus network, as shown in Figure 2.19 some 62% of bus stops on borough roads were DDA (Disability Discrimination Act) compliant in 2009/10 (LIP1 Performance Report); this places Tower Hamlets 5th in London. When taking into account all bus stops in the borough including those on the TLRN, Tower Hamlets ranked 6th with just over 60% of stops being compliant.

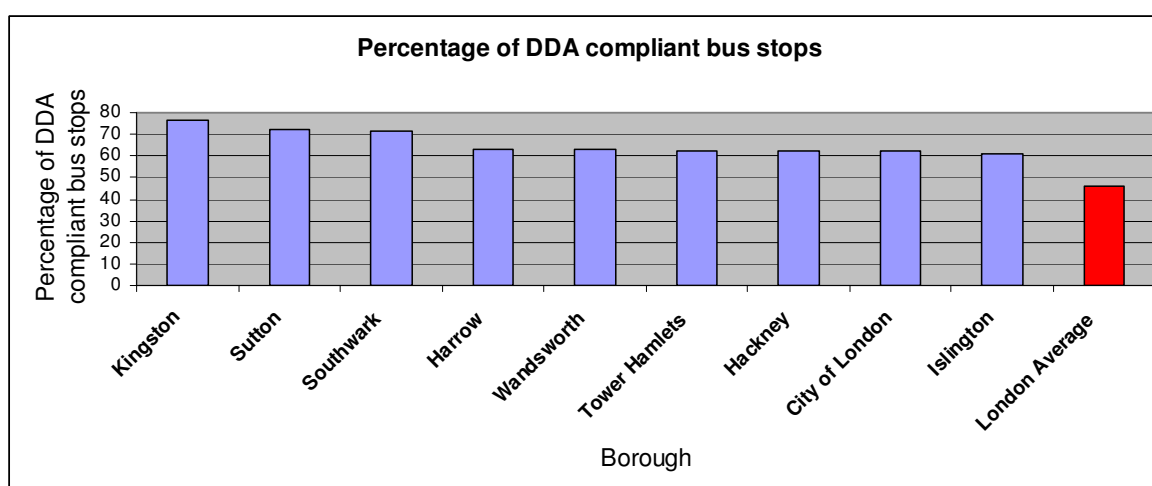


Figure 2.19 Percentage of DDA compliant bus stops on borough roads

Access to opportunities and services

Better transport provision is essential for improving accessibility to jobs, services, education and training opportunities and social networks.

Access to Opportunities and Services (ATOS) is an indicator measuring access to essential services and employment within London by public transport and walking. Table 2.7 below provides a summary of the ATOS data for 2009/10, obtained from the LIP Benchmarking Tool. As can be seen, Tower Hamlets has a high level of accessibility to all key services / opportunities and good London-wide and inner London rankings. The borough is within the top quartile across London for access to all these services / opportunities.

Table 2.7 Access to Opportunities and Services data for 2009/10

Services / Opportunities	Access to services - % of zones with ATOS score A or B for service type:	London-Wide Rank	Inner London Rank
Primary Schools	86%	1	1
Secondary Schools	88%	2	1
Further Education Colleges	94%	5	5
GPs	82%	4	3
Food Shopping	65%	7	6
Open Spaces	92%	3	3

Tower Hamlets Challenge 11:

Although access to the DLR and local bus networks is good, as is access to services, limited accessibility of the underground network does restrict transport opportunities for those with mobility difficulties. The challenge for Tower Hamlets is therefore to further improve accessibility to address disadvantage and inequalities in access of the transport system and services.

MTS Challenge 12: Support regeneration and tackle deprivation

Tower Hamlets is a borough of contrast and diversity with some of the most affluent and deprived wards in London. Levels of public transport accessibility also vary in the borough ranging from 1b to 6b. There does not seem to be a clear pattern between public transport accessibility and deprivation. There are wards with high deprivation such as Whitechapel, Stepney and Spitalfields and Banglatown which have excellent PTAL levels and places with low deprivation and low PTAL levels. While the borough does suffer from high levels of deprivation, access to employment is in the top quartile of all London boroughs (based on TfL ATOS composite measure, 2009/10).

The East London Sub-regional Transport Plan Interim Report highlights the issues of areas of deprivation with high accessibility and good access to jobs and services (such as Stepney and Limehouse), stating that more needs to be done to tackle deprivation. Key opportunities are identified as delivery of Crossrail and measures to reduce community severance, promote community safety and enhance urban realm to encourage people to make local trips on foot, by bicycle or public transport.

It should however be noted that there are also wards with high deprivation and low transport accessibility which should be addressed. The key areas are Weavers, Bow East and East India and Lansbury. The Council will continue to work with TfL to increase the availability of public transport where the need is identified in order to improve access to employment and services, and support regeneration.

Tower Hamlets Challenge 12:

Despite relatively good public transport accessibility levels there is a need to improve accessibility to the public transport network in area of deprivation such as Weavers, Bow East, East India and Lansbury. The challenge for Tower Hamlets will to improve accessibility in areas of deprivation and to delivery of other transport related interventions such as schemes to address community severance and improve public realm to further support regeneration.

Summary of Delivery Actions:

MTS Goal – Improving opportunities for all Londoners

In order to deliver the MTS goal of 'improving opportunities for all Londoners' within Tower Hamlets the Council will need to:

- Maintain our good ranking for DDA compliant bus stops by improving at least 10 per year through our Bus Stop Accessibility programme.
- Support TfL and the Mayor in the delivery of Crossrail.
- Work with TfL to increase the availability of public transport where need is identified in order to improve access to employment and services, tackling deprivation (e.g. Weavers, Bow East, East India and Lansbury) and supporting regeneration (e.g. Fish Island).
- Enhance the transport environment and reduce community severance in areas of

deprivation through implementing schemes such as Harford Street corridor scheme and Bow and Abbott Road / Aberfeldy Estate neighbourhood packages which will provide improved conditions for pedestrians and cyclists.

2.3.5 MTS Goal – Reducing transport’s contribution to climate change and improving resilience

MTS Challenge 13: Reduce CO₂ emissions

Greenhouse gas emissions from transport account for 21% of national output, of which carbon dioxide (CO₂) is the dominant contributing pollutant. Tower Hamlets produces the second largest amount of CO₂ of the 33 local authorities in London, of which only 14% comes from transport sources.

A reduction in CO₂ emissions is a strategic priority for the borough and targets for national indicator 186 (per capita reduction in CO₂ emissions in the LA area) are included within the borough’s Local Area Agreement.

As discussed under MTS challenge 3, traffic flows have steadily increased within Tower Hamlets over recent years and despite strict parking controls approximately 1000 additional parking spaces are being provided each year associated with new development. Given these factors and the levels of growth projected for Tower Hamlets, and the wider sub-region, controlling the impact of traffic on climate change will be a key challenge. The approach to controlling CO₂ emissions from transport will therefore need to focus on a combination encouragement of carbon-efficient travel behaviour, improving operational efficiency of the highways network and managing travel demand; consistent with the strategy set out in the MTS.

Encouraging the switch from conventional combustion engine vehicles to alternative technologies, such as electric vehicles, provides an opportunity for reducing CO₂ emissions from transport. Locations within the borough which provide the greatest potential for uptake of electric vehicles are highlighted in Figure 2.20 below. This is based on a Mosaic Public Sector data analysis tool used to determine where likely innovators and early adopters reside.



Electric Vehicle Charging Point

Source: www.london.gov.uk/electricvehicles



Figure 2.20 Locations where early EV adopters are likely to live

Figure 2.21 illustrates the existing mode share for all journeys made by residents of Tower Hamlets (based on three year averages from the London Survey Demand Survey, 2006/07 to 2008/09). As can be seen, the main mode of travel is walking, closely followed by car / motorcycle.

Tower Hamlets car / motorcycle mode share is low compared to other London Boroughs (the borough is currently ranked 5th lowest across London), however the straight line travel distance per person per day is 8.9km meaning that residents make a higher proportion of local journeys than residents of other boroughs. This highlights the potential for increasing walking and cycling mode share and further reducing car / motorcycle mode share, particularly for unnecessary car journeys. This is supported by analysis of cycling potential in Tower Hamlets, undertaken by TfL’s Policy Analysis team, which has revealed that 28% of all trips of less than 2km and 67% of all trips of less than 5km that are currently made by mechanised modes could potentially be cycled.

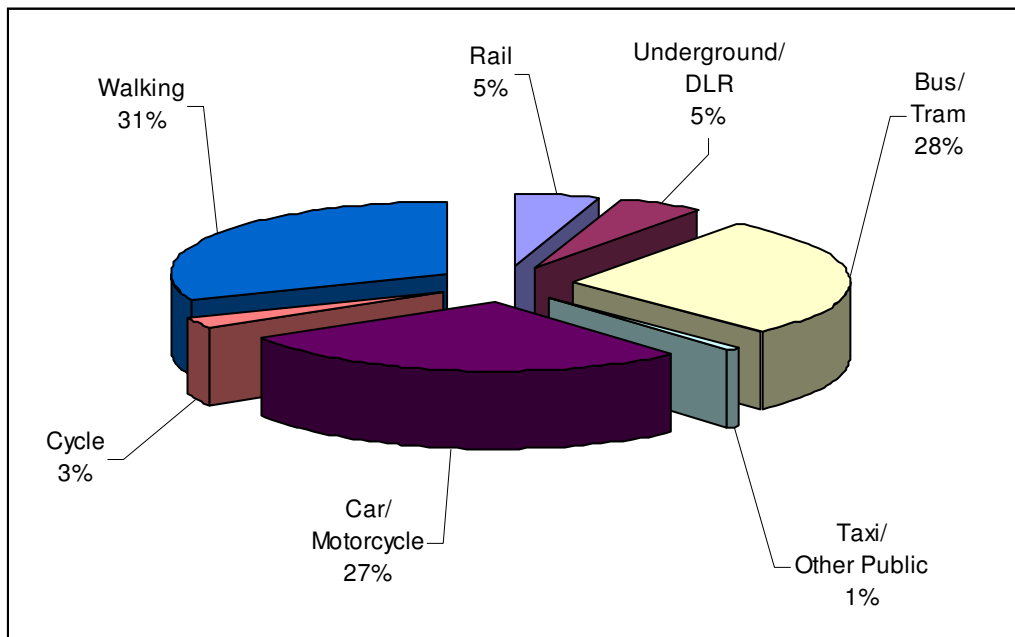


Figure 2.21 Mode share (main mode) for all journeys by residents of Tower Hamlets (2006/07 – 2008/09 average)

Tower Hamlets Challenge 13:

The borough experiences the second largest amount of CO₂ emissions of any London Borough, and 14% of those emissions are from transport sources. The challenge for Tower Hamlets Council and its partners will be in controlling the impact of traffic on climate change, particularly given the scale of growth projected for borough and the wider East London sub-region.

MTS Challenge 14: Adapting for climate change

Some degree of climate change is now inevitable, and as a result, the transport system will need to be adapted and improvements to public safety and resilience to the potential impacts of climate change will also be necessary. The Council will therefore work in partnership with TfL and other key stakeholders to identify and implement appropriate actions to adapt to climate change.

Flood risk is one of key issues in adapting to climate change and the Council is committed to reducing the risk of flooding to people and property within the borough. The Council's Strategic Flood Risk Assessment has defined flood risk zones within the borough (refer to Figure 2.22) and testing is being undertaken to understand where development is appropriate within these flood risk zones. The Council also seek through condition or S106 the waterborne (barge) transport of construction materials for developments near navigable waterways and docks. The LDF also highlights the requirement for Sustainable Urban Drainage (SUDS) to be implemented in new development as a means of reducing water run-off and also pollution.

The Council is also engaged in the adaption of highway maintenance policies and practices to improve drainage and pavement performance, and is continuing to ensure maximum use of recycled highways materials.

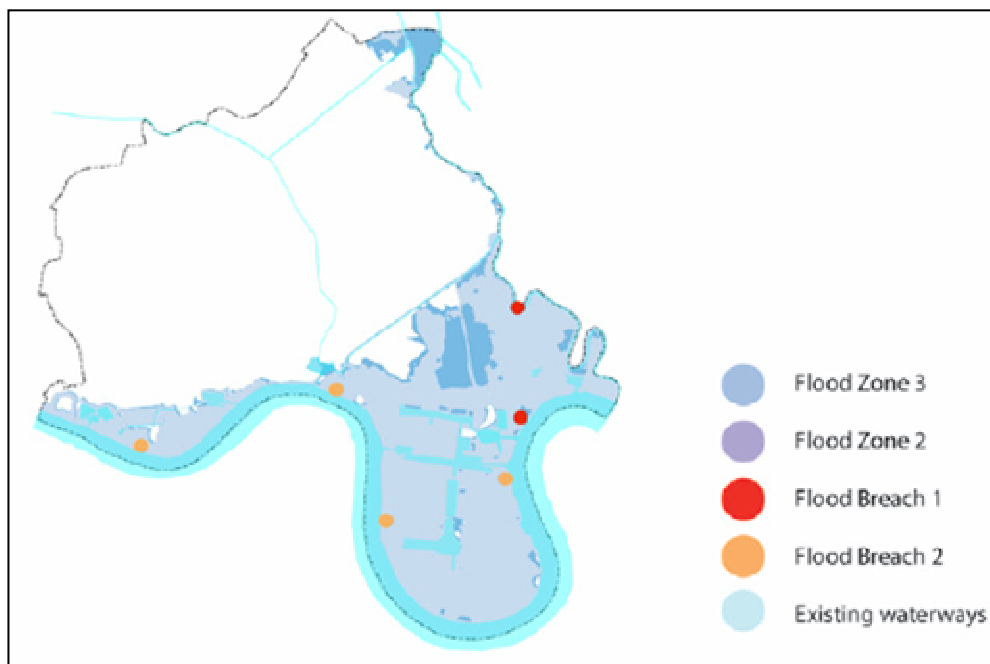


Figure 2.22 *Flood Risk Zones*

Tower Hamlets Challenge 14:
The challenge will be to ensure the transport system adapts, improving its resilience to climate change.

Summary of Delivery Actions:
MTS Goal – Reducing transport’s contribution to climate change and improving resilience

In order to deliver the MTS goal of ‘reducing transport’s contribution to climate change and improving resilience’ within Tower Hamlets the Council will need to:

- Encourage increased levels of walking and cycling through improvements to the pedestrian and cycle environment, targeted smarter travel initiatives (for example personalised travel planning targeted at residents of new housing areas and working with schools to ensure buy-in to a sustainable travel culture through our school travel planning programme).
- Deliver measures to support our Clear Zone initiative including publicly accessible electric vehicle charging points, Car Clubs and cycle superhighways feeder routes.
- Introduce measures to ‘green’ the Council’s fleet vehicles.
- Work in partnership with TfL and other stakeholders to identify and implement appropriate actions to adapt to climate change.

2.3.6 MTS Goal – Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

Ensuring transport capacity and connectivity is sufficient to cater for the increase demand to be generated by the Games is a key challenge which has driven improvements in key transport infrastructure. These improvements will also leave a

legacy of better transport options, particularly for people living in east London, long after the 2012 Games. Improvements delivered have included:

- new DLR stations and new railcars to boost capacity, benefiting Londoners long after 2012;
- extension of the DLR between King George V and Woolwich Arsenal station to improve connectivity south of the River Thames (a new extension from Canning Town to Stratford International Station is also due to open in 2011);
- East London Line extension and new station at Shoreditch;
- improvements to the network of walking and cycling paths linking different part of London to the Olympic venues (routes in Tower Hamlets provide connection from the Isle of Dogs, Limehouse Basin and Tower Hill); and
- delivery of High Street 2012 (measures include public realm improvements to Whitechapel High Street, Whitechapel Road, Mile End Road and Bow Road; cycle hire docking stations; and delivery of Cycle Superhighways route 2).

Public realm improvements are also being delivered through the fringe areas surrounding the Park, in Fish Island and Bow. These areas are set to benefit greatly following the Games, with the regionally important interchanges of Hackney Wick and Bromley-by-Bow supporting regeneration of the wider area. Supporting the development of masterplans to guide regeneration and legacy plans will be essential to deliver wider community benefits.

Ensuring a transport behavioural legacy from the Games, for example by providing improved facilities for pedestrians and cyclists, has also been identified as a key opportunity for the sub-region.

It is interesting to note that results from the ARS 2009/10 revealed that a significant proportion (three quarters) of residents felt that there would be long term benefits from the Games for Londoners and 67% felt there would be benefits for residents of Tower Hamlets.

Tower Hamlets Challenge 15:

Key transport infrastructure improvements have been delivered to support the Games and provide a legacy for the sub-region. The challenge for Tower Hamlets will be in ensuring long-term benefits for the borough's residents, by ensuring schemes support regeneration and improve connectivity within the fringe areas around the Park and encourage a transport behavioural legacy to deliver sustained environmental, health and wellbeing benefits.

Summary of Delivery Actions:

MTS Goal – Support the delivery of the London 2012 Olympic and Paralympic Games and its legacy

In order to deliver the MTS goal of 'supporting the delivery of the London 2012 Olympic and Paralympic Games and its legacy' within Tower Hamlets the Council will need to:

- Work in partnership with TfL, the ODA and other key stakeholders to ensure the transport system is capable of catering for the additional demand to be generated by the Games.
- Promote access to the Games by sustainable modes of travel and work to ensure a transport behaviour legacy (through targeted marketing supporting the ODA locally

based smarter travel segmentation initiative).

- Deliver schemes to ensure a sustained legacy for local residents and visitors, for example by delivering schemes such as Fish Island Link and Bow neighbourhood package.
- Ensure emerging masterplans support the regeneration and legacy benefits of the Olympic area.

2.4 Borough Transport Objectives

This section discusses how the objectives for the LIP2 have been identified. It then sets out the objectives and highlights their compatibility with key regional and local policies and priorities.

2.4.1 Identification of Borough Transport Objectives & Vision

A vision for transport has been developed which is consistent with the aspirations of both the Mayor's Transport Strategy and the Tower Hamlets' Community Plan (Tower Hamlets Sustainable Community Strategy). The Tower Hamlets vision is:

'To create a sustainable transport system that contributes to a better quality of life for all who live and work in the borough.'

The LIP2 objectives have been informed by the analysis of evidence relating to the problems, challenges and opportunities for transport in Tower Hamlets, and ultimately the identification of key challenges which need to be addressed in order to achieve the transport vision. The 'challenges' have been highlighted throughout Section 2 and are also summarised in Table 2.3 previously.

2.4.2 LIP2 Objectives

Table 2.8 sets out of Borough Transport Objectives and demonstrates their relationship with the MTS goals, key local priorities from the Tower Hamlets Community Plan and sustainable transport strategy, and the challenges for Tower Hamlets identified throughout this section. The objectives are eight over-arching priorities which will all contribute to achieving the vision for transport, and ultimately the delivery of the MTS goals. These objectives have informed the development of Delivery Plan and Performance Monitoring Plan which are set out in the following chapters.

The timeframe for all eight objectives will be the lifetime of the LIP, to 2031. If need is identified, they may however be refreshed within this period to reflect significant changes in circumstance or condition.

Table 2.8 Relationship between Tower Hamlets' Borough Transport Objectives and key policies and priorities

Policies and Priorities		Borough Transport Objectives							
		1	2	3	4	5	6	7	8
MTS Goals	Support economic development and population growth			■			■	■	■
	Enhance the quality of life for all Londoners	■			■		■	■	■
	Improve the safety and security of all Londoners		■						
	Improve transport opportunities for all					■			
	Reduce transport's contribution to climate change and improve its resilience				■		■	■	
Tower Hamlets Community Plan themes	A Great Place to Live	■			■	■	■	■	■
	A Prosperous Community			■					
	A Safe and Supportive Community		■						
	A Healthy Community	■			■		■		
Making Connections (Sustainable Transport Strategy) themes	Climate change > Towards zero carbon travel				■		■	■	
	Promoting walking, cycling and creating better public spaces	■	■				■		
	Promoting public transport	■					■		
	Reducing the need to travel			■			■		
Tower Hamlet's Transport Challenges	1. To ensure transport infrastructure provides sufficient capacity to support growth areas, whilst managing demand and mitigating potential adverse environmental, social and economic impacts that may otherwise result from the projected growth.			■	■			■	■
	2. To ensure the transport system supports the delivery of connected 'places' and access to key locations by sustainable, and active modes of travel.	■		■				■	

Policies and Priorities		Borough Transport Objectives							
		1	2	3	4	5	6	7	8
	3. To manage vehicular trips (private car and freight) to relieve congestion, whilst continuing to support economic growth.								
	4. To ensure that the transport system and environment is efficient, convenient and attractive, in order to improve user satisfaction whilst also encouraging a shift towards more sustainable modes of travel (this will be particularly challenging given the scale of growth and therefore travel demand projected for the borough).								
	5. To maximise the contribution the built and natural environment can make to improving quality of life and addressing health inequalities through encouraging walking, cycling and public transport usage within the borough. Preserving the boroughs cultural heritage will also need to be a key consideration.								
Tower Hamlets' Transport Challenges Continued	6. To reduce transport related air pollution to enhance quality of life, whilst still supporting economic growth of the borough.								
	7. To reduce transport related noise, whilst still supporting economic growth of the borough.								
	8. To ensure that the transport environment facilitates active travel and improving health and wellbeing of the borough's residents is a key focus of smarter travel interventions.								
	9. To ensure a safe and secure transport environment that encourages sustainable modes of travel and also supports the borough's growing night time economy (for example in areas such as Brick Lane, Commercial Street and Aldgate).								
	10. To address road safety for vulnerable road users whilst encouraging increased levels of walking and cycling.								
	11. To further improve accessibility to address disadvantage and inequalities in access of the transport system and services.								
	12. To improve accessibility to the public transport network in areas of deprivation and to delivery of other transport related interventions such as schemes to address community severance and improve public realm to further support regeneration.								
	13. To control the impact of traffic on climate change, particularly given the scale of growth projected for borough and the wider East London sub-region.								
	14. To ensure the transport system adapts, improving its resilience to climate change.								
15. To ensure long-term benefits for the borough's residents, by ensuring schemes support regeneration and improve connectivity within the fringe areas around the Park and encourage a transport behavioural legacy to deliver sustained environmental, health and wellbeing benefits.									

3. Delivery Plan

3.1 Introduction

This Chapter sets out the Delivery Plan for achieving the LIP2 Borough Transport Objectives, and covers the following:

- Section 3.2 identifies **potential funding sources** for three year period from 2011/12 to 2013/14;
- Section 3.3 provides a summary of the **delivery actions and interventions** which are considered necessary to assist us in achieving our LIP objectives (covered in Section 2.4 above) and ultimately the MTS goals;
- Section 3.4 sets out the 3-year costed and funded high level **Programme of Investment** (referred to as 'the POI') for interventions to be progressed as part of the LIP programme (for our proposed Major Schemes this extends to 2015/16); and
- Section 3.5 documents the **approach to managing risks** associated with the delivery of the LIP2 programme.

It should be noted that the Delivery Plan presented in this chapter will be refreshed at least every three years.

3.2 Potential Funding Sources

Table 3.1 below identifies potential funding sources for implementation of the Tower Hamlets LIP. These include the borough's indicative three year LIP allocation from TfL, Council revenue and capital funding and funding from other sources including developer contributions and match funding from the London Development Agency (LDA), London Thames Gateway Development Corporation (LTGDC) and Department of Communities and Local Government (DCLG).

The LIP allocation from TfL, which amounts to approximately £9 million over the three year period, will be the key source of funding for the delivery of interventions set out in the POI. This has however been supplemented with £8 million of the Council's own funding.

Table 3.1 Potential Funding for LIP2 Delivery (£,000s)

Source	2011/12	2012/13	2013/14	Total
Integrated Transport				
TfL Indicative LIP Allocation	£2,871	£2,636	£2,278	£7,785
Council Revenue Funding:				
- Traffic Enhancements (minor traffic management works)	£199	£199	£199	£597
Developer Contributions	£700	£175	£700	£1,575
Match Funding (LDA, LTGDC, DCLG)	£771	£0	£0	£771
Total	£4,292	£3,010	£3,177	£10,479
Maintenance				
TfL Indicative LIP Allocation / Bid – PRN	£249	£592	£761	£1,602

Source	2011/12	2012/13	2013/14	Total
Maintenance				
LIP Bid – Bridge Assessment & Strengthening	£360	£175	£190	£725
Council Revenue Funding:				
- Traffic Signal Maintenance	£288	£288	£288	£864
- Greenwich Foot Tunnel Maintenance	£188	£188	£188	£564
- Street Lighting Maintenance	£344	£344	£344	£1,032
- Reactive Highway Maintenance	£1,288	£1,288	£1,288	£3,864
- Streetscene Enhancements (planned highways maintenance)	£393	£393	£393	£1,179
Total	£3,110	£3,268	£3,452	£9,830
Major Schemes				
St Paul's Way Transformation:				
- LIP Major Schemes Funding	£500	£250	£250	£1,000
- Developer Contributions	£445			£445
Bethnal Green Road Town Centre Scheme:				
- LIP Major Schemes Funding	£100	£250	£700	£1,100

3.3 Delivery Actions & Interventions

This section discusses the interventions which have been identified to deliver our LIP2 objectives, and ultimately the MTS goals. They have been developed to be consistent with the proposal themes set out in the MTS, namely managing the transport system; encouraging walking and cycling; improving safety and security; improving London's environment; tackling climate change; and managing demand for travel (summarised in Table B1 in Appendix B).

The priorities presented below have been assessed as part of the Integrated Impact Assessment (IIA) to consider how they might affect various aspects of society and the environment. The IIA has guided the development of the LIP2 and provided recommendations to avoid, minimise and compensate for any potential negative effects, and to maximise the benefits of interventions.

3.3.1 **Objective 1: To promote a transport environment that encourages sustainable travel choices for all.**

The approach to delivering this objective focuses on improving the quality of the public realm and providing necessary infrastructure to promote public spaces, routes and places that are attractive, safe, accessible and functional for all users. Through creating streets which are pedestrian and cycle friendly and promoting higher quality public transport environments, sustainable modes of travel will become more amenable options to residents and visitors.

The delivery actions for 2011/12 to 2013/14 are as follows (where relevant longer-term delivery actions have also been identified):

Public Transport – The Council will work with TfL to ensure that the public transport environment is attractive and comfortable for passengers, for example improving waiting

facilities at bus stops and stations. The POI also includes schemes which will provide improved bus waiting facilities, for example Bethnal Green Road corridor scheme.

The Council will also support TfL in the delivery of Interchange Projects to improve the interchange experience for passengers and quality of the urban realm, for example Tower Hill Gateway Interchange Programme. This scheme will provide improved interchange conditions between the Underground, Fenchurch Street, DLR Stations and the River Pier; improve urban space fit for a World Heritage Site; and improve the general pedestrian environment.

The Council will also support TfL and Crossrail in the delivery of the Whitechapel Station Interchange project, which aims to improve the quality of the public realm and pedestrian connectivity between the station, High Street, market and the Royal London Hospital. Although this project is not due to be completed until 2017, works being undertaken as part of High Street 2012 (and Cycle Superhighways Route 3) will also help to improve the urban realm around Whitechapel Station and improve connectivity to the station for pedestrians and cyclists in the interim.

The POI for Tower Hamlets also includes neighbourhood schemes which incorporate measures to improve access to stations.

Better Streets – Revitalisation of London’s public space is a principal ambition of the Mayor and he firmly believes that well designed urban realm can bring communities and people together, encourage activity and recreation, and attract businesses and jobs. The POI includes a number of streetscene improvement packages, demonstrating our holistic approach to tackling transport related issues (including Bethnal Green Road Package, Brick Lane Public Realm Improvements, Abbott Road / Aberfeldy Estate Neighbourhood Scheme and Manchester Road / Island Gardens Package).

The Council will also seek to apply the principles of ‘Better Streets’, including creation of shared-use areas to reduce car dominance, de-cluttering, improved wayfinding and tree planting, as an integral part of any neighbourhood and corridor based schemes. Figure 3.1 illustrates the proposals for St Paul’s Way Transformation Project – this major scheme aims to better managing the interactions of various road users.



Figure 3.1: *St Paul's Way Transformation Concept Design*

Cycle Routes & Infrastructure Improvements – In 2011/12 our investment in cycling will predominantly focus on delivering cycle infrastructure improvements as complementary measures to the London Cycle Hire scheme; these would include wider infrastructure improvements such as traffic calming.

However, the Council is committed to addressing issues of permeability to improve access for cyclists and also in developing local cycle routes to improve conditions. For 2012/13 and 2013/14 the POI includes an allocation for Cycle Route Implementation; this will be used to deliver the recommendations of a CRISP study for our local cycle routes, which was undertaken as part of the Healthy Borough Programme. As part of our holistic approach to schemes we will also seek to deliver cycle infrastructure improvements through corridor and neighbour schemes. Through the [Volunteer Rangers Programme](#) the Council will also continue to identify and deliver small infrastructure projects to address permeability issues.

The Council will also work with Sustrans to complete the CONNECT2 route from Bethnal Green Road to Bow and develop the Greenways network, prioritising routes or sections of routes which support the delivery of the local cycle routes and Green Grid network.

Cycle Parking – The Council are committed to providing 600 new publicly accessible cycle parking spaces per annum (target CP5 in our Cycling Plan, ‘Cycling Connections’) to promote cycling as a viable travel choice. This will be achieved through:

- the installation of cycle parking facilities as part of the complimentary cycle hire measures, where demand is identified;
- the installation of cycle parking within existing housing estates, building on from current work under Cycle Superhighways programme. We are committed to working in partnership with Tower Hamlets Homes, social landlords and private land owners to identify demand and increasing cycle parking provision in residential estates; and
- encouraging others to provide cycle parking through our School Travel Plan programme and work with small and medium sized enterprises (SMEs) on voluntary workplace travel plans.

The Council is also committed to increasing total cycle parking provision across the Borough and as such will secure the installation of cycling parking facilities in new developments through the planning process (in accordance with cycle parking standards set out in the LDF).

Walking Routes & Infrastructure Improvements – The Council are currently preparing our Walking Plan; this will set out key actions to identify and develop walking routes across the Borough.

Through applying ‘Better Streets’ principals to schemes the Council will deliver generic measures to create more pedestrian friendly environments, this would include de-cluttering, maintenance of footways and lighting improvements. The needs of pedestrians with mobility and visual impairments will be taken into account at the design stage to ensure schemes will not have a detrimental impact.

Legible London – In order to promote pedestrian and cycle accessibility to key destinations through addressing issues of wayfinding, the Council will work with TfL to deliver Legible London pilot schemes within the borough. The initial focus will be on delivering the Olympic Fringe Wayfinding Strategy and we will work in partnership with the LDA and our neighbouring Olympic Boroughs to ensure a consistent approach. The POI includes an allocation for a Legible London Pilot Scheme which will promote access to Olympic and Paralympics Games from areas within the Olympic Fringe such as Fish Island, Bow and High Street 2012.

Other locations which have been identified for Legible London pilot schemes are Shoreditch High Street and Aldgate. Large scale development is planned for the Aldgate area and developer contributions will be sought towards such wayfinding improvements. Where appropriate the Council will also consider the scope for incorporating Legible London mapping as part of streetscene packages and walking and cycling schemes across the Borough, particularly those being progressed within key centres.

Green Grid – The Council will support the delivery of the Green Grid network in association with private development, for example through securing S106 monies to implement strategic projects such as Devons Road Interchange / Circus and Southern Grove. The Council will also seek to incorporate measures to support the delivery of the Green Grid Network Area Frameworks and Green Grid routes as part of corridor and neighbourhood based solutions.

Street Trees – There are currently in excess of 5,000 street trees within the Borough, and we aim to achieve a 10% increase annually, up to 2025. In order to deliver this the Council will consider the scope for providing street trees as part of neighbourhood and corridor based solutions, particularly streetscene improvement schemes within Conservation Areas (discussed under Objective 8) and ‘Greening The Streets’ as part of the Green Grid Initiative.

3.3.2 Objective 2: To ensure the transport system is safe and secure for all in the borough.

This objective looks to address safety and security issues which can deter people from using active and more sustainable modes of travel. Delivery actions for 2011/12 to 2013/14 are therefore focussed around the following themes:

- Road casualty reduction; and
- Addressing actual and perceived personal security and anti-social behaviour.

Road Casualty Reduction

To ensure effective reduction of road casualties, we have adopted a co-ordinated approach of engineering, education / training & publicity (ETP), and enforcement interventions. Partnership working is also essential to identification and delivery of interventions. Our delivery actions are therefore focussed around these key themes.

Road Safety Engineering – Prioritisation of casualty reduction investment, and the design of remedial schemes, will continue to be data-led, targetting investment at locations with identified collision issues. The POI includes safety schemes at priority locations which include Cambridge Heath Road, Sydney Street and Gosset Street / Old Bethnal Green Road. These schemes all involve revisions to existing traffic calming measures to improve conditions for vulnerable road users.

Wherever possible the Council will seek to take a holistic approach to schemes, incorporating accident remedial measures within neighbourhood and corridor solutions designed to provide improved conditions for all road users. Bethnal Green Road Package is one such scheme included within the POI which will deliver accident remedial measures whilst enhancing the physical environment and improving connectivity to key destinations. Safer-routes to school schemes will also be incorporated within such solutions where appropriate and will be prioritised based on casualty data and issues identified through the School Travel Plan programme (for example Gosset Street / Old Bethnal Green, which is included in the POI).

Collisions on the Transport for London Road Network (TLRN) are outwith the Council’s control but have implications for achieving the KSI and total casualty reduction targets included within the LIP. The Council will therefore continue to work with TfL at a senior

level to secure a commitment to the delivery of schemes to address collision issues on their roads. The Council will also work with TfL to deliver jointly funded schemes as part of a corridor and neighbourhood based approach to improve conditions for vulnerable road users (for example the provision of crossing facilities and improved conditions for cyclists at Preston's Road Roundabout and Cotton Street, where S106 funding is already available).

Safety Audits – The Council will undertake Road Safety Audits for all new highways schemes and will look to undertake Non-Motorised User (NMU) audits on such schemes, in line with TfL guidance, to review safety and access for pedestrians (including those with mobility or visual impairments) and cyclists.

Road Safety Education, Training & Publicity (ETP) – The Council will continue to deliver and delivery a comprehensive range of ETP programmes to educate and equip road users to deal with the traffic environment. The POI displays the Council's commitment to deliver, and where possible expand, the following programmes:

- road safety education curriculum lessons delivered to primary school pupils – we are proposing to draw on the resources of the Safer Neighbourhoods Teams to assist with the delivery of road safety education in schools;
- Junior Road Safety Officer (JRSO) programme to provide pupils of participating schools the opportunity to act as road safety ambassadors tasked with encouraging their peers to be safer when crossing roads;
- Theatre in Education for primary and second school pupils;
- pre-driver training for 16 year olds;
- child and adult cycle training;
- adult road safety education – targeted at adults from Black and Minority Ethnic (BME) groups and those residing in areas of deprivation to tackle casualty issues prevalent within the Borough;
- BikeSafe rider skills training - an initiative utilising input from the police and other professional diving agencies to equip motorcycle and scooter riders with the skills necessary to make them safer drivers; and
- activities and events aimed at encouraging safe and active travel to support national Bike Week, Walk to Work Week and European Mobility Week initiatives.

The Council will also work with schools and workplaces to utilise Travel Plans as a mechanism for delivering road safety ETP.

Enforcement – The Council will continue to identify new sites to be enforced by the Council's Civil Enforcement Officers for Moving Traffic Offences (MTOs) based on identified collision issues or safety concerns. The Council will also ensure that road safety is an integral element of enforcement activities undertaken within the Borough by the Police and Safer Neighbourhoods Teams. This will include facilitating joint initiatives such as "Operation Peron", an Automatic Number Plate Recognition (ANPR) operation targeted at uninsured and untaxed vehicles as these vehicles are seven times more likely to be involved in road traffic accidents.

Speed Management – The Council will work in partnership with the Police and the London Safety Camera Partnership to identify suitable locations for the installation of average speed cameras.

Partnership Approach – In order to address the often complex issues that are the root cause of collisions, the Council believes that partnership working offers the most effective means to make the Boroughs' roads safer. The Council will therefore continue to work in partnership with:

- TfL, the Police, DfT and other key stakeholders to improve road safety in the Borough;
- the London Safety Camera Partnership to improve management of speed and the number of vehicles travelling at inappropriate speeds; and
- Schools, parents and voluntary organisations to extend the provision of road safety education and training to children across the Borough.

Through the Tower Hamlets Partnership, the Council will also ensure that all partners work together to achieve the goals of our Community Plan, improving the quality of life for local people.

Addressing Actual and Perceived Personal Security & Anti-Social Behaviour

The approach focuses on reducing fear of crime / anti-social behaviour associated with the transport system through providing a more welcoming and less intimidating transport environment (i.e. designing out crime), promoting safer travel (particularly at night) and tackling bicycle theft. All of these issues can affect a person's travel choices, for example persuading them to choose the relative safety of their own car over public transport, walking or cycling.

The delivery actions for 2011/12 to 2013/14 are therefore:

Encouraging Safer Transport and Travel – The Council will work in partnership with TfL, the Safer Transport Command and Safer Neighbourhoods Teams to identify anti-social behaviour / crime hotspots on public transport and around our streets and develop priority actions to address these. The Council will also promote safer travel options at night to support the Borough's growing night time economy, for example through supporting TfL's Safer Travel at Night campaign to raise awareness of the dangers of using illegal cabs.

Designing Out Crime – The Council will ensure that safety and personal security issues are taken into account when planning and designing all new transport infrastructure and facilities. The POI includes a number of schemes which aim to address personal safety concerns through improved street lighting and CCTV, including Roman Road (West), Gosset Street / Old Bethnal Green and Fish Island Link. Street lighting improvements and CCTV will also be delivered at priority locations (areas where crime / anti-social behaviour have been identified to be of concern) as part of wider infrastructure improvements associated with the provision of Cycle Hire docking stations.

Tackling Bicycle Theft – Through delivery of our Cycling Plan the Council will continue to work closely with the Safer Transport Command, Safer Neighbourhoods Teams and the public to identify bicycle theft 'hotspots' and formulate appropriate solutions, including providing secure cycle parking through our Cycle Parking Programme. The

Council 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' and providing information on good quality locks and cycle insurance.

3.3.3 Objective 3: To ensure the transport system is efficient and reliable in meeting the present and future needs of the borough's population.

The approach to delivering this objective focuses on working in partnership with the Mayor, TfL and other key partners to deliver an efficient, high quality, sustainable and integrated transport network capable of catering for, and supporting, the level of growth projected for Tower Hamlets.

The delivery actions for 2011/12 to 2013/14 are:

Smoothing Traffic Flow – In order to improve the operational efficiency of the highways network the Council will continue to work with TfL DTO to review signal timings as part of scheme design, particularly those schemes where we are applying 'Better Streets' principles, such as St Paul's Way Transformation. The Council will also work with TfL, and in consultation with other stakeholders, to consider the scope for trialling the removal of traffic signals at locations where smoothing could be achieved without detrimental impact to vulnerable road users such as pedestrians and cyclists.

In areas with known congestion issues the Council will review waiting and loading activity as part of corridor based solutions to reduce delays to all traffic, particularly buses (for example Roman Road West).

Parking – The Council has recently undertaken a borough-wide parking study to determine areas of parking stress and to better understand parking, and driving, behaviours within the borough. This information will form the basis of a review of our current parking policies and inform future policies which will seek to manage unnecessary car travel, particularly for local journeys, whilst ensuring provision is sufficient to support economic growth and viability of businesses operating with the Borough.

Principal & Non-Principal Road Condition – The Council has prioritised investment in maintenance of the Principal Road Network (PRN) based on SCANNER survey asset conditions data and programming of utilities works and other schemes to minimise disruptions and prolong the life of the highway asset. The POI therefore includes the lengths of PRN which are of greatest priority for maintenance namely Cambridge Heath Road, Prestons Road, Leamouth Road, Hackney Road, Grove Road, Manchester Road and Westferry Road.

The Council will also seek to include carriageway and footway improvements as part of public realm / streetscene enhancement packages within corridor and neighbourhood based solutions, particularly where such schemes intend to improve conditions for pedestrians and cyclists such as Harford Street corridor scheme.

The Council has allocated £393,000 per annum of its own funding for planned streetscene enhancements to improve carriageway and footway condition along non-principle roads, and a further £1.288 million per annum for reactive maintenance works. This displays the Councils commitment to improving the condition of roads and footways

within the borough. The Council has also allocated £344,000 of its own funding per annum for street lighting maintenance.

DLR / Underground / Rail Improvements – The Council will support the Mayor of London and TfL in the delivery of strategic transport projects to ensure the capacity of the public transport network meets future growth. This includes committed improvements such as Crossrail and its stations at Whitechapel (with a new ticket hall incorporated within the existing frontage and a north – south pedestrian access passageway between Whitechapel Road and Durwood Street) and the Isle of Dogs, and upgrades to the District and Hammersmith & City lines to provide additional capacity and improved journey times.

Other strategic projects that the Council will support TfL to deliver include interchange improvements at Bromley-by-Bow (a potential Sub-Regional Transport Plan scheme) and Hackney Wick; these are considered necessary in order to support regeneration and population growth in the eastern part of the borough such as Fish Island. These improvements would be longer-term aspirations, to be delivered by 2020.

In addition, the Council will also support proposals for securing further rail capacity in the medium term through Crossrail 2 (the Chelsea – Hackney line). The Council will continue to lobby TfL for Hackney Wick to be an interchange on this line to further support regeneration of these key areas.

Bus Network Enhancements – The Council will continue to work with TfL London Buses to ensure services are reliable, accessible and meet the Borough's existing and future needs. Priority areas for enhancements include the public transport improvement areas identified within the LDF Core Strategy, namely the eastern part of the Borough and the Isle of Dogs, and areas of deprivation such as Weavers, Bow East, East India and Lansbury.

The Council will also work with TfL and developers to identify improvements to local bus services necessary to cater for increased demand to be generated by major development proposals and will seek to secure developer contributions to support such enhancements. This will help to ensure that services remain reliable and efficient in meeting the needs of future growth.

Walking & Cycling – The Council is committed to encouraging more active modes of travel, for health benefits, greater mobility of the population and as an alternative to using the private car. The POI includes schemes to improve conditions for pedestrians and cyclists, enhancing connectivity and addressing permeability. Pedestrian and cycling infrastructure associated with major regeneration will be guided by the visions set out under the 'Delivery Placemaking' theme set out in the LDF Core Strategy and also masterplans where relevant.

The South Dock Footbridge was identified as an infrastructure requirement in the Millennium Quarter Planning Obligations Contribution Framework which underpinned the Millennium Quarter Masterplan. The purpose of the bridge is to improve pedestrian connectivity to South Quay DLR station and Canary Wharf station, but also to encourage people to walk to the Millennium Quarter as opposed to making short one-stop journeys on the DLR. This bridge will be funded through developer contributions.

River Crossings – The Council will support potential East London Sub-Regional Transport Plan proposals for the provision of improved pedestrian / cycle crossings to Canary Wharf and the Isle of Dogs from south London by passenger ferries or fixed links. The Council will also support TfL's new London Cable Car proposal between North Greenwich and the Royal Docks in Newham. Such measures could reduce crowding on cross-river public transport links.

Blue Ribbon Network – The Council will work with TfL and other stakeholders to examine the potential to increase the use of the Thames and canals and navigations within the Borough for waterborne passenger and freight services. The Council would also promote the use of towpaths for commuting and leisure purposes, for both pedestrians and cyclists. Personal security issues and conflicts with other activities would be considered as part of developing pedestrians and cycle routes along towpaths.

Sustainable Freight Activities – Through the TfL-Thames Gateway Freight Quality Partnership (TGFQP) the Council will promote and maximise the sustainable, safe, reliable and efficient movement of freight by water, rail, electric vehicles and cycle deliveries. This will help to relieve pressure on the strategic road network.

The Council will also work to ensure Construction and Logistics Plans (CLPs) and Servicing and Delivery Plans (SDPs) are secured from planning applications deemed to have an environmental impact.

London 2012 Olympic & Paralympics Games – The Council will work with partners to manage and address strategic transport issues to ensure that the transport system is capable of catering for the increased travel demand to be generated by the Olympic and Paralympics Games. The restrictions imposed by the core ORN passing through the Borough will inevitably affect the priorities and timing of works to be carried out in 2011/12 and early 2012/13.

The POI also includes proposals to maximise the benefits and opportunities offered by the Games and its legacy. For example, Fish Island Link is intended to improve pedestrian and cycle linkages to the Olympic Park and support wider redevelopment through the Hackney Wick and Fish Island Masterplan. Bow neighbourhood scheme is a complementary scheme which will contribute towards addressing the impact of traffic generated or altered by the development of the Olympic Park. These schemes also complement LDA, LTGDC and DCLG fringe projects.

3.3.4 Objective 4: To reduce the impact of transport on the environment and wellbeing.

The approach to delivering this LIP Objective focuses on reducing transport's contribution to climate change in a manner consistent with MTS proposals to achieve the 2025 CO₂ reduction target set by the Mayor (encouraging carbon-efficient travel behaviour, improving operational efficiency of the highways network and managing travel demand). The approach also seeks to contribute towards reducing transport-related noise and pollutants by reducing the number of private vehicles on our roads, to deliver wider environmental benefits and also an enhanced level of health and wellbeing of the Borough's residents.

Encouraging carbon-efficient / 'greener' travel behaviour

Proposals to enhance the attractiveness of more sustainable, and active, modes of travel through creating transport environments, which support travel choice and improving the reliability and efficiency of these modes, have been discussed under Objectives 1 and 3. Promotion, awareness raising, journey planning and education activities to influence people's travel behaviour are also discussed under Objective 6.

Other delivery actions, which support the aspirations of the Tower Hamlets Clear Zone Plan, will also help to deliver this objective. These include:

Cycle Superhighways & Feeder Routes – As part of our Clear Zone Plan the Council is committed to developing feeder routes to complement the Cycle Superhighways (CS). One route which has been identified is Vallance Road / New Road / Cannon Street Road as this provides north – south connection between HS3 and HS7. This route forms part of a local cycle route which will be delivered using our allocation for Cycle Route Implementation from 2012/13 onwards.

The Council will promote the use of the Cycle Superhighways routes through our active travel events and awareness raising activities.

Cycle Hire – The Council will support TfL and the Mayor of London with the expansion of the Barclays London Cycle Hire scheme beyond fare zone 1, to provide an additional 150 cycle hire docking stations across the Borough. The Council will support the extension through delivery of complementary measures as outlined in Case Study 1.

Case Study 1: Cycle Hire Extension

Extension of the Barclays Cycle Hire Scheme & Complementary Measures

In July 2010 the Mayor of London launched the London Cycle Hire Scheme, one of three major programmes to deliver his Cycling Revolution (the other two being Cycle Superhighways and Biking Boroughs).

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 scheme currently extends as far east as Whitechapel and 17 docking stations have been provided in Tower Hamlets. Smart-key technology provides users with quick and convenient access to a bicycle all day, every day of the year.

The Council has been working with TfL to secure the extension of the scheme beyond fare zone 1, to provide an additional 150 cycle hire docking stations (equating to 2,700 individual docking points) across the Borough. It is currently estimated that some 8,000 extra cycle trips would be made daily by extending the Cycle Hire Scheme.

How we would support the scheme:

The Council has already undertaken preliminary works to identify feasible locations for cycle hire docking stations and will support the scheme through the delivery of complementary measures including footway and public realm improvements, 'Legible London' wayfinding, CCTV cameras at key locations, and wider infrastructure such as traffic calming.

An Access Assessment / Non-Motorised User (NMU) Audit will be considered for all Cycle Hire Docking Station locations to ensure that the needs of disabled pedestrians are taken into account as part of design.

Expected benefits for Tower Hamlets:

All the initiatives the Council is actively pursuing to increase cycling mode share will contribute to promoting healthier lifestyles (in terms of increased physical activity, and improved community cohesion through greater social interaction – having a positive impact on wellbeing), reducing air pollution and tackling climate change.

Extending the Cycle Hire Scheme in Tower Hamlets in particular will open access for many people to use bikes for short trips to work, leisure facilities or main transport services, and could revolutionise travel behaviour locally.

Analysis of cycling potential in Tower Hamlets, undertaken by TfL’s Policy Analysis team, has revealed that 37% of all trips made by borough residents using mechanised modes could potentially be cycled. When looking at short journey, the analysis has revealed that 28% of all trips of less than 2km and 67% of all trips of less than 5km that are currently made by mechanised modes could potentially be cycled. This highlights the potential for short journeys to be made by bicycle; however, issues such as access to a bicycle and lack of storage facilities are barriers to this potential being realised.

The proportion of households within Tower Hamlets with access to a bicycle (26%) is slightly below comparative averages for Inner London boroughs and all London boroughs (29% and 30% respectively) - London Travel Demand Survey (LTDS) 2008/09. So, whilst we are actively working to secure cycle parking within new developments and existing estates, extension of the cycle hire scheme goes further in reducing inequalities in access to cheap, active travel.

The proximity of the Olympic Park is 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.

Car Clubs – Car Clubs offer an alternative to private car ownership which can help reduce car usage overall. City Car Club report a 60% reduction in typical mileage when people join a Car Club.

An extensive network of over 170 car club cars has been developed across the borough and since the introduction of the on-street Car Club bay network in summer 2009, membership has increased significantly with nearly 6,500 residents signed to one of the four ‘Carplus’ accredited car club operators operating in the borough.



*Car Club bay in Wapping
Source: www.cityclubcar.co.uk*

The Council will seek to secure Car Club bays within all new residential developments and will continue to work with Car Club Operators to expand the on-street network, particularly in areas of deprivation.

The strong Car Club presence already in Tower Hamlets provides an opportunity to further expand the Electric Vehicle Charging programme, through encouraging Operators to trial electric vehicles and charging points to their network. The Council will therefore seek to work with Operators to undertake a pilot scheme.

Electric Vehicle Charging Programme – Electric vehicles are cleaner and greener than conventional combustion engine vehicles, producing zero emissions of air pollutants and zero emissions of CO₂ at the point of use. For this reason we support the Mayor of London’s proposals to deliver 2,500 publicly accessible charging points by 2015. The Council is already working with TfL and other London Borough on the development of a new TfL Pan London EV charging network and have declared Tower Hamlets as an ‘Electric Vehicle Borough’.

The delivery of Electric Vehicle Charging Points has been identified as a key measure within the Tower Hamlets Clear Zone Plan and the Council will therefore prioritise publicly accessible locations within this zone. Following that, the Council will use the Mosaic analysis undertaken by TfL to identify priority locations elsewhere in the Borough. The Council will also work to secure the provision of charging points within new developments.

Cleaner Council Fleet – The Council is committed to reducing emissions of CO₂ and other air pollutants from our own fleet vehicles. We are currently looking at upgrading our older fleet vehicles from Euro 3 to Euro 4/Euro 5 to achieve emissions improvements and fuel consumption benefits. We are also investigating the use of Lysander gas analysers for measuring CO₂ (and other gases) outputs from other vehicles so that we can accurately measure and monitor such emissions.

Drivers of Council fleet vehicles will also be required to participate in a training programme on [eco-driving techniques](#). It is anticipated that this training will result in improved fuel consumption and reduced vehicle wear and tear, and will also make our drivers safer drivers.

Operational efficiency

Managing the highway network – The Council will work towards fulfilling our Network Management duty, in accordance with the Traffic Management Act 2004, to ensure the expeditious movement of traffic through the Borough.

Managing Congestion – The POI contains a range of schemes and smarter travel interventions intended to contribute towards [smoothing traffic flow](#) and reducing traffic levels through [managing demand](#) and [encouraging mode shift](#). These will therefore assist the Council in managing congestion and improving operational efficiency of the borough road network.

Due to the density of TLRN within Tower Hamlets and volumes of through traffic using these routes the Council will continue to work with TfL to secure measures to manage congestion associated with their network.

Managing Demand

Smarter Travel Initiatives – The POI includes a wide range of smarter travel initiatives which aim to manage demand and influence travel choice, these include School Travel Plans, Workplace Travel Plan, travel awareness campaigns and various training initiatives. These are discussed in more detail under Objective 6.

Parking Policies – As discussed under Objective 4 the Council will undertake a review of our parking policies with a view to further reducing unnecessary car travel. The recent parking stress study will also help to inform management of car free development policies.

3.3.5 Objective 5: To ensure transport is accessible for all.

The approach to delivering this objective focuses on ensuring the transport system is accessible for all users through improving accessibility to public transport services; addressing issues of physical severance and permeability; and enhancing physical access within and to the transport system.

There are clear synergies between this and Objective 1 ‘to promote a transport environment that encourages sustainable travel choices for all’.

Public Transport Accessibility – The Council will work in partnership with TfL to secure improvements to public transport accessibility which will help to tackle deprivation (for example in areas such as Weaves, Bow East and East India and Landsbury) and support key growth areas (such as Fish Island). This would be through supporting the delivery of Crossrail, Crossrail Line 2 (and a potential interchange at Hackney Wick), and improved bus connections. The POI also includes interventions to improve pedestrian and cycle access to stations.

Affordable Transport – The Council will lobby TfL for transport services to remain affordable. Other initiatives we are supporting, such as Cycle Hire and Car Clubs, help to reduce inequalities in access to cheap (and in the case of cycle hire, active) travel options.

Community Transport – The Council will continue to provide, and promote, a range of community transport services and schemes for residents who are unable to use conventional public transport because it is not suitable for their travel needs (including the mobility scheme, taxi-card scheme and dial-a-ride). The Council’s community transport services also include providing transport for children and adults with special educational needs.

All Ability Cycling Club – This initiative provides dedicated cycling sessions for anyone in Tower Hamlets with learning and / or mobility impairments. These sessions are for both recreational and competition purposes. Due to the success of the scheme (highlighted in Case Study 2 under Objective 6 below) LB Hackney recently requested the scheme be extended to allow eligible residents from their Borough to benefit from it.

Physical Access to Public Transport – The Council is determined to maintain and increase our good ranking for fully accessible bus stops, and propose to improve at least 10 bus stops per annum through our [Bus Stop Accessibility Programme](#) (included in our POI).

The Council will lobby TfL to provide [step-free access](#) at all stations within the Borough. However, we consider that Aldgate East, Mile End, Stepney Green and Bow Road stations are strong candidates for funding for step-free schemes as they are all sub-surface stations and could offer cost effective returns compared to deeper-level stations.

Accessibility Improvements – The POI includes small scale accessibility improvements such as dropped kerbs and other minor works to facilitate access. The needs of, and implications for, non-motorised road users will also be considered when designing new capital highways schemes (as discussed in Objective 1).

Addressing Severance – The Council will work with TfL to deliver schemes to reduce severance created by the TLRN. The POI includes schemes to improve pedestrian and cycle connections and break down the severance barrier of the A12 to improve access for local residents to the Olympic Park (e.g. Fish Island Link and the A12 Strategy).

Other schemes being led by the Council to reduce severance created by transport infrastructure include Aspen Way Connections. This scheme will reduce severance between Canary Wharf and South Poplar through providing connection across Aspen Way. This scheme has been identified within the LDF Core Strategy to be delivered by 2020 and although it is likely to be funded through development at Canary Wharf we are seeking support from TfL and the Homes and Communities Agency (HCA).

Addressing Language Barriers – As discussed earlier in sub-section 2.1.1 Tower Hamlets is an ethnically diverse borough. Language can therefore be a barrier to accessing travel information and using the transport system. Mapping to be provided as part of the Legible London Pilot, and also in association with the Cycle Hire extension, will help improve wayfinding for those who find it difficult to read standard signage.

3.3.6 Objective 6: To encourage smarter travel behaviour.

The approach to delivering this objective focuses on promotion, awareness raising, journey planning and education activities to influence people's travel behaviour. However, it is recognised that infrastructure improvements discussed under other objectives will also contribute to encouraging and facilitating smarter travel.

Through encouraging mode shift and active travel the delivery actions set out under this objective will also make a significant contribution towards reducing transport related noise and pollutants and ultimately improve the health and wellbeing of the borough's residents (therefore supporting the delivery of Objective 4).

In order to maximise effectiveness and reduce costs, the POI comprises a mix of smarter travel measures that have been informed by evaluations of interventions delivered through the active travel component of our Healthy Borough Programme. The case study provided in Case Study 2 below demonstrates some of the key successes from initiatives delivered in 2009/10. This has allowed us to focus on those interventions that have been particularly successful in increasing active travel. Through coordinating delivery across different work programmes (for example road safety ETP and school travel planning) the aim is to build upon the successes of the Healthy Borough Programme to encourage smarter, as well as active, travel behaviour.

Delivery actions for 2011/12 to 2013/14 are as follows:

Cycle Training & Information – In his Cycle Safety Action Plan, 2009, the Mayor of London has identified nine different areas for action intended to address eight collision types which are the key focus for reducing cycling casualties on London's roads. Cycle

training and the provision of information is one of these areas for action and priority interventions for TfL and Boroughs include delivery of high quality cycle training addressing the eight collision types, promotion of free cycle training and provision of route information.

The Council is currently delivering cycle training within schools and also to adults as part of the Healthy Borough Programme. Uptake in the adult cycle training has been good and as demonstrated within Case Study 2 it has been effective in increasing the hours spent cycling following training. The Council will therefore continue to deliver, and promote, cycling training in an effort to encourage more children and adults to cycle on a regular basis, whilst improving safety of these vulnerable road users. The Council will also work with TfL, DfT and training providers to ensure the training delivered within the Borough is of the highest standard and quality.

The Council has previously prepared a [cycle route map](#) for distribution at cycle shops, IDEA stores, GP surgeries and our Council buildings and the POI allows for refreshing and re-printing of this map to ensure its accuracy and availability.

Cycling on Referral – This scheme involves residents being referred for cycling training and group rides by their doctor and as shown in Case Study 2 it has been very successful in increasing participation in physical activity. The Council will therefore continue to promote and support this scheme as it helps to meet a range of health indicators.

Cycling & Walking Initiative – A fund was established under the Healthy Borough programme to support a variety of different active travel initiatives, including small grants to cycling/walking projects set up in the local community, targeting parent cycling and children to develop confidence. The POI includes an allocation to continue this initiative and to maximise the effectiveness of this initiative we propose to ensure linkage with upcoming Olympic programmes including individualised travel planning in line with a proposed ODA locally based Smarter Travel segmentation initiative.

Walking Initiatives – The Council is committed to both maintaining our high walking mode share and also reducing the number of pedestrian casualties within the Borough (refer to the targets in our Performance Monitoring Plan). As such, the POI includes initiatives which have been successfully promoted and taken up over recent years through our Healthy Borough Programme including [walking on referral](#), [health walks](#), and [walking challenges and competitions](#).

Case Study 2: Healthy Borough Programme

Healthy Borough Programme – Active Travel

Since 2008, the Council and NHS Tower Hamlets have been working in partnership to deliver the 'Healthy Tower Hamlets Programme'. The overall aim of this programme is to promote and support health and well-being amongst children, families and the wider community. The vision is to 'build a whole systems approach to tackling the environmental causes of obesity through partnership working to create Healthy Environments, Health Organisations and Healthy Communities'.

Active Travel is one component of the Healthy Borough Programme and comprises the following three strands and initiatives designed to encourage increased walking and cycling levels as a means of fighting obesity:

- *Active Travel Routes (Healthy Environments)* – initiatives have included Meath Bridge pedestrian & cycle bridge, local cycle routes Cycle Route Inspection & Stakeholder Plan (CRISP) study, and volunteer rangers.
- *Active Travel Plans (Healthy Organisations)* – initiatives have included walking & cycling training, travel plan implementation and destination based travel planning, and Bike It: U Can 2.
- *Active Travel in the Community (Healthy Communities)* – initiatives have included Cycling on Prescription, Personalised Travel Planning, All Abilities Cycling Club, and active travel maps.

The schemes delivered by the Active Travel Team and partners have been particularly successful (as demonstrated by the examples in the table below) and this has been highlighted by the award for 'Cycling Improvements' in the March 2010 annual London Transport Awards.

Examples of active travel schemes that have worked well (results for 2009/10)...

Programme Area	Initiative / Scheme	Headline Results / Key Outcomes
Healthy Environments	Meath Bridge	Construction of a new pedestrian and cycle bridge over Regents Canal (opened in October 2009) – a key new link in the Sustrans CONNECT2 route from Bethnal Green to Bow. This new bridge has reduced severance caused by the Canal, providing a safe and direct link between Mile End Park and Meath Gardens.
Healthy Organisations	Cycle & Walking Training	<ul style="list-style-type: none"> • 191 persons participating in a variety of walking programmes, including Health Walks; • 347 persons participating in adult cycle training; • 37% of participants of cycling and walking training reported an increase in number of hours (in a week) spent cycling or walking three months after the training. • Five fold increase in percentage of children cycling to school (1% to 5%) at Bike It schools.
	Travel Plan Implementation	<ul style="list-style-type: none"> • Tower Hamlets Council Travel Plan – Cycling to work increased from 3% in 2007 to 8% in 2009. • Small & Medium Enterprises (SMEs) – Cycling levels increased by 4% across all 15 organisations with travel plans.
Healthy Communities	Cycling on Referral	Hugely successful pilot scheme of 73 participants from one surgery led to roll out to all GP practices in Tower Hamlets. Nearly half (46%) of participants completed the full intervention over a 6 month period. Full results are not yet available, however the high level of participation and number of participants completing the full intervention is deemed a success given the low levels of physical activity prior to participation (88% of participants reported 'no cycling' before the programme and 85% reported 'no physical activity other than walking').
	All Ability	Scheme has been highly beneficial to residents of

	Cycling Club	Tower Hamlets with over 100 members to date and 10% of those going on to take part in Special Olympics' cycling sessions to support the fortnightly All Ability Club. Participants now benefiting from the link up with Hackney and new one to one sessions. This scheme has recently been awarded the Olympic 'Inspire' Mark.
	Personalised Travel Planning	A 10% mode shift from car / public transport to walking / cycling was to be achieved through the Ocean Estate pilot project undertaken as part of the Healthy Borough Programme, which is still being evaluated at present. However, the approach of a 'community embedded' officer has had key successes to date. By working in partnership with other Council departments who engage at a household level it will be possible to carry on the broad themes of the Ocean Estate project on a much-reduced budget.
	Community Based Walking & Cycling Initiatives	These schemes have proved useful in embedding cycling and walking initiatives into the local community and in particular in targeting so-called 'hard to reach' groups in local areas. The majority of such projects over the last 2 years have seen more than 75% of participants being recruited from local 'BME' communities. In addition, targeting parents to encourage them to cycle leads them in turn to encourage their children.

Travel Awareness – The Council will continue to promote and support initiatives such as Bike Week, Walk to Work Week and European Mobility Week through events, competitions, training and awareness activities, this will include the production and distribution of newsletters and other communications to a database of active travel participants to increase uptake.

The POI also includes an allocation for the preparation of materials to be distributed to pupils leaving primary school for secondary school (referred to as [transition](#)). The Transition Pack will be used as a mechanism for encouraging safe and sustainable travel (through providing road safety, sustainable travel and route planning information) before travel habits are established.

Road Safety ETP – As discussed under Objective 3 the Council will continue to deliver road safety education, training and publicity to encourage and facilitate safe and active travel. Adult training will be predominantly targeted at BME groups.

Travel Planning – The Council and NHS Tower Hamlets are keen to be seen as leaders in encouraging smarter travel behaviour to tackle climate change and obesity and as such have also developed and implemented workplace travel plans through the Healthy Borough Programme. In 2009/10 the Council worked with 15 SME's to implement and monitor voluntary workplace travel plans through this programme (Case Study 2). Through an allocation in the POI we intend to continue supporting the implementation of voluntary travel plans; this will include provision of facilities for cyclists such as secure cycle parking and lockers and the development and delivery of campaigns and initiatives.

The Council will also continue to secure Travel Plans through the planning process and will seek developer contributions towards monitoring and enforcement to ensure effectiveness.

Personalised Travel Planning – A pilot scheme has been undertaken as part of the Healthy Borough programme and its effectiveness is currently being monitored (see Case Study 2 below). TfL Smarter Travel Unit has indicated that PTP programmes have been shown to reduce car use by up to 11%.

The POI includes an allocation for undertaking PTP. The Council would use the Ocean Estates model to at residents of new developments / housing areas to maximise the effectiveness through encouraging sustainable, and active, travel choices before travel habits are established. In order to maximise the cost effectiveness of this initiative the Council will use materials prepared for the pilot and will draw upon existing staff resources within other Council departments to implement the programme.

School Travel Planning – All schools within the Borough now have approved School Travel Plans (STPs) in place and main mode of travel (MOT) data for schools in Tower Hamlets shows that car usage has decreased from 17.5% in 2005 to 11.3% in 2010.

The Council want to build on this success through working closely with individual schools to ensure buy-in to a sustainable travel culture. The case study in Case Study 3 below is one example of what can be achieved when a school understands the relationship between their STP and what they are trying to achieve through the school curriculum. Now that all schools have STPs the Council is exploring opportunities to make more efficient use of our existing resources. As of 2011/12, schools will have the option of preparing a one page report, rather than a full review, detailing the progress made in delivering their STPs over the past year and their proposed actions for the forthcoming year. This will make the process less labour intensive and allow STP officers to work more closely with individual schools to promote safe and active travel through the STP programme and also to assist with travel plan implementation, campaign development, etc. The POI includes an allocation for our [small grants programme](#); through this the Council will also be able to provide funding support for reactive measures / initiatives tailored to the schools requirements, to encourage active and sustainable travel.

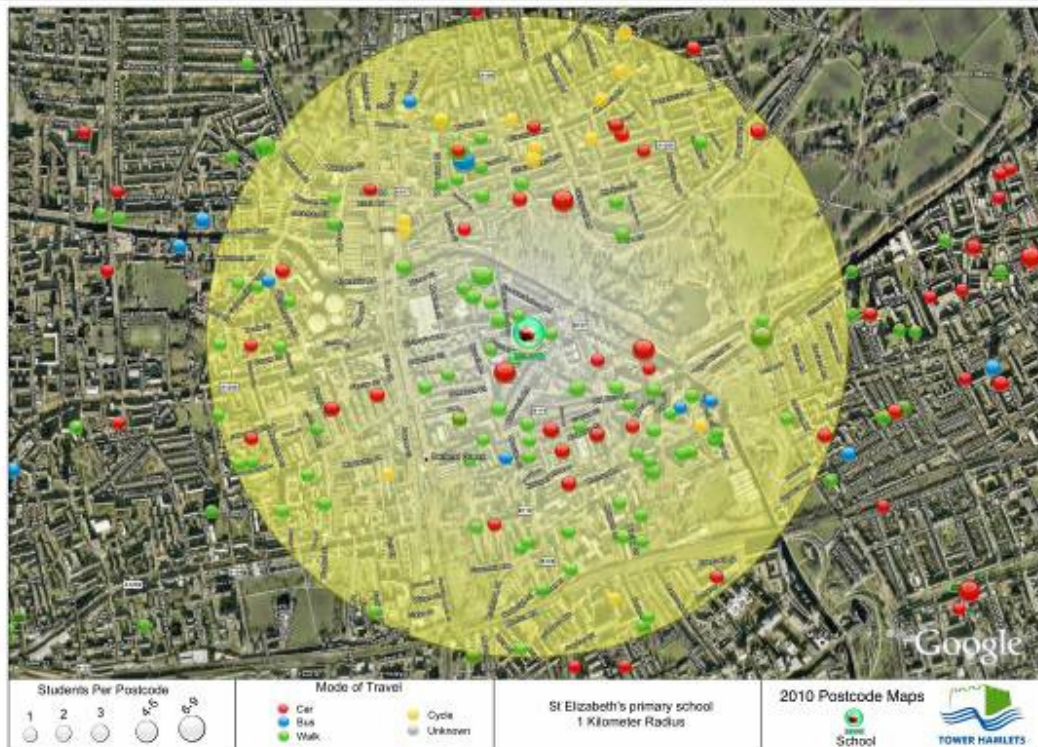
Case Study 3: School Travel Planning

St Elizabeth Catholic Primary School

St Elizabeth Catholic Primary school caters for 441 pupils from 3 to 11 years of age (83 of which have Special Educational Needs) and has 69 full and part-time members of staff. It is located on Bonner Road, within close proximity to Bethnal Green London Underground Station and Victoria Park.

The school recognise that their School Travel Plan (STP) is an integral part of their work, bringing together environmental, health and travel safety issues which are included in the curriculum as well as through extra curricular activities. In addition, the plan reinforces their commitment to home/school partnership and encouraging parents to take an active role in their children's education.

Their aspiration is to encourage all car users (red circles in the image below) located within a 15 minute walk boundary of the school to shift to walking, cycling or use public transport for journeys to and from school.



STP measures progressed by the school include:

- Cycle training for Year 6 pupils;
- Promotion and participation in Walk on Wednesdays (WOWs);
- Promotion of National Walk to School Week – this takes place twice a year;
- Promotion of sustainable travel issues through monthly competitions;
- Travel awareness raising through school assemblies;
- Promotion of active and sustainable travel (including car sharing, public transport and free under 16s scheme) through newsletters distributed every half term and meetings with parents / staff;
- Updating of notice-boards to display STP targets and give feedback on progress every half term; and
- Free 'Bike Doctor' at School fetes.

Through their STP they have already reduced car use from 42.6% in 2004 to 20.4% in 2010 and increased cycling mode share from 6.4% to 22.7% over that same period.

In April 2007 an accreditation scheme was introduced by TfL to recognise those schools who have demonstrated commitment to addressing travel issues. The scheme aims to raise the profile of a school's Travel Plan and those accredited are supplied with a plaque and a letterhead to promote their success. Three levels of accreditation can be achieved 'Sustainable level' – lasts for 1 year (Bronze); 'High standard level' – lasts for 2 years (Silver); and 'Outstanding level' – lasts for 3 years (Gold).

In 2008 the school was awarded Bronze, in 2009 they achieved Silver and in 2010 the Gold. They were also shortlisted for an additional, platinum award, in 2010.

3.3.7 Objective 7: To better integrate land use and transport planning policy and programmes.

Delivery actions for this Objective are:

Integrated Transport – The Council will seek to secure improvements to the transport system, including improved public transport interchanges and facilities, capacity enhancements, and walking and cycling infrastructure in association with major development proposals.

A series of Masterplans have been prepared to provide comprehensive frameworks to guide redevelopment and regeneration of key areas such as Aldgate, Bromley-by-Bow, Fish Island and Millenium Quarter. These will ultimately become Supplementary Planning Documents (SPDs) following adoption of our emerging LDF and will be a means of delivering transport infrastructure and connectivity improvements included within the LDF Infrastructure Delivery Plan.

The Council will work in partnership with key stakeholders to identify and deliver the transport interventions and infrastructure improvements required to support the Masterplans. The Council will ensure the developer funding is in place through S106 Agreements to safeguard the delivery of the transport strategies identified as being necessary to support the increase in residents, visitors and workers within the area resulting from the Masterplans. The Council will focus on the provision of improved public transport links to key areas and the improvement of existing public transport services to enhance access to employment, services and facilities.

Parking Restraint – In order to encourage more responsible use of the private car and encourage a change in travel behaviour the Council will consider the suitability of all new developments to be ‘car free developments’. In revising the borough’s sustainable transport strategy (Making Connections) the Council will give consideration to identifying locations within the Borough where car free development should be actively encouraged (or tougher parking standards applied), based on public transport accessibility levels and capacity, etc. Provision of dedicated on-site Car Club bays will be encouraged to support car free development.

3.3.8 Objective 8: To protect, celebrate and improve sustainable access to our cultural, historical and heritage assets to enhance local distinctiveness, character and townscape views.

The Integrated Impact Assessment (IIA) included a ‘compatibility appraisal’ exercise which analysed the potential for the LIP2 Objectives to either help meet, or otherwise conflict with, the IIA Objectives (which are designed to improve various aspects of the environment and communities). The compatibility appraisal identified recurring potential conflicts relating to townscape and the historic environment. This result was consistent with early feedback from English Heritage on the draft objectives, and it has therefore been decided to add an eighth LIP2 Objective on the use of ‘best practice’ design to enhance townscape and the historic environment.

Interventions to manage travel demand, smooth traffic flow and encourage more carbon-efficient travel behaviour (discussed under previous objectives) will contribute to improved air quality and reduce noise levels and will thus help to protect Tower Hamlets’ historical and heritage assets.

Delivery actions for 2011/12 to 2013/14 are as follows:

Sympathetic Design – The Council will seek to create better public spaces while enhancing the townscape and the historic environment through, for example, the use of local materials, ensuring high quality design and greening of infrastructure.

The POI includes neighbourhood and corridor schemes that involve streetscene modifications which based on the initial options sift undertaken as part of the IIA could potentially have negative 'historic setting impacts' (typically because they are located within conservation areas or within the vicinity of listed buildings). These schemes include Gosset Street / Old Bethnal Green Road Improvement Works and Brick Lane Public Realm Improvements. The historic setting will be taken into account in the design of any such schemes, enabling features inappropriate to the historic setting to be improved or replaced to mitigate any potential negative. The Council will also explore the scope for providing street trees to complement streetscene improvements (as discussed under Objective 1).

Improving Access by Sustainable Modes – As discussed under Objective 1 the Council will support TfL in the delivery of the Tower Gateway Interchange Programme to improve the pedestrian environment around the Tower of London, enhancing access to this major tourist attraction. In addition, the Council will support the delivery of the Aldgate Masterplan to improve access for pedestrians and cyclists to key attractions such as the Tower of London, Brick Lane and Spitalfields Market. This will include public realm and wayfinding improvements.

Brick Lane Public Realm Improvements and Bow Neighbourhood Package will also improve access for pedestrians and cyclists to important local and tourist destinations within conservation areas, namely Brick Lane and Roman Road Market.

Promoting Access by Sustainable Modes – The POI includes measures which will help to promote key cultural, historical and heritage destinations by sustainable modes of travel. Such measures include the Council's sustainable travel maps and wayfinding to be provided through the Legible London Pilot Scheme and Cycle Hire Scheme. These measures will highlight the locations of museums and places of interest in relation to cycle routes and public transport networks.

3.4 Programme of Investment (POI)

3.4.1 Overview

Table 3.2 to 3.4 set out our high level programme of investment for the period of 2011/12 to 2013/14 (extending to 2015/16 for our Major Schemes) and indicates the MTS goals and LIP2 objectives that each intervention contributes towards achieving. The delivery actions and interventions discussed in section 3.3 previously have been packaged together to provide complementary measures / holistic schemes and ultimately a programme which delivers best value for money against the LIP2 Objectives.

It should be noted that the interventions presented within the POI are only provisional and are subject to change. Boroughs have flexibility to amend and update their programmes on an annual basis in response to scheme delays, implications of delivery of similar interventions, stakeholder feedback, and changes in priorities, etc. Detailed

spend will be confirmed with TfL on an annual basis through an Annual Spending Submission.

3.4.2 Timetable for Delivery

The specific interventions set out in the POI for Tower Hamlets will be delivered by April 2014 (or April 2016 for one of our major schemes, namely Bethnal Green Town Centre Scheme), unless they are ongoing measures e.g. road safety education, training and publicity. The interventions marked with an asterisk (*) are considered to be ongoing for the foreseeable future.

3.4.3 Developing the Programme of Investment

In developing the POI the Council has:

- identified delivery actions (section 3.3) which address the challenges and delivery requirements identified for each of the MTS goals (section 2.3);
- considered the contribution of interventions towards the LIP2 Objectives;
- reviewed available evidence to identify expected benefits, helping to focus investment in areas that represent best use of resources, for example case studies demonstrating the effectiveness of initiatives delivered through the Healthy Borough Programme and the potential for increasing cycling mode share offered by the expansion of the London Cycle Hire Scheme;
- assessed whether there could be any significant negative impacts (for example to the environment or equalities groups) that need to be mitigated / gauged against the benefits, through an Integrated Impact Assessment;
- considered the views of the LIP2 Working Group in prioritising schemes and interventions to deliver a range of local objectives (for example ensuring consistency with the LDF policies, the emerging Air Quality Action Plan, and aspirations of Parking Services);
- creating packages of complementary measures to create an holistic approach to schemes to maximise the benefits of our investment;
- recognised the role walking and cycling can play in meeting many of our LIP2 objectives and as such have ensured measures to improve conditions and encourage increased levels of walking and cycling feature heavily within the POI;
- programming schemes, particularly those involving highway maintenance, bearing in mind planned statutory undertaker works to minimise disruptions and abortive works; and
- considered the outcomes required to achieve the proposed LIP2 targets and thus the interventions necessary to deliver the scale of improvement required.

Table 3.2 Indicative POI – Corridors/Neighbourhoods/Smarter Travel

Programme areas	Funding source	Funding (£,000s)				MTS goals				LIP objectives	
		2011/12	2012/13	2013/14	Total	Econ. dev't and pop growth	Quality of life	Safety and security	Opportunities for all		Climate change
Corridors and Neighbourhoods	Roman Road (West) - Review of street signage and clutter, review waiting & loading activity to reduce delays to all traffic and buses, entry treatments at all junctions to improve pedestrian accessibility, streetscene enhancements, improved crossing facilities, improved street lighting, CCTV and cycle parking facilities.	LIP allocation	150	150	0	300	✓	✓	✓	✓	Obj 1, 2, 3, 4, 5, 6, 8
	Harford Street - Enhancement of pedestrian and cycle environment through footway improvements, removal and re-design of traffic calming features to accommodate cycle hire docking station.	LIP allocation	250	0	0	250	✓	✓	✓	✓	Obj 1, 2, 3, 4, 6
	Cambridge Heath Road -Safety improvements targeting vulnerable road user casualties at one of the highest priority sites in LBTH	LIP allocation	100	100	100	300	✓	✓	✓	✓	Obj 2
	Sydney Street - Safety improvements including redesign of Stepney Green junction and changes to existing traffic calming measures, improving conditions for cyclists and pedestrians.	LIP allocation	50	150	250	450	✓	✓	✓	✓	Obj 1, 2
	Gosset Street / Old Bethnal Green - Extension of School Travel Plan Improvements works (improved crossing facilities and revision of traffic calming. Entry treatments at all junctions along the route to improve accessibility and ambience for pedestrians, together with re-allocation of road space to provide improvements for cyclists. Streetscene enhancements including re-paving to achieve a consistent type. Reduce crime by improved street lighting and CCTV coverage).	LIP allocation	200	0	0	200	✓	✓	✓	✓	Obj 1, 2, 6
	Bethnal Green Road - focus on road accident remedial measures; enhancement of the physical environment through streetscene improvements & de-cluttering; wayfinding; cycle parking; pedestrian facilities; improved bus waiting facilities and improved linkage with transport hubs, community facilities and green spaces.	LIP allocation	150	150	150	450	✓	✓	✓	✓	Obj 1, 2, 3, 4, 5, 6
	Brick Lane -Public realm improvements to support the local economy, café/ club culture, restaurants, shops and street markets. This scheme supports clear zone proposals	LIP allocation	150	350	550	1,050	✓	✓	✓	✓	Obj 1, 3, 4, 8
	Abbott Road / Aberfeldy Estate - Review of existing traffic calming measures, environmental and streetscene improvements, pedestrian and cycle facilities improvements and linkages to local amenities, enhancement of bus priority measures to support major residential redevelopment of Aberfeldy Village and discourage non-essential through traffic from the Neighbourhood.	LIP allocation	200	0	0	200	✓	✓	✓	✓	Obj 1, 2, 3, 4
	Manchester Road / Island Gardens - Streetscene improvements to provide a cohesive Neighbourhood in terms of design including greening, traffic calming and improved access to Island Garden DLR Station and other local amenities including Millwall Park, Island Gardens, Greenwich Foot Tunnel and shops.	LIP allocation	250	200	250	700	✓	✓	✓	✓	Obj 1, 2, 4
	Bow Neighbourhood Package - Implementation of traffic management study proposals of the Bow area. This will included review of existing traffic restrictions and calming in the area with a view to improving local access to support Roman Road market & shops, and linkages to the Olympic Park for legacy via Fairfield Road traffic lights.	LIP allocation	75	25	250	350	✓	✓	✓	✓	Obj 1, 2, 3, 5
		Developer	250	0	525	775	✓	✓	✓	✓	
	Vallance Road / A11 Junction Improvements - Road widening and realignment to active a road widening line, linked to redevelopment.	LIP allocation	0	375	375	750	✓	✓	✓	✓	Obj 1, 2, 3
		Developer	0	125	125	250	✓	✓	✓	✓	
	Bartlett Park - Rationalisation of the open space and realignment of Upper North Street to integrate more open space into the park.	LIP allocation	0	375	375	750	✓	✓	✓	✓	Obj 4, 6
		Developer	0	50	50	100	✓	✓	✓	✓	
	Fish Island Link - Streetscene improvements including improved walking & cycling links, de-cluttering, greening the street, up-grade of street lighting and introduction of wayfinding and public art	LIP allocation	200	0	0	200	✓	✓	✓	✓	Obj 1, 2, 4, 5, 6
		LDA	50	0	0	50	✓	✓	✓	✓	
		LTGDC	321	0	0	321	✓	✓	✓	✓	
	Zebra crossing halos - Continuing borough wide programme for installation of LED halos on crossings, to include driver awareness of vulnerable road users.	LIP allocation	60	60	60	180	✓	✓	✓	✓	Obj 2
		Developer	0	0	0	0	✓	✓	✓	✓	
Bus Stop Accessibility Programme* (10 locations per year). Review clutter and footway arrangements to improve bus passenger experience	LIP allocation	100	100	100	300	✓	✓	✓	✓	Obj 1, 5	
Cycle Training* - In schools and for adults using existing pool of cycle trainers to facilitate increased levels of cycle use and reduce casualties, includes all ability cycling.	LIP allocation	175	200	200	575	✓	✓	✓	✓	Obj 2, 6	
Cycle Parking* - To support investment in cycle infrastructure and training and facilitate increased cycling.	LIP allocation	10	10	10	30	✓	✓	✓	✓	Obj 2,	
Cycle Infrastructure Improvements* - including footway and public realm improvements to enhance cycle usage, 'Legible London' wayfinding, CCTV at key locations, and wider infrastructure such as traffic calming measures and measures to improve cycle permeability.	LIP allocation	500	200	0	700	✓	✓	✓	✓	Obj 1, 2	
	Developer	450	0	0	450	✓	✓	✓	✓		
Legible London Olympic Fringe and Pilot Schemes* - Implementation of 4 borough Olympic fringe wayfinding strategy and extension to other key centres in LBTH.	LIP allocation	135	120	100	355	✓	✓	✓	✓	Obj 1, 6	
	LDA	50	0	0	50	✓	✓	✓	✓		
	DCLG	100	0	0	100	✓	✓	✓	✓		
Cycle Route Improvements* - Implementation of recommended measures from CRISP.	LIP allocation	0	200	200	400	✓	✓	✓	✓	Obj 1, 2, 3, 4, 6	

Smarter Travel	<p>Travel Plan Implementation* - Delivery and implementation of 'voluntary' travel plans including LBTH, NHS TH and third sector/SME organisations. Funding provides support for setting up/monitoring plans plus implementation of actions, such as cycle parking, information provisions, lockers, showers, Try Cycling to Work programmes, walking initiatives and more. Includes funding to enable future travel plans to be written. Implementation of cycle parking within existing registered social landlords area (RSL'S) building on from current work under Cycle Superhighways programme.</p>	LIP allocation	30	30	30	90	✓	✓	✓	✓	Obj 3, 4, 6
	<p>All Ability Cycling Club* - Dedicated cycling sessions for anyone with learning and/or mobility impairments in Tower Hamlets; recently extended with funding from LB Hackney to include residents of that Borough. Includes recreational and competition cycling.</p>	LIP allocation	10	10	10	30	✓	✓	✓	✓	Obj 5, 6
	<p>Cycling on Referral* - GP referral scheme allowing any resident in Tower Hamlets to be referred to cycle training and group rides by their doctor to meet a range of health indicators</p>	LIP allocation	5	5	5	15	✓	✓	✓	✓	Obj 4, 6
	<p>Sustainable Travel Maps* - Range of walking, cycling and public transport maps in Z-card/A4 format for display in GP practices, IDEAs stores, cycle shops, Town Hall and other Council buildings</p>	LIP allocation	12	12	12	36	✓	✓	✓	✓	Obj 6
	<p>Cycling and walking initiative* - Fund established under Healthy Borough programme to support a variety of different active travel initiatives, including small grants to walking/cycling projects set up in the local community, funding for cycle instructors, targeting parent cycling and children to be more confident in cycling in TH, walk leaders and so on. To include quarterly newsletter to active travel database. Will link closely with upcoming Olympic programmes including targeted marketing of individuals in line with a proposed ODA locally based Smarter Travel segmentation initiative. (Inc. Can-Do Grant)</p>	LIP allocation	30	30	30	90	✓	✓	✓	✓	Obj 4, 6
	<p>Volunteer Rangers* - Volunteer cycle rangers set up in 2009 and have so far produced a variety of audits, reports and recommendations, many of which have been useful in implementing actions related to the Cycling Plan. Expansion to recruit new volunteer rangers, identify and deliver minor cycle improvements from 2009 audit</p>	LIP allocation	15	15	15	45	✓	✓	✓	✓	Obj 1, 4, 6
	<p>Bike Week, Walk to Work Week and European Mobility Week* - Events, competition, training and awareness activities to support national Bike Week, Walk to Work Week and European Mobility Week initiatives. To include production and distribution of newsletter and other comms to database of active travel participants</p>	LIP allocation	10	10	10	30	✓	✓	✓	✓	Obj 4, 6
	<p>Walking Initiatives* - Walking on Referral, Health Walks and other walking schemes heavily promoted and taken up during Healthy Borough initiative. Lunch time walk, walking challenges & competition to increase active travel.</p>	LIP allocation	5	5	5	15	✓	✓	✓	✓	Obj 4, 6
	<p>Personalised Travel Planning* - Personalised Travel Planning (PTP) using existing materials produced for pilot initiative and staffing resource available within the Council. Using the model of Ocean estate, PTP to be developed for residents in new housing area to increase active travel.</p>	LIP allocation	15	15	15	45	✓	✓	✓	✓	Obj 3, 4, 6
	<p>Active Travel monitoring* - The active travel programmes under the Healthy Borough initiative have been closely evaluated to determine success. A contract with independent consultants ITP proved successful in determining outputs and outcomes of a number of schemes. Continue to monitor level of cyclist by roll out of automated cycle counters across the Borough as developed through Connect2 and Healthy Borough programmes.</p>	LIP allocation	12	12	12	36	✓	✓	✓	✓	Obj 6
	<p>School travel advisor (STA)* - To assist schools with the production of STPs and Reviews in line with borough and TIL requirements.</p>	LIP allocation	41	41	41	123	✓	✓	✓	✓	Obj 2, 4, 6
	<p>Walk to school week* - Supply and distribute materials to schools to promote WiSW and other active travel initiatives</p>	LIP allocation	5	5	5	15	✓	✓	✓	✓	Obj 4, 6
	<p>STP – Small grant* - Reactive measures, Provide a wide variety of one off initiatives customised to school's requirements, to encourage sustainable modes of travel to schools.</p>	LIP allocation	30	30	30	90	✓	✓	✓	✓	Obj 2, 4, 6
	<p>Junior Citizens Scheme* - Organise and coordinate this partnership exercise twice a year with the police and several other agencies. Provide and staff a road safety scenario, attended by 20 classes eachweek over total of 4 weeks.</p>	LIP allocation	30	30	30	90	✓	✓	✓	✓	Obj 2, 6
	<p>Theatre in Education* - Organise and coordinate bookings for road safety based theatre productions in schools</p>	LIP allocation	20	20	20	60	✓	✓	✓	✓	Obj 2, 6
	<p>Bike Safety & Awareness* - Bike Safe awareness project, utilising input from the police and other professional driving agencies to support vulnerable road users and targets to increase cycling..</p>	LIP allocation	10	10	10	30	✓	✓	✓	✓	Obj 2, 6
	<p>Transition* - Material for school children – children leaving primary to secondary school, material information includes sustainable transport, road safety, route planning.</p>	LIP allocation	22	22	22	66	✓	✓	✓	✓	Obj 2, 3, 4, 6
<p>Adult Education* - Road safety education with adult groups from a variety of ethnic and socio/economic areas.</p>	LIP allocation	15	15	15	45	✓	✓	✓	✓	Obj 2	
<p>JRSO programme* - Encouraging junior schools to put forward two children each year as road safety champions, disseminating information at assemblies and feeding back any concerns as necessary.</p>	LIP allocation	10	10	10	30	✓	✓	✓	✓	Obj 2	

Table 3.3 Indicative POI – Maintenance

Programme areas	Funding source	Funding (£,000s)					MTS goals					LIP objectives
		2011/12	2012/13	2013/14	Total	Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change		
Principal Road Maintenance												
Cambridge Heath Road (Hackney Rd - Borough boundary)	LIP allocation	127	0	0	127	✓	✓	✓	✓	✓	Obj 1, 3	
Prestons Road (Yr 1: Yabsley St - Prestons Rd Roundabout; Yr 2: Prestons Rd Roundabout - Poplar High Street)	LIP allocation	72	121	0	193	✓	✓	✓	✓	✓	Obj 1, 3	
Leamouth Road	LIP allocation	50	0	0	50	✓	✓	✓	✓	✓	Obj 1, 3	
Hackney Road	LIP allocation	0	220	0	220	✓	✓	✓	✓	✓	Obj 1, 3	
Grove Road (Yr 2: Old Ford Rd - Roman Rd; Yr 3: Roman Rd - A11)	LIP allocation	0	137	244	381	✓	✓	✓	✓	✓	Obj 1, 3	
Manchester Road (Yr 2: Marshfield St - Stewart St; Yr 3: Seyssel St - Amsterdam Rd)	LIP allocation	0	114	132	246	✓	✓	✓	✓	✓	Obj 1, 3	
Westferry Road (Heron Quays Roundabout - Dockers Tanner Road)	LIP allocation	0	0	385	385	✓	✓	✓	✓	✓	Obj 1, 3	
Streetscene Enhancements* - planned highway and footway maintenance works at priority locations	Council	393	393	393	1,179	✓	✓	✓	✓	✓	Obj 1, 3	
Bridge Assessment & Strengthening												
Bow Common Lane Bridge	LIP allocation	15	175	0	190	✓	✓	✓	✓	✓	Obj 3	
Garnet Street Bridge	LIP allocation	345	0	0	345	✓	✓	✓	✓	✓	Obj 3	
Vitory Bridge	LIP allocation	0	0	190	190	✓	✓	✓	✓	✓	Obj 3	

Table 3.4 Indicative POI – Major Schemes

Programme areas	Funding source	Funding (£,000s)					MTS goals					LIP objectives		
		2011/12	2012/13	2013/14	2014/15	2015/16	Total	Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all		Climate change	
Major Schemes	St Pauls Way Transformation - Streetscape improvements including improved lighting, de-cluttering, guardrail removal, tree planting and footway widening; reduced carriageway width, re-contouring of road, traffic calming measures and raised entry treatments to encourage reduced vehicle speeds; improved accessibility at bus stops; improved pedestrian crossing facilities; and creation of shared surface to improve access to local shops.	LIP allocation	500	250	250	0	0	1,000	✓	✓	✓	✓	✓	Obj 1, 2, 3, 4, 5
	Developer	445	0	0	0	0	445	✓	✓	✓	✓	✓		
	Bethnal Green Road Town Centre Scheme - Urban renewal scheme to revitalise the market and shopping area of Bethnal Green Road, including re-paving, improved and additional opportunities for crossings for pedestrians & cyclists, de-cluttering, street trees, improved lighting, CCTV and cycle parking. Gateway entrances and review of the main junctions at either end of the shopping area at Vallance Road and Cambridge Heath Road.	LIP allocation	100	250	750	700	700	2,500	✓	✓	✓	✓	✓	Obj 1, 2, 3, 4

3.4.4 Major Schemes

The POI set out in Table 3.4 prioritises two major schemes for which the Council is seeking a funding contribution from TfL towards, namely St Paul’s Way Transformation (Proposal 1) and Bethnal Green Town Centre Scheme (Proposal 2). As these proceed

towards completion, other major schemes will be brought forward in line with the LIP Objectives.

Major Scheme Proposal 1 – St Paul’s Way Transformation	
Description of Major Scheme	Streetscape improvements including improved lighting, de-cluttering, guardrail removal, tree planting and footway widening; reduced carriageway width, re-contouring of road, traffic calming measures and raised entry treatments to encourage reduced vehicle speeds; improved accessibility at bus stops; improved pedestrian crossing facilities; and creation of shared surface to improve access to local shops.
Works undertaken to date	In 2009/10 £200,000 of funding was secured from TfL (Major Schemes) for scheme design. This funding has also been used for pedestrian, traffic and topographical surveys to inform the design.
Funding	We are seeking the following contributions from TfL to support further design and implementation works for this scheme: £500,000 in 2011/12; £250,000 in 2012/13; and £250,000 in 2013/14. We have secured £445,000 in developer contributions for 2011/12 towards this scheme. In addition, there is also potential S106 and S278 monies for future years amounting to approximately £166,000 – although this has not yet been triggered.
When will Major Scheme application be submitted	This is an ongoing scheme.
Relative priority (against other proposed Major Schemes)	This scheme would be our top priority.
Contribution to LIP Objectives	Obj 1, 2, 3, 4, 5
MTS Goals	Economic Development & Population Growth; Quality of life; Safety & Security; Opportunities for All.
MTS Outcomes	<ul style="list-style-type: none"> - Bringing and maintaining all assets to a state of good repair; - Improving road user satisfaction; - Enhancing streetscapes, improving the perception of the urban realm and developing 'better streets' initiatives; - Improving access to services; - Facilitating an increase in walking and cycling; - Reduced crime rates (and improving perceptions of personal safety); and - Supporting wider regeneration.

Major Scheme Proposal 2 – Bethnal Green Road Town Centre Scheme	
Description of Major Scheme	Urban renewal scheme to revitalise the market and shopping area of Bethnal Green Road, including re-paving, improved and additional opportunities for crossings for pedestrians & cyclists, de-cluttering, street trees, improved lighting, CCTV and cycle parking. Gateway entrances and review of the main junctions at either end of the shopping area at Vallance Road and Cambridge Heath Road.
Funding	We are seeking the following contributions from TfL to support further design and

Major Scheme Proposal 2 – Bethnal Green Road Town Centre Scheme
implementation works for this scheme: £100,000 in 2011/12; £250,000 in 2012/13; £750,000 in 2013/14; £700,000 in 2014/15 and £700,000 in 2015/16.
Potential S106 funding to be secured from the redevelopment of Bishopsgate Goods Yard – this is likely to be in the region of £200,000 in 2013/14.
When will Major Scheme application be submitted
Step 1 Submission was made in August 2010.
Relative priority (against other proposed Major Schemes)
This scheme would be our second priority after St Paul's Way Transformation
Contribution to LIP Objectives
Obj 1, 2, 3, 4
MTS Goals
Economic Development & Population Growth; Quality of life; Safety & Security; Opportunities for All.
MTS Outcomes
<ul style="list-style-type: none"> - Smoothing traffic delay (managing delay, improving journey time reliability and resilience); Improving public transport reliability; - Reduced crime rates (and improving perceptions of personal safety); Reducing the numbers of road traffic casualties; - Improving road user satisfaction; - Enhancing streetscape, improving the perception of the urban realm and developing 'better streets' initiatives; - Bringing and maintaining all assets to a state of good repair; - Supporting wider regeneration; and - Facilitating an increase in walking and cycling.

3.5 Approach to Managing Risks

All programmes and schemes have risks associated with them which, if not understood and effectively managed can have implications for successful delivery. The nature, impact and likelihood of risks arising do however vary from programme to programme and scheme to scheme.

The approach to risk management is therefore to consider the likely risks, opportunities and uncertainties at both programme level and scheme level from the outset. Risk management needs to be an ongoing process, with all identified risks and uncertainties regularly under review so that issues arising throughout the lifetime of the programme or delivery of a specific scheme are identified and appropriately mitigated.

3.5.1 Programme Level

Table 3.5 sets out the risks which have been identified associated with the delivery of the overall LIP2 programme, and therefore which may impact on the achievement of its outcomes. It also details the measures proposed to mitigate these identified risks.

A high level review of progress in delivering the LIP2 programme will be undertaken at our monthly Transportation & Highways Project Board meetings (discussed in section 3.5.2 below). If significant risks are identified, re-prioritisation of schemes will be explored to minimise impact on overall budget and timescale for delivery. Alternatively, it may be necessary to identify further / alternative funding streams such as funding from third party sources and Council funding.

Table 3.5 Programme Risks & Mitigation

Risk	Mitigation
Budget constraints	<ul style="list-style-type: none"> • Active participation in consultation with TfL regarding planned cuts following the outcome of the spending review. • Review the prioritisation of schemes based on availability of funding to make best use of resources through reallocation to highest priority schemes. • Explore / maximise potential alternative funding sources.
Progression of schemes by TfL	<ul style="list-style-type: none"> • Working closely with TfL at a senior level will help to secure the delivery of schemes within the borough, for example safety schemes on the TLRN. • Identify Council and third party funding to deliver schemes in partnership with TfL. This will include identifying adjacencies / mutually compatible programmes for delivery.
Political compatibility	<ul style="list-style-type: none"> • Delivering a spread of schemes across policy / priority areas will help to ensure that delivery is across the full range of desired outcomes and targets which are in line with Mayoral and local priorities.
Stakeholder support	<ul style="list-style-type: none"> • Engagement of Tower Hamlets Local Strategic Partnership, through the Great Place to Live Delivery Group, in relation to scheme identification, prioritisation and development. • Continued stakeholder consultation at various stages of schemes will help to identify and address any issues, and ensure buy-in. • Elected members involved in overall programme approval and also consulted on specific schemes.
Delays to progress of works	<ul style="list-style-type: none"> • Delivery programmes to be based on a realistic representation of the required works and reviewed on a regularly basis. • Monthly review of progress in delivering the LIP2 programme and re-prioritisation of schemes if delays in works progress for a particular scheme have been identified. • Early engagement with key stakeholders & statutory undertakers as part of scheme planning.
Olympics and Legacy Development	<ul style="list-style-type: none"> • Ongoing discussions with LDA and other stakeholders over legacy plans will help to secure consistency with Borough priorities and aspirations and minimise adverse impacts.

3.5.2 Scheme Level

The Council consider risk management to be an essential element of effective scheme management. As such, we will continue to implement our comprehensive risk assessment procedure for all capital schemes, including those delivered as part of the LIP2 programme.

The scheme level risk management procedure can be summarised as follows:

- A basic risk assessment undertaken at project inception – the purpose of which is to identify any potential risks, the likelihood and severity of these risks, and the mitigation measures proposed;
- Use of project management tools – all financial and project programme information is loaded onto our internal project management tools ('Project

Manager's Friend' and 'Work Together'). This information is updated on a regular basis and is available for review by senior managers;

- Transportation & Highways Project Board meetings – these meetings are held monthly and are attended by the service head, finance, group managers and the project managers. The purpose is to ensure rigorous financial monitoring and work programming to secure the delivery of high standard schemes on time and within budget. The Board also identifies and agrees appropriate mitigation where required.

For schemes which are CDM (Construction Design and Management) notifiable risk management procedures are in accordance with the CDM Regulations 2007.

4. Performance Monitoring Plan

4.1 Introduction

This Chapter sets out the Council's approach to monitoring the delivery of the LIP2 objectives and intended outcomes, and addresses the following:

- Section 4.2 provides an **overview of the indicators and targets** for monitoring of the LIP2;
- Section 4.3 discusses the **setting of** ambitious but realistic **targets for the Tower Hamlets' LIP2**, providing an evidence based justification for the targets set; and
- Section 4.4 provides a summary of the **monitoring and review process** which will be adopted for the LIP2.

4.2 Overview of LIP2 Indicators and Targets

A number of targets and indicators will be used to monitor delivery of our LIP2 objectives and intended outcomes, they are:

- **Core Targets** – All Boroughs are required to set, and agree with TfL, locally specific targets for five mandatory Mayor's Transport Strategy (MTS) strategic indicators. Table 4.1 below provides an overview of these strategic indicators;
- **Local Targets** – Boroughs are encouraged to consider setting targets for locally important performance indicators which have relevance to the LIP2; and
- **Monitoring Indicators** – These are additional indicators for which targets have not been set, but nevertheless will assist us in monitoring other aspects of our performance and help identify factors contributing towards progress against the core and local targets. They include output indicators which are required to be monitored for the LIP2 annual report and also local indicators which are being monitored through other regimes such as the LDF Core Strategy monitoring process (Local Output Indicators and Significant Effects Indicators are linked to the LDF Sustainability Appraisal).

Table 4.1 Overview of MTS Strategic Indicators

Mandatory Indicators	Description	Data Source
Mode Share <i>LIP1 Indicator – Proportion of Personal Trips made by each mode</i>	<ul style="list-style-type: none"> • Maintenance or increase in share of all 'non-car modes' (based on trip origin) • Maintenance or increase of cycling mode share • Maintenance or increase of walking mode share 	London Travel Demand Survey (LTDS) data provided by TfL
Bus Service Reliability <i>LIP1 Indicator – Excess Wait Time for high frequency services</i>	<ul style="list-style-type: none"> • Maintenance or increase in the average reliability of high frequency bus services 	Quality Service Indicator (QSI) data provided by TfL

Mandatory Indicators	Description	Data Source
Asset Condition <i>LIP1 Indicator</i>	<ul style="list-style-type: none"> Reduction in the proportion of principal road carriageway where maintenance should be considered 	Detailed Visual Inspection (DVI) data from surveys undertaken by LB Hammersmith & Fulham
Road Traffic Casualties <i>LIP1 Indicator & National Indicator NI47 (Persons Killed or Seriously Injured in Road Traffic Accidents)</i>	<ul style="list-style-type: none"> Reduction in the number of KSI casualties (based on 3-year rolling averages) Reduction in the number of total casualties (based on 3-year rolling averages) 	Personal Injury Accident (PIA) data provided by the London Road Safety Unit (LRSU)
CO ₂ Emissions <i>Not previously a LIP Indicator</i>	<ul style="list-style-type: none"> Reduction in the level of CO₂ emitted from ground-based transport, per year 	GLA LEGGI Inventory

Table 4.2 below provides a list of the indicators and targets used for monitoring the LIP2 outcomes and how they relate to the MTS goals and outputs and our Borough Transport Objectives.

Table 4.2 Indicators and Targets for Monitoring of the LIP2 Outcomes

Category	Target / Indicator	Relevant LIP2 Objectives
Supporting Economic Development and Population Growth		
Core Target	Bus Service Reliability: Maintain the average reliability of high frequency bus services at 2009/10 levels (Excess Wait Time of 1.2 minutes) to 2020/21	Obj 3
Local Target	Bus Route Run Times: Reduce EWT for four local bus services – See Proforma B	Obj 3
Core Target	Asset Condition: Reduce the percentage of Principal Road Network (PRN) where maintenance should be considered from 9.2% in 2009/10 to 8% by 2013/14 and maintain this level to 2020/21	Obj 1,2,3
Local Target	Footway Condition: Reduce the percentage length of category 1, 1a and 2 footway network in need of repair – See Proforma B	Obj 1, 2, 3
Enhancing the Quality of Life for all Londoners		
Local Target	Air Quality: – See Proforma B	Obj 4
Monitoring Indicators	Total length of pedestrian and cycle networks (LDF - LOI 30)	Obj 1
	Level of satisfaction with public transport (LDF - LOI 31)	Obj 3
	Number of days when air pollution is moderate or high for PM10 (LDF - SEI 14)	Obj 4
Improving Safety and Security for all Londoners		
Core Target	Road Traffic Casualties: Reduce the number of persons Killed & Seriously Injured (KSIs) on roads within the Borough by 36% by 2013/14 compared to a 2006-08 baseline (LAA – NI 47)	Obj 2
Core Target	Road Traffic Casualties: Reduce the total number of casualties from road traffic accidents within the Borough by 16.5% by 2013/14, compared to a 2006-08 baseline	Obj 2
Local Targets	Vulnerable Road Users: Reduce: <ul style="list-style-type: none"> Child KSIs (NI47); 	Obj 2, 6

Category	Target / Indicator	Relevant LIP2 Objectives
	<ul style="list-style-type: none"> ○ Total child casualties; ○ Total pedestrian casualties; and ○ Total cyclist casualties. See Proforma B	
Monitoring Indicators	Number of education and training interventions (e.g. theatre in education, pedestrian training)	Obj 2, 6
Improving Transport Opportunities for all Londoners		
Monitoring Indicators	Number of accessible (DDA compliant) bus stops	Obj 1, 5
Reducing Transport's Contribution to Climate Change		
Core Target	Mode Share: Increase the percentage of journeys made by 'means other than the car' from 78.7% in 2008/09 to 85% by 2025/26.	Obj 4, 6
Local Target	School Mode Share: Reduce the percentage of children aged 5 to 16 travelling to school by car (inc. van or taxi) (NI 198) – See Proforma B	Obj 4, 6
Core Target	CO₂ Emissions: Reduce CO ₂ emissions from Ground Based Transport by 45.3% by 2025 compared to a baseline of 218 CO ₂ kilotonnes in 2008	Obj 4
Local Target	CO₂ Emissions: Per capita reduction in CO ₂ emissions in the LA area (LAA - NI 186) – See Proforma B	Obj 4
Monitoring Indicators	Number of car club bays implemented or secured by the Borough	Obj 4, 6
	Number of walking promotions (e.g. number of schools participating in 'Walk on Wednesday' initiative)	Obj 6
	Number of cycling promotions (e.g. number of events during Bike Week)	Obj 6
	Number of car-free agreements signed (LOI 28)	Obj 6, 7
	Number of travel plans submitted with applications (LOI 29)	Obj 6, 7
Olympic Legacy		
Core Target	Mode Share: Increase the percentage of journeys made by bicycle from 1.8% in 2008/09 to 7% by 2025/26	Obj 4, 6
Core Target	Mode Share: Maintain the percentage of journeys made by walking in 2008/09 (40.2%) to 2025/26	Obj 4, 6
MTS Outputs		
Output Indicators	Cycle highway schemes	Obj 1, 4, 6
	Cycle Parking	Obj 2, 4, 6
	Electric charging points	Obj 4
	Better streets	Obj 1,3
	Cleaner local authority fleets	Obj 4
	Net increase in street trees	Obj 1

4.3 Setting of Targets for the Tower Hamlets' LIP2

Sub-section 4.3.1 provides information on how locally specific targets have been developed for each of the five mandatory indicators and how the Council intends to ensure delivery of the outcomes. In particular it identifies:

- Evidence to demonstrate that the target is ambitious but realistic (based on historical performance against the indicator, benchmarking information comparing performance made by other boroughs);

- Key actions which will be necessary to achieve the targets (for example schemes or initiatives to be delivered by the Council and / or our partners); and
- Principal risks associated with meeting the targets.

Sub-section 4.3.2 provides an overview of the local targets (those set against locally important performance indicators).

4.3.1 Core LIP2 Targets

i) Mode Share

<p>1. Increase the percentage of journeys made by 'means other than the car' from 78.7% in 2008/09 to 85% by 2025/26.</p> <p>In order to achieve this we will aim to:</p> <p>a. Increase the percentage of journeys made by bicycle from 1.8% in 2008/09 to 7% by 2025/26; and</p> <p>b. Maintain the percentage of journeys made by walking in 2008/09 (40.2%) to 2025/26.</p> <p><i>The remainder of the increase in non-car mode share would be associated with public transport (mode share increase from 36.6% in 2008/09 to 38% by 2026).</i></p>	
Target trajectory	See Table 4.3
Evidence that the target is realistic and ambitious	<p>Based on LTDS data for 2006-09 Tower Hamlets ranks 5th out of all the London Boroughs for trips made by means other than the car (which constitute 78.7% of trips originating in the Borough). This places the Borough within the top quartile for London. The Council is committed to increasing our non-car mode share through encouraging and facilitating more sustainable, and active, travel behaviour (this is a central thread running through our Borough Transport Objectives and Delivery Plan). The Council's long-term target therefore maintains the borough's position within the top quartile and would see us improving by two ranks, based on current performance across London.</p> <p>a. With a cycling mode share of 1.8%, Tower Hamlets currently ranks 14th of all London Boroughs (positioned within 2nd quartile). The aspiration, as set out in our Cycling Plan (Cycling Connections), is to achieve a 6% mode share for cycling by 2020. Analysis of cycling potential in Tower Hamlets, undertaken by TfL's Policy Analysis team, has revealed the following:</p> <ul style="list-style-type: none"> • 28% of all trips of less than 2km which are currently made by mechanised modes could potentially be cycled; and • 67% of all trips of less than 5km which are currently made by mechanised modes could potentially be cycled. <p>This highlights the potential for short journeys to be made by bicycle and schemes such as Cycle Hire extension, and a review of the Council's existing parking policies will help use to realise some of this potential. With this in mind the Council considers it is realistic, yet ambitious, to work towards increasing mode share beyond the MTS target for London (to have a cycle mode share of 6% by 2026).</p> <p>b. With a walking mode share of 40.2%, Tower Hamlets currently ranks</p>

	<p>2nd out of all London Boroughs. As the walk share is currently very high, the challenge will be in maintaining this level, particularly given that walking and cycling are interdependent and as such some new cycling trips are likely to be previous walking trips (and visa versa). The high walk share compared to cycling shows latent demand for cycling and for this reason we are focusing on increasing cycling, whilst maintaining our current walking mode share.</p>
<p>Key actions for the Council</p>	<p>To achieve this target the Council will:</p> <ul style="list-style-type: none"> • Support the Mayor and TfL in the delivery of strategic public transport infrastructure improvements such as Crossrail. • Supporting the delivery of a borough-wide extension of the London Cycle Hire Scheme. • Secure developer contributions for public transport, walking and cycling infrastructure improvements. • Support the delivery of placemaking, ensuring that development proposals promote sustainability and support healthy and active lifestyles. • Review our existing parking policies to reduce unnecessary car trips within the Borough and seek to encourage car free / low car housing in areas with good public transport accessibility. • Manage demand for car use through smarter travel measures, including workplace travel planning, school travel planning, etc. • Encourage active travel through infrastructure and streetscene improvements (e.g. by creating more pedestrian and cycle friendly streets, implementing local cycle routes, etc) and initiatives such as those delivered as part of the Healthy Borough Programme.
<p>Key actions for the Council's partners</p>	<p>TfL will have a key role to play in delivering public transport capacity, service and accessibility enhancement necessary to cater for existing and future demand. Ensuring the public transport system is physically accessible and affordable will also be vital.</p> <p>Private developers will also need to ensure that their development proposals facilitate and support sustainable travel (for example through designing with pedestrians and cyclists in mind and making financial contributions towards public transport infrastructure and service / frequency enhancements).</p>
<p>Principal risks</p>	<p>Principal risk to achieving this target are:</p> <ul style="list-style-type: none"> • The scale of development (growth in employment and housing) forecast for the Borough and wider sub-region may hinder these targets. • It is dependent on availability of funding to provide improved public transport infrastructure and measures to facilitate and encourage active travel. • Travel to work within Tower Hamlets is influenced by car ownership and social conditions. • The Council's existing parking policies currently support the use of car for short journeys within the Borough. • The London Travel Demand Survey (LTDS) is based on a small sample size and therefore may not be that representative / reliable.

Table 4.3 Mode Share Targets

		Mode Share (%)		
		Means other than the car	Cycling	Walking
Baseline	2008/09	78.7%	1.8%	40.2%
LIP2 Annual Milestones	2009/10	79.1%	2.1%	40.2%
	2010/11	79.5%	2.4%	40.2%
	2011/12	79.9%	2.7%	40.2%
	2012/13	80.3%	3.0%	40.2%
LIP2 Interim Target	2013/14	80.7%	3.3%	40.2%
Target	2025/26	85.3%	7.0%	40.2%

ii) Bus Service Reliability

To maintain the average reliability of high frequency bus services at 2009/10 levels (Excess Wait Time of 1.2 minutes) to 2020/21	
Target trajectory	See Figure 4.1
Evidence that the target is realistic and ambitious	With a mean Excess Wait Time (EWT) for high frequency bus services of 1.2 minutes in 2009/10, LB Tower Hamlets is placed in the 2nd quartile compared with all other London boroughs. EWT is at historic lows and the challenge will therefore be to maintain this level, and this is acknowledged by the Mayor of London's aspiration to maintain bus reliability at 2006 levels. It is therefore considered that maintaining current levels, which are comparable to 2006/07 levels, is realistic yet ambitious (particularly given the scale of housing and employment growth predicted for the Borough). Although there is likely to be seasonal and annual fluctuation in the data our aspiration would be to maintain this level to 2020/21, consistent with MTS aspirations.
Key actions for the Council	To achieve this target the Council will: <ul style="list-style-type: none"> • Seek to secure developer contributions for service and frequency enhancements necessary to cater for increased demand generated by major development proposals. • Consider measures to smooth traffic flow, reducing delays to buses (and general traffic) as part of corridor schemes, for example reviewing signal timings and waiting / loading activities. • Work with TfL London Buses to identify and deliver service and frequency enhancements.
Key actions for the Council's partners	TfL and Tower Hamlets' neighbouring Boroughs will have a key role to play in helping to achieve this target through managing congestion on their highways networks. In addition, TfL London Buses will have a vital role in working with us and private developers to identify necessary service and frequency enhancements.
Principal risks	Principal risks to achieving this target are: <ul style="list-style-type: none"> • Projected level of development within the borough will generate increased passenger demand which could contribute to longer dwell times at stops without an increase in service frequencies. It could also result in increased traffic and congestion on the network, causing delays to buses.

- Level of investment by TfL on bus service & frequency enhancements, and also implementation of schemes to manage congestion on their network.
- Accumulated delays on routes caused by congestion on the TLRN and on roads within neighboring boroughs through which the services pass.

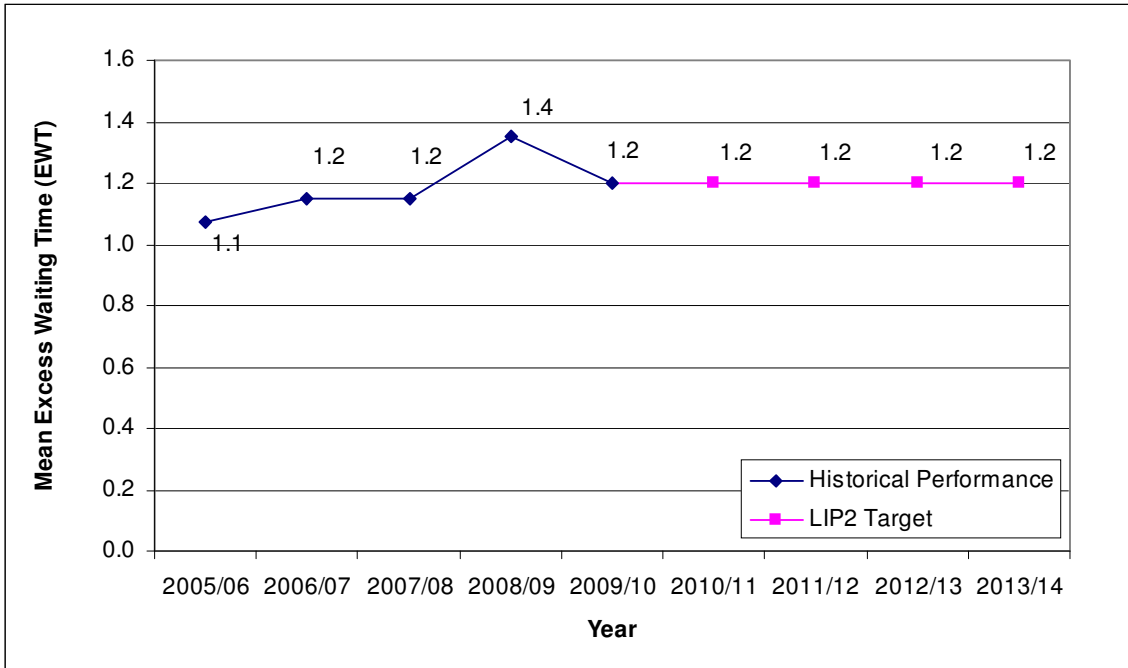


Figure 4.1 Excess Wait Time (EWT) for High Frequency Bus Services in Tower Hamlets

iii) Asset Condition

Reduce the percentage of Principal Road Network (PRN) where maintenance should be considered from 9.2% in 2009/10 to 8% by 2013/14 and maintain this level to 2020/21.

Target trajectory	See Figure 4.2
Evidence that the target is realistic and ambitious	<p>Tower Hamlets is currently ranked 27th out of the 33 London Boroughs (based on data for 2009/10) for the percentage of PRN in need of repair, placing the Borough in the bottom quartile.</p> <p>The 2009/10 data was collected prior to the severe winter weather and deterioration in asset conditions is believed to have occurred since. In addition, there has been fluctuation in condition seen over previous years despite consistent levels of investment. The Council is committed to improving the condition of the PRN but with these factors in mind a realistic target is required. The aspiration is therefore to reduce the percentage of PRN in need of repair to 8% by 2013/14 - based on current performance across London this target would put Tower Hamlets at the top of the third quartile for Inner London.</p> <p>It is considered unrealistic to expect to achieve much more of an improvement in the condition of PRN without a significant increase in investment over this and the next LIP period due to design life and</p>

	<p>maintenance requirements. As such the long term aspiration would be to at least maintain levels at 8%.</p>
Key actions for the Council	<p>To achieve this target the Council will:</p> <ul style="list-style-type: none"> • Ensure maintenance is prioritised based on conditions surveys and plan works based on programming of other schemes and utilities works. • Seek to incorporate carriageway improvements as part of corridor and neighbourhood based solutions, particularly those intended to enhance the quality of the public realm and improve conditions for cyclists. • Plan and implement schemes through the Council's own Streetscape Enhancement budget (£393,000 per annum), prioritising locations in greatest need. • Seek to secure developer contributions for carriageway improvements as part of S106 agreements.
Key actions for the Council's partners	<p>Statutory Undertakers and Contractors will have a key role to play in helping the Council programme and deliver maintenance works.</p>
Principal risks	<p>Principal risks include:</p> <ul style="list-style-type: none"> • Level of investment secured through LIP maintenance allocations. • Weather conditions which result in increased deterioration of carriageway surface.

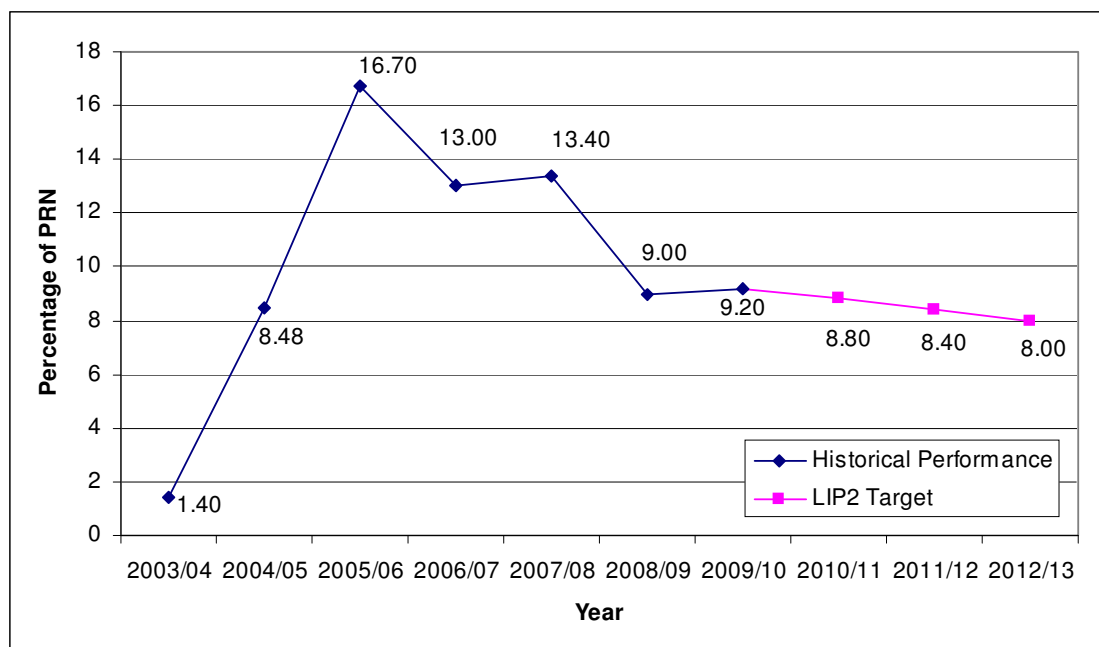


Figure 4.2 *Percentage of PRN where maintenance should be considered*

iv) Road Traffic Casualties

<p>1. Reduce the number of persons Killed & Seriously Injured (KSIs) on roads within the Borough by 36% by 2013/14, compared to a 2006-08 baseline; and</p> <p>2. Reduce the total number of all casualties from road traffic accidents within the Borough by 16.5% by 2013/14, compared to a 2006-08 baseline.</p>	
Target trajectory	See Figures 4.3 and 4.4
Evidence that the target is realistic and ambitious	<p>1. Good progress was being made in working towards achieving previous LAA targets for number of persons killed or seriously injured in road traffic accidents (NI47). However, the number of KSIs increased significantly between 2005 and 2007 and although annual fluctuations show a decrease in 2008 and 2009, a 9.1% increase was experienced when comparing the 3-year moving average in 2008 to the previous 3-year average (see Table 4.4 below). The three year moving average for 2008 (140 KSIs, which is the baseline for the LIP2 target) only represents a 25% reduction over the 1994-98 average baseline, placing Tower Hamlets within the third quartile.</p> <p>Reduction in casualties from road traffic accidents is a strategic priority for the Council and an area where we are focusing our resources to achieve improvements (through a coordinated approach as highlighted in our Delivery Plan). As such, ambitious reduction targets have been set within the LAA, and these have been maintained for the LIP2.</p> <p>The national KSI reduction target (set by the DfT) is for a reduction of 33% by 2020, compared to a baseline of 2004-08. The target of 90 KSIs by 2013/14 (based on the 3-year average for 2011/12/13) equates to a 32% reduction compared to a 2004-08 average (36% against the 2006-08 baseline). The long-term aspiration would therefore be to ensure slight improvement through the LIP3 period to exceed the national target.</p> <p>2. Despite Tower Hamlets being in the bottom quartile of all London Boroughs, for both reduction in KSI and slight casualties compared to the 1994-98, a steady reduction in total casualties has been achieved (based on 3-year averages, as shown in Figure 4.4 below). The Council is keen to maintain this general downwards trend and our reduction target of 16.5% by 2013/14, compared to the 2006-08 baseline, reflects our commitment to the ambitious KSI reduction targets and also the proposed targets for local performance indicators related to reducing vulnerable road user casualties (see section 4.3.2 for further details). This target is a more conservative reduction over the LIP2 period than for KSIs as it is recognised that measures to address casualty issues may result in reduced severity as opposed to number of casualties.</p> <p>Over the LIP3 period the Council's aspiration would be to work towards achieving the national target for slight casualties (also 33%), as for KSIs.</p>
Key actions for the Council	<p>To achieve this target the Council will:</p> <ul style="list-style-type: none"> • Adopt a coordinated approach to tackling casualty issues (implementing a range of engineering, education, training, publicity and enforcement schemes / interventions); ensuring

	<p>investment is data-led (for example focusing on the key issues identified within our new road safety plan).</p> <ul style="list-style-type: none"> • Incorporate pedestrian and cycle safety improvements as part of all infrastructure schemes being progressed by the Council. • Undertake Road Safety Audits (and access / Non-Motorised User audits) on all new highways schemes to ensure safety is taken into consideration during scheme design (particularly the needs of vulnerable road users). • Ensure the internal road and access arrangements associated with development proposals will not have a detrimental impact safety. • Work closely with TfL at senior level to secure investment in schemes on the TLRN.
Key actions for the Council's partners	<p>Due to the high casualty rate on the TLRN within Tower Hamlets TfL have a vital role to play in reducing the number of casualties from road traffic accidents in the borough. Investment in engineering schemes to address identified collision hotspots on the TLRN is of fundamental importance to achieving our casualty reduction targets.</p>
Principal risks	<p>Principal risks to achieving this target are:</p> <ul style="list-style-type: none"> • Casualty reduction measures result in reduced severity rather than number (this would have implications for us achieving our total casualty reduction target). • Increased levels of cycling (for example associated with Cycle Hire Scheme and the two new Cycle Superhighways routes) may increase the risk to these vulnerable road users. • Any increase in traffic associated with major development and regeneration in the Borough may contribute to increased casualties. • Anti-social / careless behaviour by drivers and pedestrians may have an impact. • The Council and its partners can actively seek to educate, enforce and design out risk but no-one has overall control of the behaviour of individuals. • Adverse weather conditions may result in increased accidents. • Funding availability for engineering, education and enforcement interventions. • Without substantial investment from TfL to implement schemes to address collision hotspots on their network these targets will not be achieved. <p>The Council will manage these risks through regular review of casualty data to identify and address priority issues / hotspots and through ongoing assessment / evaluation of scheme effectiveness. We will also actively engage with TfL to ensure a partnership approach.</p>

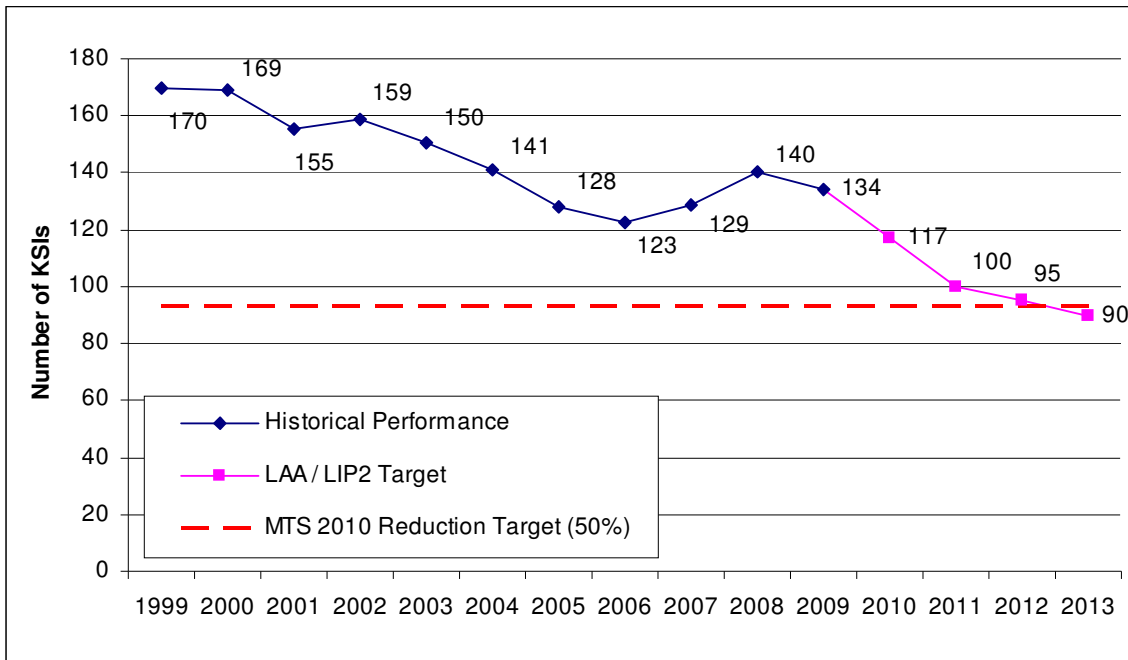


Figure 4.3 *Three-Year Moving Averages for Number of Persons Killed or Seriously Injured (KSI) in Road Traffic Accidents*

Table 4.4 *KSI Casualty Targets*

	Calendar Year	Number of KSIs	3-Year Moving Average	% change from previous 3-Year Moving Average
Actual	2004	133		
	2005	111		
	2006	124	122.7	
	2007	151	128.7	-4.9%
	2008	146	140.3	-9.1%
	2009	105	134	4.5%
Target	2010	100	117	12.7%
	2011	95	100	14.5%
	2012	90	95	5.0%
	2013	85	90	5.3%

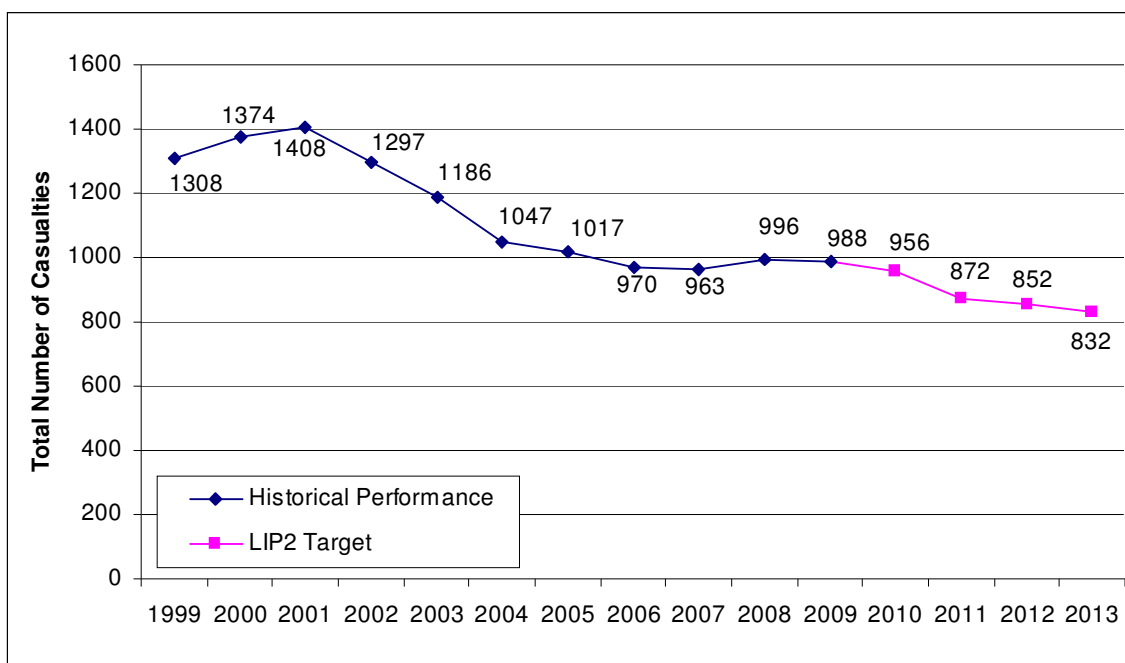


Figure 4.4 *Three-Year Moving Averages for Total Number of Casualties from Road Traffic Accidents*

Table 4.5 *Total Casualty Targets*

	Calendar Year	Number of Casualties	3-Year Moving Average	% change from previous 3-Year Moving Average
Actual	2004	991		
	2005	1004		
	2006	916	970.3	
	2007	969	963	0.8%
	2008	1103	996	-3.4%
	2009	892	988	0.8%
Target	2010	872	955.7	3.3%
	2011	852	872	8.8%
	2012	832	852	2.3%
	2013	812	832	2.3%

v) CO₂ Emissions

Reduce CO ₂ emissions from Ground Based Transport by 45.3% by 2025, compared to a baseline of 218 CO ₂ eq kilotonnes in 2008	
Target trajectory	See Figure 4.5
Evidence that the target is realistic and ambitious	<p>Based on 2008 levels Tower Hamlets is currently ranked 16th of all London Boroughs for CO₂ emissions from ground based transport.</p> <p>The Mayor of London has set a target of a 60% reduction in London's total CO₂ by 2025, from a 1990 base. This is consistent with SO24 in the Tower Hamlets LDF Core Strategy and commitments in Tower Hamlets Local Area Carbon Reduction Report (September 2010).</p> <p>From a 2008 base (which is the only background data available to the Council at present) this represents a 45.3% decrease and using a linear trajectory this equates to a 3.49% reduction per annum.</p> <p>This target is considered very challenging, particularly given the projected growth for the borough. However, a review of historic trends for NOX from local road side monitoring stations indicates this target may be attainable. The Council is committed to reducing CO₂ emissions from transport and will therefore work towards achieving this target.</p>
Key actions for the Council	<p>To achieve this target the Council will:</p> <ul style="list-style-type: none"> • Deliver interventions to encourage a shift towards more carbon-efficient travel behaviour (for example initiatives in the Tower Hamlets Clear Zone Plan and supporting London Cycle Hire scheme through delivering complementary measures). • Take steps to reduce emissions from Council fleet vehicles (including delivering eco-driver training). • Introduce schemes which contribute towards smoothing traffic flow for example Roman Road West package. • Deliver smarter travel initiatives such as workplace travel planning and personalized travel planning to manage demand and influence travel choice. • Review borough parking policies with a view of reducing unnecessary car travel.
Key actions for the Council's partners	Due to the length of TLRN within the borough and the volume of traffic using it, TfL will have a key role to play in managing congestion and smoothing traffic flow to reduce the impact on CO ₂ emissions.
Principal risks and how they will be managed	<p>Principal risks to achieving this target are:</p> <ul style="list-style-type: none"> • Increased levels of construction activity associated with Crossrail and major development within the Borough. • Potential traffic growth generated by major development within the Borough. • Emissions associated with City Airport (and potential expansion). • Emissions from traffic passing through Blackwall and Rotherhithe Tunnels – the Council has little control over this.

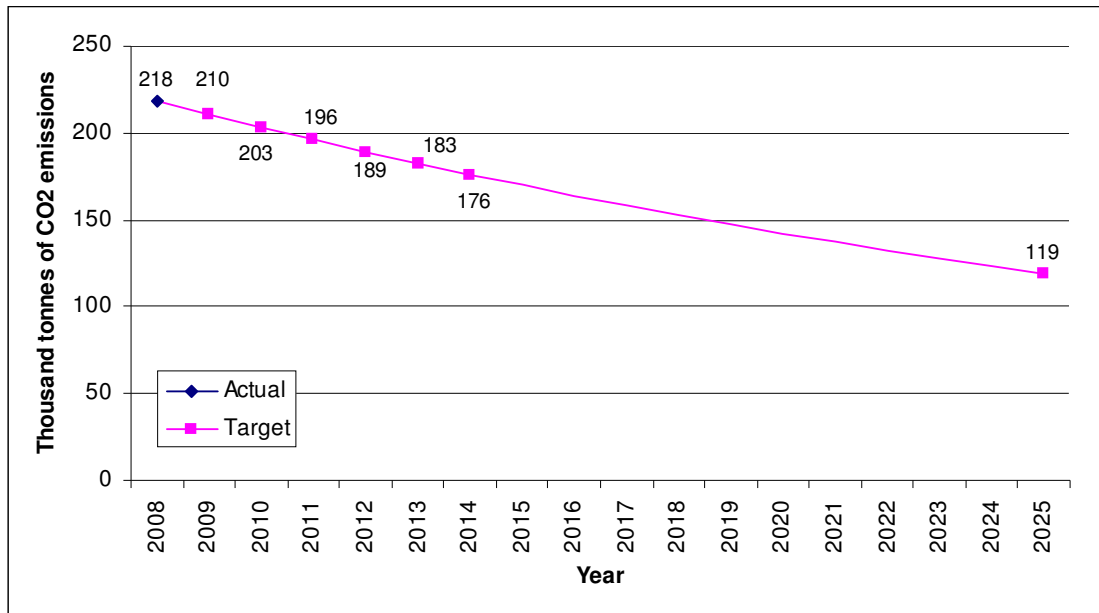


Figure 4.5 *CO2 Emissions*

4.3.2 Borough Targets

In addition to the five mandatory indicators the Council has also identified a series of local indicators relating to outcomes which are important to the achievement of our LIP2 objectives, or that represent intermediate outcomes which will contribute towards achievement of our core targets. These have predominantly been selected as they relate closely to the delivery of priorities in the Communities, Localities and Culture Directorate Plan and ultimately the Council’s overarching Strategic Plan – see sub-section 4.4.1).

The local performance indicators are:

- **School Mode Share** – Targets have been set for a reduction in car mode share for children aged 5 to 16 (NI 198: Children travelling to school - mode of travel usually used).
- **Bus Route Run Times** – This indicator monitors bus service reliability within the Borough, for four specific routes which provide a good cross section of services across the borough (namely number 8, 277, 339 and D3). Targets have been developed based on data from the iBUS system, provided by TfL London Buses, and bearing in mind potential improvements along the corridors (e.g. schemes which will contribute to smoothing traffic flow). The targets use average data for the Monday to Friday AM peak period (07:00 – 10:00) for March 2010.
- **Footway Condition** – Targets have been set for former BV187 percentage length of category 1, 1a and 2 footway network in need of repair and attempts to achieve year on year improvement in footway condition. As many of the proposed schemes relate to improving the quality of the public realm targets set against this indicator will help us to measure delivery of this.
- **Vulnerable Road User Casualties** – Targets have been set for a number of priority casualty types, based on analysis of casualty data provided by the LRSU:

- Children killed or seriously injured in road traffic accidents (NI 48);
- Total child casualties;
- Total pedestrian casualties; and
- Total cyclist casualties.

Targets are based on historical performance and planned interventions likely to directly impact these groups. These represent important intermediate outcomes contributing towards achieving our locally specific targets for the mandatory LIP2 road casualties indicator and this has been considered when setting these and the core targets.

- **Per Capita CO₂ Emissions** – This is a strategic priority for Tower Hamlets and as such this indicator (NI186 Per capita reduction in CO₂ emissions in the LA area) is included within our LAA. Targets have been set based on historic performance and considering the relationship with air pollutants.
- **Air Quality** – As many of our delivery actions are anticipated to make a positive contribution to air quality we have included targets for the following pollutants to help us monitor delivery of LIP Objective 4:
 - Particles (PM₁₀)
 - Particles (PM_{2.5})
 - Nitrogen Dioxide
 - Ozone

The Council has been working towards achieving the National Air Quality Objectives for these pollutants but unfortunately have been unsuccessful to date. Although we have now exceeded the timeframes for achieving these national objectives we are committed to improving air quality and our targets therefore reflect our commitment to achieving the national objectives by 2013/14. The targets are based on mean annual concentrations recorded at two roadside sites within the Borough (namely Mile End Road and Blackwall Tunnel Northern Approach).

Base year, trajectory and target information for these indicators is provided in Proforma B.

4.4 Monitoring and Review Process

4.4.1 Programme Monitoring

As discussed in Section 3.5 earlier, the Council will undertake a high level review of progress in delivering our LIP2 programme on a monthly basis through the Transportation & Highways project team meeting and will also monitor and evaluate performance against our targets and indicators on an ongoing basis. This will allow early identification of under performance and provide the opportunity to refocus the delivery programme, for example through re-prioritisation of schemes, to get the targets back on track. This complements the Council's approach to risk management and will help to ensure the LIP programme delivers value for money.

The Council has developed a Performance Management Framework (PMF) to drive improvement throughout the Council, at all levels. Each individual has a role to play in ensuring we achieve our targets, meet the priorities of local people and provide value for money. The framework therefore works to embed a culture of continuous improvement throughout the organisation.

The Community Plan, the LAA and the Council's Strategic Plan identify the Council's strategic priorities and ensure focus on these across different service areas. These priorities filter down into the Directorate Plan, Team Plans and targets for individual team members creating a 'Golden Thread', linking all staff to high level planning documents clearly demonstrating their role in achieving the shared vision for the Borough (see Figure 4.7).

Progress against Strategic and Priority PIs (which includes NI 47 and NI 198 which are LIP2 indicators) is reported regularly to the Corporate Management Team and Members. Service / Team PIs are monitored at Directorate level.

Inclusion of PIs from the Transportation & Highways Team Plan and monitoring indicators consistent with the LDF Core Strategy within the LIP2 Performance Monitoring Plan will help to ensure focus is maintained on delivery of the LIP2 Objectives and in monitoring performance.

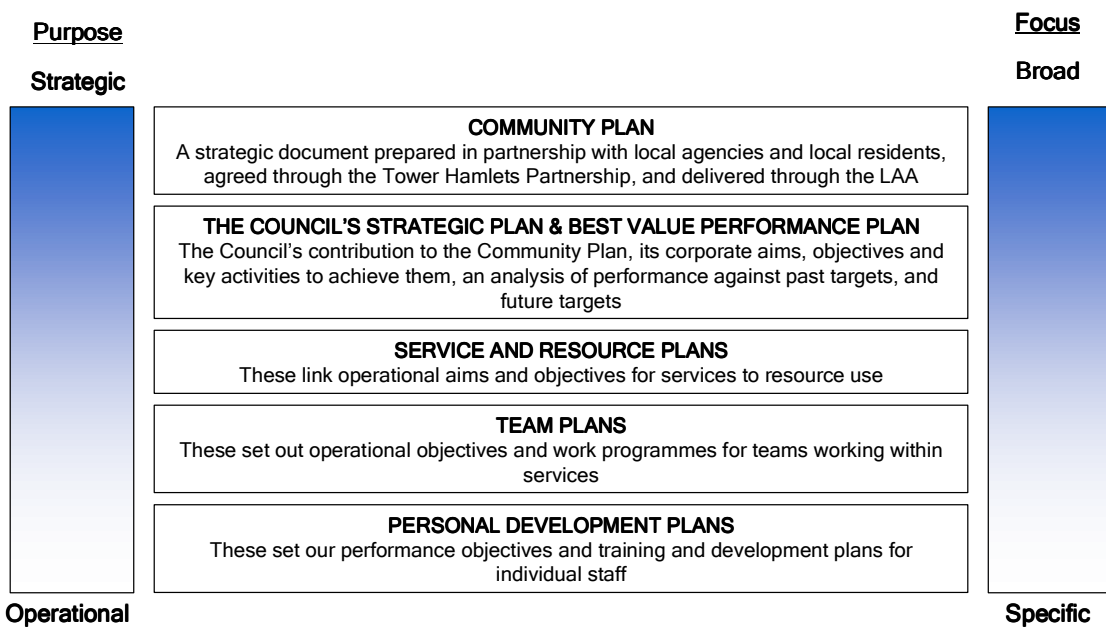


Figure 4.7 *Mechanism for Maintaining Focus on Priorities*

Boroughs are required to report programme performance to TfL in 2013/14 through the Three-Year Impact Report. This will be used to help inform the development of interim targets to cover the period 2014/15 to 2016/17 and if necessary amendments to the long-term targets.

4.4.2 Scheme / Intervention Monitoring

The Council will undertake before and after monitoring to determine the effectiveness of individual schemes and initiatives delivered as part of the LIP2 programme. The monitoring methodology will vary depending on the nature of the intervention and the intended outcome(s).

The Council has made an allowance within the POI for undertaking monitoring to evaluate the effectiveness of smarter travel interventions, particularly those intended to encourage active travel and increase walking and cycling mode share as this is of fundamental importance to the delivery of the LIP Objectives. Previous monitoring and evaluation exercises have proven invaluable in ensuring cost effectiveness of initiatives delivered as part of the Healthy Borough Programme.

The results of monitoring will help to inform the prioritisation of interventions to be pursued during the LIP3 period and we will seek to share 'lessons learnt' with other Boroughs to develop good practice when interventions have proven successful in delivering LIP Objectives. If need is identified, through the ongoing review of performance against targets, this information will also be considered when re-prioritising interventions delivered as part of this LIP programme.

Appendix A – Integrated Impact Assessment (IIA) Executive Summary

This will be included within the final consultation draft to be issued to TfL on the 20th December 2010.

Appendix B – Policy Review

B1 Regional and Sub-Regional Policies, Plans and Programmes

London Plan

The London Plan sets out the broad strategy for how London should look in 2031. The Mayor is currently consulting on his draft Replacement London Plan which includes the over arching vision to create:

‘A city where it is easy, safe, and convenient for everyone to access jobs, opportunities, with an efficient and effective transport system which places more emphasis on walking and cycling and making better use of the Thames, and supports delivery of all the objectives of this plan.’

There are six key objectives set out in the London Plan:

1. To accommodate London’s growth within its boundaries without encroaching on open spaces;
2. To make London a healthier and better city for people to live in;
3. To make London a more prosperous city with strong and diverse long term economic growth;
4. To promote social inclusion and tackle deprivation and discrimination;
5. To improve London’s accessibility;
6. To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city.

The London Plan also has significant implications for the location of growth in London, and the impact this will have on trip making and thus transport networks. Two opportunity areas, identified for their ability to accommodate new homes and jobs, are located in Tower Hamlets (the Isle of Dogs and Lower Lea Valley).

Revised Mayor’s Transport Strategy

In May 2010 the Mayor of London published the revised Mayor’s Transport Strategy (MTS2). MTS2 sets out the Mayor’s transport vision to 2031 and how TfL and its delivery partners, including the boroughs, will deliver that vision. It is framed within the Mayor’s vision for London, set out in the draft London Plan. There are six overarching goals of the strategy, these are to:

- Support economic development and population growth;
- Enhance the quality of life for all Londoners;
- Improve the safety and security of all Londoners;
- Improve transport opportunities for all;
- Reduce transport’s contribution to climate change and improve its resilience; and
- Support delivery of the London 2012 Olympic and Paralympic Games and its legacy.

MTS2 contains various policies and proposals designed to achieve these goals and sets out where it expects TfL to work in partnership with the boroughs. Within their LIPs,

boroughs are required to show how they will work towards achieving the goals of the MTS.

The Table B.1 below provides a summary of the Mayor of London's proposals for transport.

Table B.1 MTS2 Proposals

Proposals to manage and enhance the transport system	
National Rail, Crossrail, Thameslink, London Overground, DLR and Tramlink – international and national rail, London and the South East rail links and services, London-wide rail links and services, local and orbital rail links and services	
London Underground – renewal and repair, station refurbishments and accessibility, station congestion relief, cooling the tube	
London's bus network – bus network development, bus service quality, bus fleet development	
Taxis, private hire, coaches and community transport	
Managing the road network – road congestion, smoothing traffic flow, maximising efficient and reliable operation of the road network, minimising the impact of planned interventions, minimising disruption from unplanned events, maintaining road network assets for safety and efficiency, developing the road network	
Blue Ribbon Network – passenger services, pier capacity and supporting infrastructure, making better use of other rivers and canals for passenger services/waterborne freight	
River crossings	
A more accessible transport system – enhancing physical accessibility, improving staff service, enhancing service information, door to door transport, Accessibility Implementation Plan	
Integrating London's transport system and services – interchanges	
Olympics – legacy	
London's airports – capacity, surface access	
Proposals to encourage more cycling and walking	
Cycling revolution – supporting London Boroughs	Raising awareness and mainstreaming cycling
	Improving cycle infrastructure, training and safety
	Bicycles for commercial purposes
	Creating a considerate cycling culture
	Integrating cycle provision with development
	Cycle parking at stations
Walking	Creating safe comfortable street environment
	Making it easier to plan journeys by foot
	Promoting health and environmental benefits of walking
Proposals to improve safety and security	
Improving public transport safety – keeping transport networks safe and well maintained	
Improving road safety – process and scale of the challenge, injury inequality, educating road users, cyclist safety, work related road safety, road safety engineering, road safety enforcement, speed limits	
Reducing crime, fear or crime and antisocial behaviour – developing successful partnerships to deliver a safer transport system, prioritising resources, neighbourhood policing, increasing public confidence in policing and transport safety, engagement and education, designing out crime, using technology effectively and efficiently, safer travel at night, responding to the threat of terrorism	
Proposals to improve London's environment	
"Better streets" – principles and stages of creating "better streets", application of "better streets" principles to town centres, application of the principles to create "better streets", making the most of infrastructure investment to improve streets and town centres	
Improving noise impacts – reducing the noise impacts of roads and public transport, aircraft	

noise
Enhancing transport's contribution to the natural environment
Improving air quality – EU and national air quality objectives, behavioural changes, reducing emissions from public transport and the public sector fleet, reducing emissions from private vehicles, tackling poor air quality at priority locations,
London Low Emission Zone – continuing the Low Emission Zone, London Low Emissions Zone extension deferral, developing the Low Emission Zone, introducing a NOx standard, consulting on changes, local low emission zones
Contribution to improved air quality – particulate matter, NO2
Proposals to reduce transport's contribution to climate change and improve its resilience
Reducing carbon dioxide emissions – carbon efficient travel behaviour; smoothing traffic flow; development and use of low carbon vehicles, energy and design principles; Mayoral innovation and leadership
Adapting to climate change
Proposals to manage the demand for travel
Better journey planning and smarter travel for people and goods – public transport and road user information, smarter travel initiatives, smarter transport of freight and services
Freight
Fares and ticketing – fare levels, concessionary fares, fares collection
Parking and loading – the role of parking and loading, parking and loading regulations and enforcement, motorcycle and scooter parking, parking charges, controlled parking zones, commercial vehicle loading and waiting, park and ride
Road user charging for economic and environmental aims – background to Congestion Charging in Central London, concerns over the impact of congestion charging in the Western Extension, the future of the Western Extension of the central London Congestion Charging Zone, removal of the Western Extension and continued operation of the remaining central London Congestion Charging zone, wider application of road user charging to manage demand.

TfL Business Plan and Investment Programme

The TfL Business Plan and Investment Programme, which cover the period to 2017/18, sets out the investments TfL are planning to make to deliver the MTS priorities. Committed investment in Tower Hamlets is outlined in Table B.2.

Table B.2 TfL's Committed Investment in Tower Hamlets

Area of Investment	Commitments for Tower Hamlets
Underground Upgrades	<ul style="list-style-type: none"> • Hammersmith & City Line • District Line • Circle Line
Improvements to the Bus Network	<ul style="list-style-type: none"> • Continued implementation of iBus • Bus stop accessibility improvements • Addition of hybrid / zero-emission bus fleet
Improvements at key transport interchanges	<ul style="list-style-type: none"> • Additional policing
Works to deliver Crossrail	<ul style="list-style-type: none"> • Interchange improvements at Whitechapel Station • New station at Canary Wharf
Major initiatives to promote walking and cycling, improve the public realm and promote share use of road space	<ul style="list-style-type: none"> • High Street 2012 • Cycle Superhighways • Cycle Hire Extension • Developing walking and cycling routes around the Olympic Park • Pedestrian Countdown

	Commitments for Tower Hamlets
Investment in Smarter Travel	<ul style="list-style-type: none"> • Promotion of Car Clubs and electric vehicles • Travel planning advice and tools for businesses, schools and residents • Promotion of active travel • Journey planning
River Transport	<ul style="list-style-type: none"> • Maintenance of Piers
Smoothing traffic flow	<ul style="list-style-type: none"> • System Activated Strategy Selection (SASS) at key locations including Tower Bridge
Tunnels	<ul style="list-style-type: none"> • Blackwall Tunnel Northbound Refurbishments
Freight	<ul style="list-style-type: none"> • Promoting smarter freight management

TfL East London Sub-Regional Transport Plan

TfL is working with boroughs and other stakeholders to develop Sub-Regional transport plans for each of the five London Sub-Regions (North, South, East, West and Central). Tower Hamlets is in the East London Sub-Region along with Hackney, Newham, Greenwich, Bexley, Barking and Dagenham, Redbridge, Lewisham and Havering.

The East London Sub-Regional Transport Plan Interim Report on Challenges and Opportunities was published in February 2010, with the final plan expected to be published in December 2010.

The Interim Report sets out the transport characteristics and context of the East London Sub-Region within the framework of the challenges and outcomes for London as set out in the revised Major's Transport Strategy.

It also identifies five key challenges and opportunities for the East London Sub-Region more specifically and highlights that these need to be considered in relation to the greatest challenge within east London, namely accommodating 50% of London's projected 50% (most of which will be in Tower Hamlets and Newham). These key challenges and opportunities are:

1. Improving connectivity to and within key locations to support existing communities, growth, aspirations for change and improve the quality of the environment;
2. Reducing the physical barrier to travel including the River Thames in east London, and improve the resilience of the transport network;
3. Supporting the efficient movement of goods and encouraging sustainable freight movement;
4. Ensuring the benefits of funded transport investment are maximised; and
5. Managing highway congestion and public transport crowding and make efficient use of the transport network.

Potential infrastructure solutions to these challenges which have been identified in the Interim Report, and have direct relevance to Tower Hamlets, are:

- Improvements to regionally important interchanges such as Whitechapel and Bromley-by-Bow, to encourage orbital movement;

- New vehicular river crossings to address the severe congestion around the A13 and Blackwall Tunnel (including a potential new highway crossing close to Blackwall);
- Improved passenger ferries to help link growing residential populations in Rotherhithe and North Greenwich to access Canary Wharf (new piers could be located on the eastern side of the Isle of Dogs to provide a short cross-river service to offer a fast and frequent journey time);
- Means for further relieving crowding on public transport links into Canary Wharf may be considered in the longer-term (including the potential for a second underground line to be extended from Central London to Canary Wharf and providing a connection to Canary Wharf from the south through the proposed Bakerloo Line extension);
- Improved pedestrian and cycle crossings to Canary Wharf from south London, in the form of improved passenger ferries or fixed links, to reduce crowding on the cross-river public transport links;

The challenges and opportunities identified within the East London Sub-Regional Transport Plan have been taken into account in the preparation of the Borough Transport Objectives and Delivery Plan for Tower Hamlets.

Mayor of London's draft Air Quality Strategy (MAQS)

The Mayor is obliged under the National Air Quality Strategy to produce a London wide strategy to meet the Government targets. The draft proposals to do so (latest version published March 2009) are split into two sections: transport and non-transport measures, reflecting the large proportion of emissions generated by the transport sector. The package of transport measures consists of:

- encouraging smarter choices and sustainable travel behaviour;
- promoting technological change and cleaner vehicles;
- targeting air quality hotspots through a package of localised measures;
- reducing emissions from particular sources in the public transport fleet;
- emissions control schemes (such as changes to the London Low Emission Zone);
- Air Quality Action Days and Special Measures; and
- support delivery of the London 2012 Olympic and Paralympic Games and its legacy.

B2 Local Policies and Plans

Tower Hamlets Community Plan: One Tower Hamlets (2008-2020)

The Community Plan sets out the overall economic, social and environmental vision for Tower Hamlets in 2020. The over-arching aim of the 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 (under the overarching theme 'One Tower Hamlets'); each designed to meet the challenges and opportunities and deliver lasting improvements for the communities in Tower Hamlets. The four themes are:

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

Transport improvements underpin all of these priorities but the majority are set out in the 'Great Place to Live' theme. A key priority under this theme is strengthening and connecting communities, and one of the ways this is to be achieved is by improving public transport networks and enabling residents to walk and cycle safely. Reducing the level of CO₂ emissions that are produced in the borough and reducing the number of people killed and seriously injured in road traffic accidents have also been identified as being key to achieving this theme.

Addressing health inequalities through active travel (walking and cycling) also contributes towards delivering the 'Healthy Community' theme.

Tower Hamlets Local Area Agreement (LAA) (2008/9-2010/11)

Tower Hamlets' LAA represents a framework for addressing local priorities in the borough, and is designed to accelerate the delivery of improved outcomes in areas which really matter to local people.

The LAA contains targets for one transport related indicator and two other indicators where transport interventions are expected to have a direct contribution towards:

- NI 47: People killed or seriously injured in road traffic accidents.
- NI 56: Obesity among primary school age children in Year 6.
- NI 186: Per capita reduction in CO₂ emissions in LA area.

Tower Hamlets Local Development Framework (LDF) Core Strategy (2010-2025)

The LDF Core Strategy provides a spatial realisation of the themes and goals set out in the Community Plan. It focuses on the concept of 'place making' and when adopted will carry weight in both planning and legal terms.

Chapter 4 titled 'Designing a high-quality city' contains a section on 'Making Connected Places' and within it, measures to deliver the strategic objectives:

SO19: Deliver an accessible, efficient, high quality, sustainable and integrated transport network to reach destination within and outside the borough

SO20: Deliver a safe, attractive, accessible and well designed network of streets and spaces that make it easy and enjoyable for people to move around on foot and bicycle

In addition to policies to improve the functionality, there are policies to address the externalities of transport related air and noise pollution, climate change and road safety.

Tower Hamlets Sustainable Transport Strategy - Making Connections – towards a climate-friendly transport future (2008-2033)

Making Connections provides Tower Hamlets Council's vision for the development of a transport system that is environmentally, climate and people friendly.

The document is focused on promoting sustainable transport use through a range of measures including exploring the potential for enhancements to the public transport network, car free developments and improved cycling facilities. Key themes within the document are:

- Climate change > Towards zero carbon travel;
- Green city living 1 > Promoting walking, cycling and creating better public spaces;
- Green city living 2 > Promoting public transport;
- Green city living 3 > Reducing the need to travel; and
- Partnerships and funding > Working together.

Tower Hamlets Cycling Plan - Cycling Connections (2010-2020)

The borough's cycling plan 'Cycling Connections' is aimed at everyone who lives, studies or works in Tower Hamlets. The purpose is to promote an inclusive, pleasant and safe cycling environment for all our diverse communities who would like to ride a bike. Cycling Connections sets out five key objectives for achieving a more cycling friendly borough; these are:

- Objective 1: Maximise the role of cycling as a priority form of travel to reduce traffic congestion and improve air quality;
- Objective 2: Provide 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; and.
- Objective 5: Improve and promote partnership working and coordination to deliver this Cycling Plan's overall vision.

The plan contains a number of committed measures that are aimed at increasing the level of cycling in the Borough and enhancing and improving cycling infrastructure and facilities.

Tower Hamlets Clear Zone Plan (2010-2025)

The Tower Hamlets Clear Zone will help create healthier, more accessible, climate-friendly, liveable neighbourhoods within the area covered by the Clear Zone. This will be achieved through the phased introduction of innovative, sustainable transport planning and place shaping measures in partnership with key stakeholders.

Measures will relate to the promotion of active travel, travel demand management, new technology, managing freight delivery and servicing activity, and planning and development control.

Tower Hamlets Road Safety Plan (2009)

In 2009 the Council revised and refreshed its Road Safety Plan, for the period 2009/10 to 2012/13, building upon the previous Road Safety Plan which formed a fundamental part of the first Local Implementation Plan (2005/06 – 2010/11). Road safety is a strategic priority included within the Tower Hamlets Local Area Agreement (LAA). Although good progress has been made in reducing collisions, annual fluctuations have meant that the LAA and Mayoral casualty reduction targets have become more challenging, and the Council maintains its commitment to continuing improvement.

The plan analyses accidents occurring on streets in the borough and sets out key issues and priority actions for partnership working, which are necessary to reduce road traffic casualties in the borough. The issues identified within the Plan are discussed further in sub-section 2.3 later in this document. The Plan presents an action plan of proposed engineering, education / training & publicity, and enforcement interventions targeted at addressing the identified collision and casualty issues.

The overall vision for the road safety as set out in the Plan is 'to make the Borough a great place to live by enabling safe travel'.

Tower Hamlets Air Quality Action Plan (2003)

The Review and Assessment process under the Local Air Quality Regime concluded that Tower Hamlets is exceeding Air Quality Objectives for NO_x and PM₁₀. The whole borough was therefore declared an Air Quality Management Area in 2001. The Council subsequently produced an Air Quality Action Plan in 2003 setting out the borough strategy to address air quality and works towards meeting the air quality objectives. The plan is currently under review.

Tower Hamlets Parking and Enforcement Plan

The Parking and Enforcement Plan formed a fundamental element of the first Local Implementation Plan for 2005/6 to 2010/11. This is a strategic plan which sets out how the Council will manage parking over the next 10 years in anticipation of the huge changes in business and residential occupancy that are likely to arise. The plan aims to balance parking priorities in local areas, manage on street parking and protect local residents parking needs from non local parking demands. It sets out the parking charges within the Borough and identifies the needs of different parking users. It also sets out parking standards for various land use types.

The borough's parking policies and enforcement procedures are currently being reviewed.

Tower Hamlets Public Realm Management Strategy

The Public Realm Management Strategy has been developed in partnership with other major land owners in the borough through 'A Great Place to Live' CPDG and the Public Realm Sub Group.

The main purpose of the strategy is to provide a framework for bringing together partners around a shared set of common goals for joint and coordinated management of the public realm. It aims to achieve greater levels of efficiency, improved resident

perception of Tower Hamlets as a place to live, and more co-ordinated and joined-up action. The strategy identifies gaps in existing strategies affecting the public realm and highlights the key drivers for enhanced levels of partnership working.

The strategy is not a detailed operational document relating to all aspects of public realm management. Technical and operational detail can be found within the range of strategies affecting the public realm. A well cared for public realm creates confidence in the area and encourages people to walk and spend time in their local environment. For this reason, the strategy is primarily concerned with cleanliness and enviro-crime issues (such as littering, fly-tipping, graffiti, etc) and deliberately does not cover other areas of public realm management, such as policing, safeguarding of children or encouraging healthy lifestyles. Retaining a tight scope allows the focus of the strategy to be clear for all partners and helps to galvanise partners around a clearly defined set of shared goals around issues of concern to large numbers of residents.

Tower Hamlets Crime and Drugs Reduction Strategy – Stronger and Safer Communities (2008-2011)

There is a statutory requirement for each local authority in the UK to produce a Crime and Disorder Reduction Strategy.

Tower Hamlets Crime and Drugs Reduction Strategy is a partnership document, setting out the priorities of key agencies with responsibility for community safety, for the year ahead, and is reviewed on an annual basis. The latest strategy sets the following priority areas:

- Serious Acquisitive Crime;
- Anti-Social Behaviour;
- Arson;
- Class A Drug Supply;
- Drug Use;
- Violent Crime;
- Resilience & Counter-Terrorism;
- Reducing Re-offending;
- Youth Crime;
- Hate Crime; and
- Criminal Justice.

An annual delivery plan pulls together activities from partner agencies against each of these areas and communications and One Tower Hamlets considerations are taken into account. Ultimately, the strategy aims to maintain our success on reducing reported crime over the last five years and improve perceptions amongst residents that we are dealing with crime and anti-social behaviour. The framework is one that tackles crime and anti-social behaviour from the point of view of victim/witness, offender and location.

The latest review of the strategy is currently taking place with a view to the next version of the strategy focusing on a small number of key priorities.

B3 Other Relevant Policies and Plans

Appendix C of the Strategic Assessments Scoping Report, which is available on the Council's website, provides further detail on other policies and plans which influence the Borough Transport Objectives, and ultimately the LIP.