

Appendix One

Tower Hamlets Cycle Strategy Consultation Report

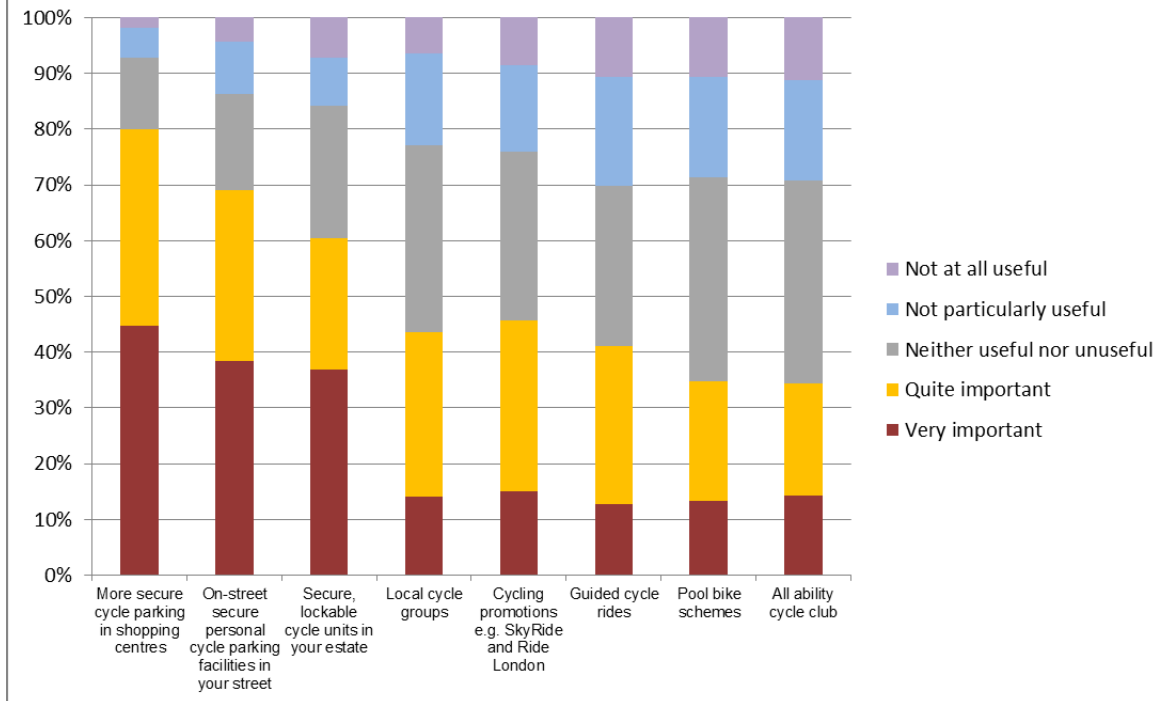
1. Introduction:

- 1.1 A borough-wide consultation was held from 12 October for 4 weeks to 8th November which engaged the public and key stakeholders. In order to maximise response rates articles were published in press releases, East End Life, on the home page of the Council's website, newsletters, social media, and was picked up by external cycling websites and blogs (e.g. London Cycling Campaign). A prize draw incentive of a Brompton Bike was offered to respondents living, working or visiting the borough to encourage a higher response rate. 428 replies were received to the on-line public consultation, 56% of whom live, work or study in Tower Hamlets. This level of response was more than double that received to the earlier consultation on the borough-wide 20mph limit.
- 1.2 Stakeholders had already been involved in the development of the strategy so they were invited to submit written comments on the draft strategy. These stakeholders included :- Canary Wharf Group; neighbouring boroughs; all Ward Members; Police; Fire Brigade; London Ambulance Service; Living Streets; SUSTRANS; Tower Hamlets Wheelers; London Cycling Campaign; LBTH officers; London Travelwatch; LLDC; Queen Mary University; London Met; Royal London Hospital; approx. 20 Housing providers; Bikeworks; Cycling Instructor; Maze Partnership; Transport for London. 10 quite extensive written replies were received from stakeholders.

2. Public consultation:

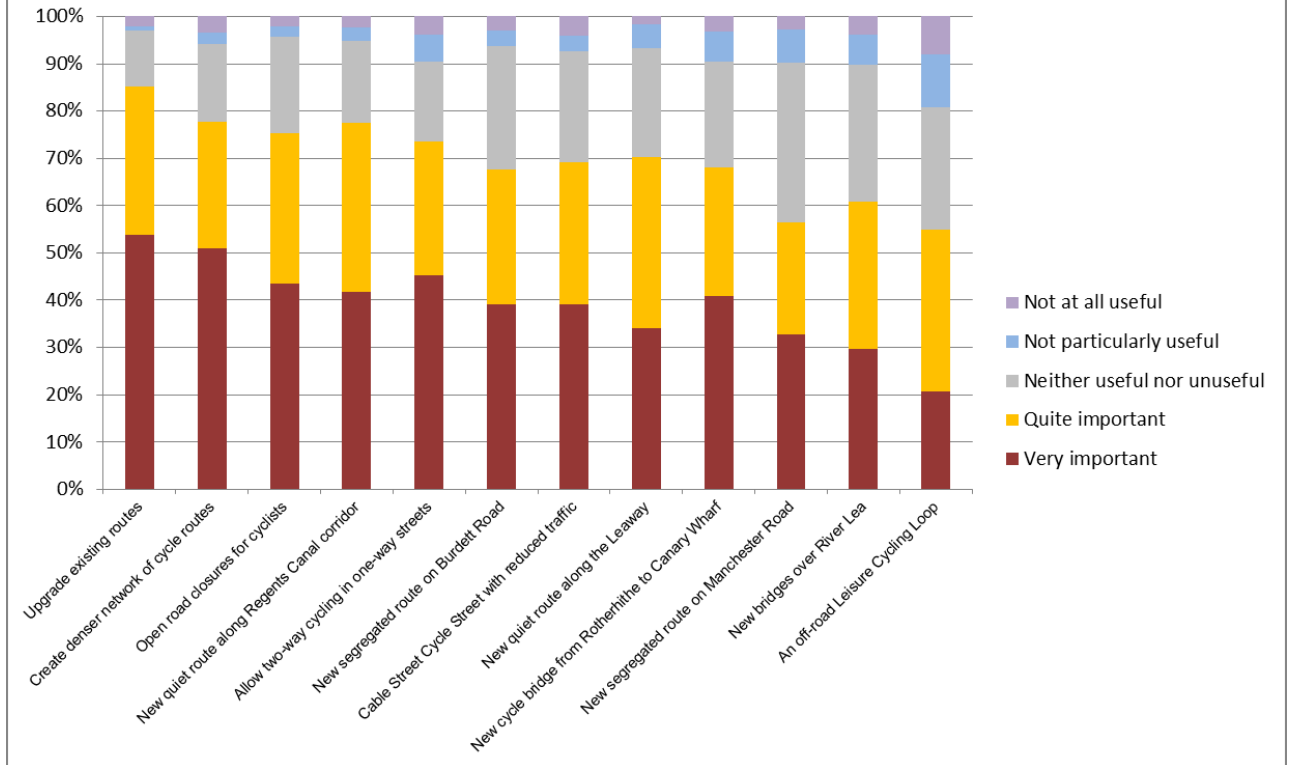
- 2.1 The online survey inviting views on the strategy, whilst also covering more general questions on personal cycling levels and attitudes, and equalities monitoring questions. This will give useful baseline data for future monitoring of the strategy. The majority of respondents are regular cyclists, with 58% cycling at least once a week. There was however a significant proportion of non-cyclists completing the survey, with 14% stating that they never cycle.
- 2.2 Respondents were invited to score a number of potential improvements listed in the strategy as to how useful they would be in encouraging them to cycle more. Secure cycle parking was the area most prioritised in the survey. 80% of respondents felt that more secure cycle parking in shopping centres was either very important or quite important, followed by 69% for secure on-street residential parking and 60% for secure cycle parking on estates. (See Q9 graph below).

Q9: Importance of each improvement in encouraging you to cycle more

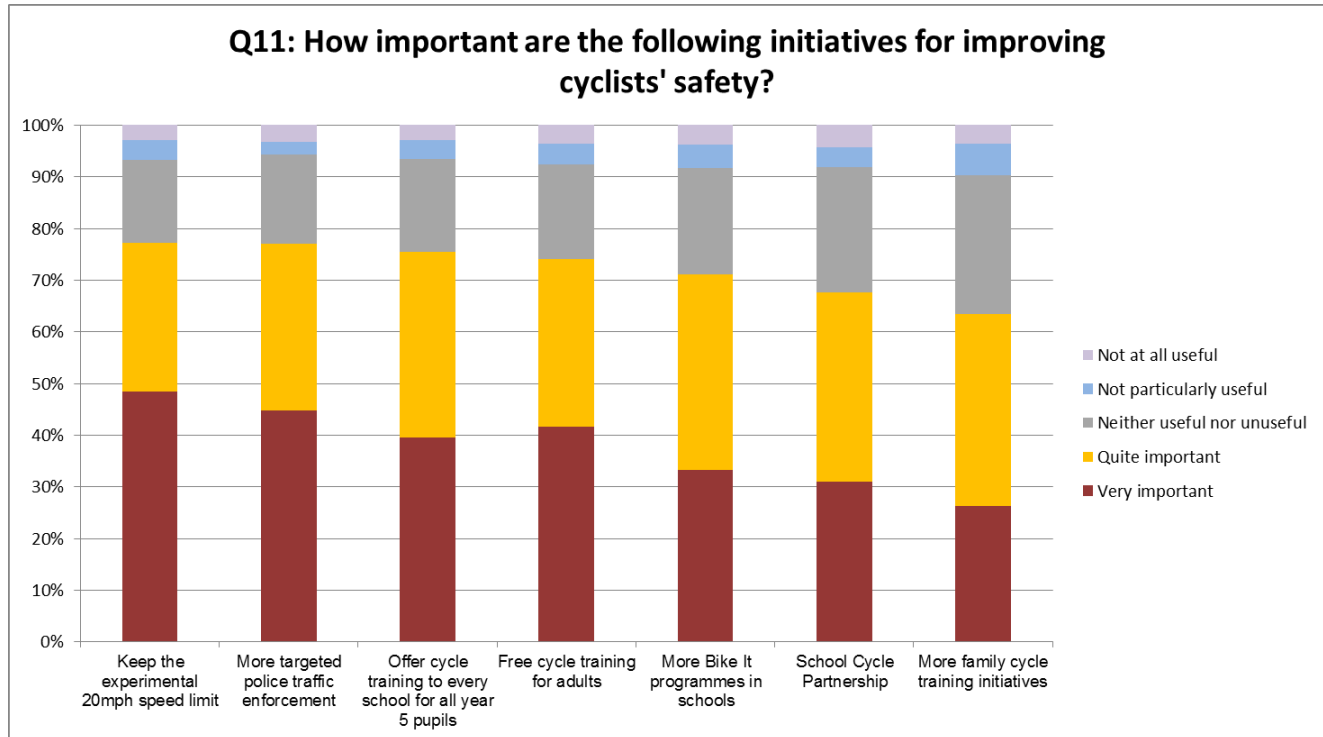


2.3 Survey respondents were then asked to score potential improvements on how much they would improve the experience as a cyclist. The strongest preference was given for upgrading existing routes, with 85% stating this as being very important or quite important. 77% of respondents felt that a denser network of cycle routes was very important or quite important. Open road closures for cyclists, a new quiet route along Regents Canal corridor and two way cycling in one-way streets also scored highly. (See Q 10 graph below).

Q10: Importance of following cycle network improvements to your experience as cyclist



2.4 A further question invited respondents to score potential initiatives set out in the cycling strategy on how important they are for improving cyclists' safety. The initiative showing the most support was the retention of the experimental 20mph speed limit, rated as very important by 49% and very/quite important by 77% of respondents in total. This was closely followed by 76% for more targeted police traffic enforcement. Cycle training in schools for all year 5 pupils, and free cycle training for adults also scored highly. (See Q11 graph below).



2.5 Additional comments

A number of respondents provided additional comments on ideas for inclusion in the strategy which are listed in Table 1. These are primarily points of detail concerning where proposals could be targeted and do not require modifications to the strategy at this stage. The ideas for site specific schemes will be taken forward for consideration at the delivery stage.

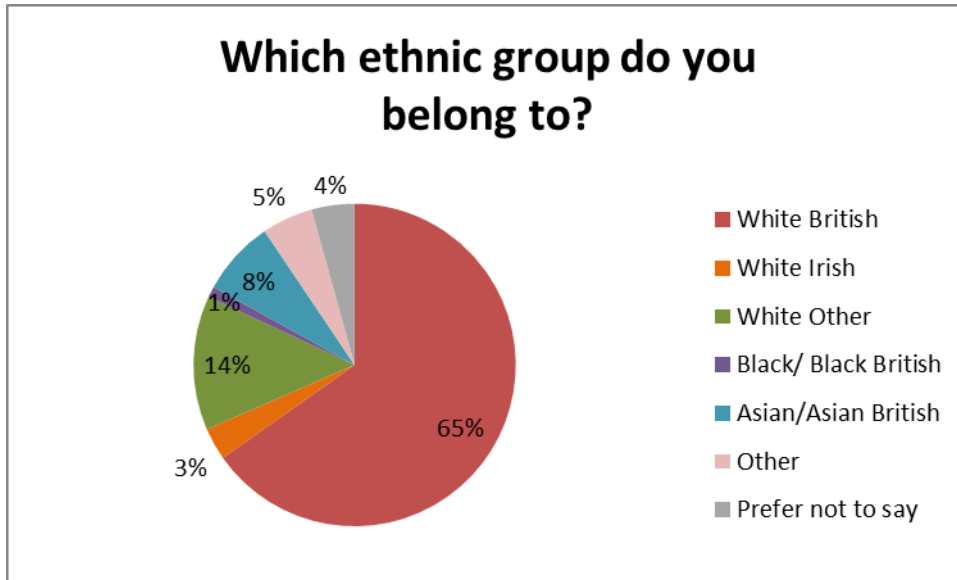
2.6 Demographic data and equalities monitoring

The equalities monitoring questions were optional, and therefore a number of respondents did not answer some or all of these questions. Amongst those who completed these questions, the gender split was 55% male, 45% female.

The age profile of survey respondents is shown below. For comparative purposes the Tower Hamlets age profile from 2011 census is also included.

	Survey responses	Tower Hamlets 2011 census
16-24	7%	14%
25-34	33%	27%
35-44	27%	17%
45-54	23%	9%
55-64	6%	5%
65+	3%	7%
Prefer not to say	2%	N/A

With regards to ethnicity, the overwhelming majority of residents identified themselves as White British, White Irish or White Other. Respondents from a Black and Ethnic Minority (BME) background only accounted for 14% of respondents. Whilst this does not fully reflect the population of Tower Hamlets itself, it is perhaps in-line with the participation rates in cycling in London as a whole (Policy Analysis Research Summary for TfL, November 2011).

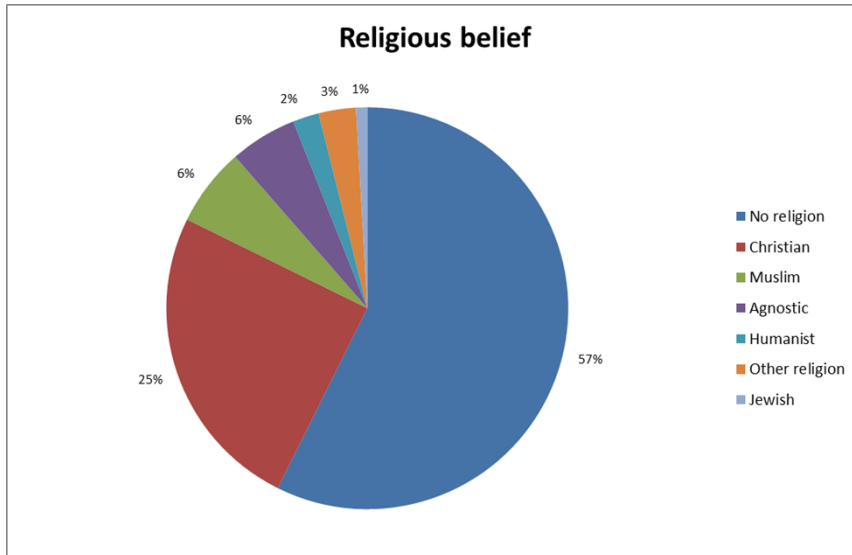


Of those who answered the question, 9% stated that they had a disability.

The sexual orientation of respondents who answered the question on sexuality is shown in the table below.

Heterosexual	90%
Gay man	5%
Bisexual	3%
Gay woman/ lesbian	1%
Other	1%

Finally, the religious belief of respondents who answered the question is shown in the pie-chart below.



3. Stakeholder consultation

The written responses from stakeholders are listed in Table 2 and referenced to the relevant section of the strategy. Officers have reviewed these replies to distinguish between those in support of proposals, those which may be beyond the scope of this strategy and those which require work with external parties. Approximately 8 issues recurred in a number of replies and it is recommended that modifications are made to the Cycle Strategy to emphasise or add these matters.

Comments	Modify Cycle Strategy	Beyond scope of document	Work with outside organisations
Stakeholder's comments			
The target to double cycling volumes (2.5) by 2025 is not ambitious enough, particularly in view of the estimate of a 78% increase with no action (section 9.1), and similarly for the number of residents cycling to work and to school. (LCC, THW, resident)	Y - to be reviewed		Y
New pedestrian / cycling crossing over Thames (Sustrans, THW, LCC)	N - already included in principle	Y - further feasibility study	Y
Enforcing the new 20 mph speed limits and "hit and runs" (Sustrans, THW, LCC)	N - strengthen enforcement		Y
Cycle Parking – particularly at new developments needs improving as well as on street (TfL, Sustrans, THW, LCC).	N - already included		
Better connections to Canary Wharf (THW, Sustrans, TfL)	Y - include reference to review of cycle accesses to Canary Wharf	Y - further feasibility study	
Other river crossings have not been included within the document, e.g. river services. (TfL)	Y - include reference to river services		
A clear review/monitoring system needs to be established and more precise targets (THW, Sustrans, LCC)	Y - include reporting		
Increase diversity of cyclists – more gender/age equality accompanied by a target (THW, Sustrans)	N - already included in principle		
Review the impacts of CS 2/3 upgrades (THW, Sustrans), (Sustrans welcomes this)	N - already included in principle		
Positive reaction to filtered permeability (THW, Sustrans)	N - offering support		
Positive reaction to school cycle training schemes (THW, Sustrans, TfL-MT) (THW suggest adding year 7 training as these students will have farther to travel)	N - offering support		Y - additional provision dependent on funding guidance and availability
Connections to/storage at transport interchanges (e.g. train stations) (THW, TfL)	N - already included in principle		

Improve cycle routes in Isle of dogs (THW, TFL)	N - already included in principle		
Better Signage (SUSTRANS, QM)	N - already included in principle in upgrades		
LBTH has not yet signed up to the Construction Logistics and Cycling Safety Standards. We urge the council to do so, and to aim for silver or gold accreditation to FORS (THW, LCC)	N – accepted, the council has signed up to CLOCS		Y -
Support for Quietways (CoL- IS, SUSTRANS)	N - offering support		
Public Comments			
More access to secure on street parking	N - offering support		
Increase facilities for council employees, i.e. showers, lockers etc. and increase bicycle security when on site	N - already included in principle in business section		
Increasing driver awareness of cycling issues to allow understanding of how cyclist operate	N	calls for changes to driving tests are national issue	
Increasing awareness of cycle training	N - already included in principle		x
Cyclists not blocking walkways through parking/ being more considerate of pedestrians and powered vehicle users	N - strengthen enforcement		
Enforcement of traffic laws, including speeding, illegal parking blocking cycle paths, drivers using phones and blocking junctions	N - strengthen enforcement		x
Specialist driver training on how to accommodate cyclists	N	calls for changes to driving tests are national issue	
Cycle training should including a practical exam, teach cyclists how long vehicles behave and offer one off personalised guided routes	N - Cycle training structure has not been decided		

Re-design of dangerous junctions and prioritise cycling	N - council already committed to review layout against LCDS		
Allow cyclists to turn left at red lights	N	requires national traffic law changes	
Increase safer access routes to canary wharf	N - already included in principle		
Reduce HGVs, better trained HGV drivers and reduce pay-per-load rates	N - council will require FORS training on all lorries	x	x
One way routes that are not safe for cyclists to use	N - only roads where it is safe to open to cyclist will be used		
More visibility of road signs	N	Road signage adheres to national guidelines	
Properly plan CS upgrades and consider added pollution from increase in traffic	N	Cycle superhighways are a TfL initiative	
Safer cycling along A12/A13 and tackling poor drainage/ ASB in underpasses and Spey Street/Aberfeldy estate	N - to be included in design layout and maintenance budget		
CS2 likely to flood, not intuitive to use, slippery and closures due to construction are hazardous	N	TfL responsible for CS maintenance	
Commercial Road lacks speeding deterrents	N - Police issue	x	x
Improvements to road surface	N -already included in principle		
Positive feedback for phase cycle traffic lights, possible include one for Bow roundabout and new off road network of cycle lanes to encourage new cyclists	N - TfL scheme		

Consideration when introducing new kerbs	N - adheres to LCDS standards		
Lighting along canal at night	N -issue to raise with canals and rivers trust		
Secure parking outside schools due to theft	N - Possibly work with schools to do this		x
Network of car free access route	N - included in filtered permeability	x	
Increase cycling infrastructure and road surface	N - already included		
Remove rubbish/obstacles from cycle paths	N - council maintenance team to clear BOROUGH roads		
More segregated lanes	N - already included		
Cycle calming measures along Victoria park	N - Issue to be raised with Parks		
Increase access times for Victoria park	N - Issue to be raised with Parks		
More protection for cyclists at pinch points from speeding vehicles, some roads mentioned Bishops Way, Sewardstone Rd, Old Ford Rd, Parnell Rd	N - council already committed to review layout against LCDS		
Cycle infrastructure design should include adapted cycle users and update existing infrastructure	N - cycle infrastructure follows LCDS, which accounts for adapted cycles		x
Safer routes to schools for children, using quieter roads, Hackney road mentioned as particularly dangerous	N - roads upgraded to be suitable		
Make "no through" roads, Broomfield street mentioned	N - included as part of filtered permeability		
Build Rotherhithe-to-Canary wharf foot and cycle bridge and segregated cycle lane along Burdett road	N - covered in another document		

Better routes from Cambridge heath to Holborn, cobblestones on Columbia road are damaging to bicycles, good east-west connector to CS1	N - addressed by central london grid		
Name and shame construction/infrastructure builds that result in cyclists deaths	N - issue for third party	x	
Increase drainage on roads, allow cycling on pavements, consider pollution (inhaled by cyclists) when designing road layouts	N - included in layout design and maintenacne budget	x	
Isle of dogs to Canary wharf connection	N - included in document		
Build cycle routes between key/common destinations e.g. schools, shops etc.	N - included in layout design		
make the Mayor's cycle hire scheme accessible to riders with no internet access/ easier to use	N - issue to be raised with Mayor	x	

Number / Section / Pledge	Comment	Response
Tower Hamlets Wheelers		
2.3	We support the council’s vision and the four themes. However, we believe it is necessary to accept that a reduction in motor traffic is essential to achieve the vision, and this should be given greater prominence in the document. It is mentioned in section 2.3, but needs to be added to the pledges.	Traffic restrictions, gating required
9.1	“aspirations” should become the targets	
9.1	The target to double cycling volumes (2.5) by 2025 is not ambitious enough, particularly in view of the estimate of a 78% increase with no action (section 9.1), and similarly for the number of residents cycling to work and to school.	Tougher targets possible but must be realistic
4.2	please could you define “potentially cyclable”	
Section 4	We note that you consider that a high proportion of Tower Hamlets residents being aged between 20 and 39 is encouraging for increasing cycling levels. However, we would like to see a commitment to making cycling attractive across all age ranges (which probably requires greater attention to safe routes and segregation)	Implied
5.2.8	We strongly support the proposal for a pedestrian / cycle crossing between Rotherhithe and Canary Wharf	Support in principle
Section 5	We note that there is no mention of the Silvertown tunnel in this document. We believe that the council should oppose this tunnel on the grounds that it will inevitably increase motor traffic in the borough, and so undermine the visions set out in this document.	Existing strategy regarding tunnel
Section 5	We would like to see a commitment to making the Thames path a cycle route – for example on the Isle of Dogs, where the path is blocked in a number of places	Work for Thames Path Canal and Rivers Trust / Land owners - agreed in principle and include

Section 5	We would like to see a commitment to maintain cycle routes during roadworks and construction projects wherever possible, and pressure exerted on landlords to do the same (for example the route around Canary Riverside has been closed for long periods with no suitable alternative provided)	Issue for maintenance and Streetworks - agreed in principle and include
5.2.1	We would like to add “engage with TFL to address deficiencies post the current upgrade”, as we consider that although a great improvement, the route still has significant deficiencies by Whitechapel Market and opposite Queen Mary College, where segregation is not to be provided	agreed in principle and to be include
5.2.3	We would like to see a reference to the London Cycle Design Standards, and confirmation that the routes will comply with best practice	agreed in principle and to be include
5.2.9	The pledges have been omitted	???
6.2.3	there is no mention of enforcing the new 20 mph speed limits. We believe this should be included. Also, this section provides figures for the whole of London – it would be more useful if figures for the borough were supplied	Recognise comment but will depend on 20mph review
Section 6	LBTH has not yet signed up to the Construction Logistics and Cycling Safety Standards. We urge the council to do so, and to aim for silver or gold accreditation to FORS	Pledge included in S5 but altered wording to make legal
7.7	We are concerned by the suggestion in section 7.7 that some cycle routes should only be required at peak periods. Parking in cycle lanes is a problem with many of the current facilities and it discourages leisure cycling. This paragraph should be removed.	Not agreed
7.4	Improved cycle parking at stations should be included in 7.4, as should parking at non-residential developments	Included in strategy
Section 9	We support the majority of the pledges and generally agree with your priorities. Where not mentioned below, we support the pledge.	
9.1	Could you advise the source of the 6% children currently cycling to school in Tower Hamlets (9.1). This seems a high estimate to us	TBC John R

Pledge 8	We support the introduction of filtered permeability but as well as allowing contra-flow traffic on one-way streets, would like to see minor roads being blocked to through traffic where practical – a good example is the proposal to limit traffic on Cable St – we would like to see further schemes like this.	Included in strategy
Pledge 18	As well as training in primary schools, we would recommend also offering training for year 7 students, since the longer distances make cycling more appropriate for secondary school students	Dependant on funding
Pledge 20	Pledge 20 is missing – should it be “ <i>We will continue and expand our improved school cycle training programme, which includes adult members of the family and free pool bikes, to offer it to every school in the borough every year</i> ”?	agreed in principle and to be include
Pledge 24	Could you describe in more detail what a leisure cycling hub would consist of?	
Pledge 27	We think that in new developments, cycle storage should be considered as well as cycle parking (the difference being that cycle storage is for residents rather than visitors). We believe that although cycle parking is generally provided in new developments, it is often insufficiently secure or difficult to access, and this deters residents from investing in cycles	agreed in principle and to be include
Comment	We would like to see a periodic review of progress being included in the strategy.	
SUSTRANS		
Comment	Political support: the foreword gives a good overview of why the strategy is important and what it will achieve. It should be signed-off or approved by a senior political figure in the borough to ensure that decisions taken at that level reflects the strategy and that the strategy is supported from the top of the organisation. Political leadership is crucial to deliver cycling improvements to the highest standards.	Foreword TBC
Comment	Datasets: a stronger baseline dataset should be used to set the context for the strategy. The baseline data of central London cordon count and cycle hire use is limited in a number of ways, noticeably that it does not necessarily consider borough residents. We welcome the strategy’s measure of risk, though given cycle measure note its limitations	

Comment	Governance: the strategy lacks clear means by which it will be governed, monitored and reviewed. Depending on the borough's preferred way forward, a steering group, board or advisory group could be established to maintain momentum and take key decisions, involving relevant stakeholders. Each pledge should include clearer timescales. For example, when the filtered permeability review will be complete and when a decision will be taken over the future of Superhighway 3.	Design a review and progress plan
Comment	Diversity: it is noted that to achieve the full benefits that cycling can bring, it should be an activity for all. This is highlighted in section 7, but a target to improve gender and age equality in cycling should be included to track the desired outcome.	Data limited
4.2	it is reported that nearly two-thirds of potentially cycleable trips are made by car. This highlights the huge air quality benefit that can be achieved by reducing car use and absorbing demand through cycling (a more efficient use of road space than motor traffic). Analysis of this at a borough level would strengthen the case for further cycling investment.	
Section 3 & 4	further spatial analysis should underpin the prioritisation process for new measures	
5.2.1	Sustrans strongly supports improvements for Cycle Superhighways 2 and 3, which are currently underway. The commitment to review the impacts of the upgrades and apply lessons learned is welcomed. It would be valuable to a range of audiences for Tower Hamlets to share this knowledge widely. Tower Hamlets should commit to identify and lobby for future upgrade work	
5.2.2	Sustrans would like to see the strategic National Cycle Network route 1 included for review, particularly its signage (5.2.2). It links London, through Tower Hamlets, to the wider UK network of leisure and long distance routes that provide tourism, health, wellbeing and transport benefits.	Support of principle
5.2.3	Sustrans welcomes Tower Hamlets' commitment to the Quietway programme (5.2.3). Tower Hamlets should develop a list of aspirational Quietways and potential future routes to help secure future funding for improvements	Support of principle
5.2.4	Sustrans supports Tower Hamlets in creating a denser network of cycle routes (5.2.4). However, there is no performance indicator by which to track this commitment – for example, the proportion of residents within 250m of a route, or the average grid square size between routes	Support of principle
5.2.4	Sustrans supports Tower Hamlets' commitment to develop and promote the 'leisure loop' (5.2.4). We note that this may have a particularly strong link with the health and wellbeing strategy	Support of principle

5.2.6	Sustrans supports the boroughs commitment to improve permeability for cyclists through barriers to motorised modes or otherwise (5.2.6). It is a sound approach to review each ward and implement quick wins that enhance the cycling experience. This section should include a commitment to explore filtered permeability where it is deemed to add significant benefits - reducing traffic danger, noise and the quality of place	
Comment	Sustrans strongly supports the boroughs development of the Stepney Cycle to School Partnership. A timeline for the implementation of physical measures would be welcomed. As a scalable programme, Tower Hamlets should prepare a list of priority school clusters for partnership working, in the event that funding should become available.	Details in delivery plan
Comment	Sustrans welcomes Tower Hamlets' support to explore a bridge between Canary Wharf and Rotherhithe. This should include the commitment to integrate and incorporate the crossing in to any new local plan.	
Comment	Sustrans strongly supports the pledge to use the London Cycle Design Standards (LCDS). Any work on cycle routes should achieve a 'good' rating and an LCDS assessment should be used to guide all traffic and streets schemes, as per TfL guidance. This will ensure that, at the very least, no scheme worsens conditions for people cycling.	Support of principle
6.2.1	Sustrans supports the commitments under Safer Scheme Design	Support of principle
6.2.2	Sustrans supports the commitments under slower speeds	Support of principle
6.2.3	Sustrans supports the commitments under traffic enforcement	Support of principle
Section 7	Cycling for All. Sustrans strongly supports this principle. Cycling is an efficient, healthy and sustainable means of travel, but the stigma attached to it – as a minority mode – results in significant social and cultural barriers ¹ . Sustrans believes that good quality infrastructure, or a 'safe and attractive environment' is the key to enable a broader demographic to enjoy cycling and for it to be a mainstream activity. However, activities must continue to address cultural barriers to help raise public awareness of the benefits of cycling and infrastructure to improve cycling for all.	Support of principle
7.1	Schools are central to continue to provide a new generation with the skills to cycle, but more than that they offer a means to promote cycling and overcome cultural barriers even to leisure cycling. While we	Support of principle

	<p>support Tower Hamlets’ pledges here, Sustrans considers Bikeability training and Bike It as distinct activities (7.1). While Bikeability delivers training in how to cycle, the Bike It programme aims to increase levels of cycling to school through tailored assistance and activities to meet each school’s needs and create a pro-cycling culture. Bike It Officers work with pupils, staff, parents and the wider community to achieve:</p> <ul style="list-style-type: none"> • Sustained increase in the number of children and young people (and parents) cycling to school. • Reduction in the use of private motor vehicles to take children and young people to school. • Provide children and young people with cycling skills for life. 	
7.2 & 7.3	Sustrans supports Tower Hamlets’ activity to promote sports cycling and the high quality sports facilities available within the borough and its work with local cycling groups	Support of principle
Comment	Sustrans supports the pledges to improve Cycle Parking – particularly to employ the model taken by LB Hackney in trialling locations and providing secure on street parking for residential properties and streets, managed by the borough. Sustrans particularly supports work to ensure developers provide good quality cycle parking that is convenient for users. Our submission to Further Alternations to the London Plan highlighted the evidence base in support of this claim that cycle parking in new developments is under-utilised for its poor quality	Support of principle
Comment	Sustrans welcomes Tower Hamlets’ commitment to maximise the place-making benefits achieved through cycle schemes. Framing schemes that benefit pedestrians and cyclists as creating better places is a more inclusive and accurate description of many of the schemes that will take place, if utilising the LCDS correctly. This approach should be taken to consultation and communication	Support of principle
LLDC		
5.2.5	Work with the LLDC and London Borough of Newham to continue the riverside route along the Lee Navigation spur [should this be the River Lea?] further south to the Royal Victoria Dock and East India Dock Basin as part of the Leaway as and when the former industrial sites along this section are re-developed.	Support of principle

Comment	Please see attached drawings showing the route of the Leaway in the medium and long term. If you could please update the proposed and future to maps describe the Leaway route as per the attached drawings. In particular, the connections at Twelvetrees Crescent Bridge and Silvocea Way are to be built by next summer. I would be happy to explain any of these further if that would help. It would be great to see the revised maps once they are done.	Support of principle
TFL - Mark Trevethan, Principal Strategy Planner – Cycling		
	TfL supports the emphasis on utility cycling throughout the borough – but the proposed network as shown seems weak in connecting Canary Wharf to the rest of the borough. The strategy would benefit from greater recognition of destinations and of commuter cycling to and from Canary Wharf.	?
	The section on river crossings is useful and important - but this omits any mention of carrying cycles on river services. There are some interesting opportunities for improving the clipper services for cycle use, and for cross river services to create connections to Rotherhithe and to North Greenwich. It would be useful to include these in the strategy and TfL can provide more information on the potential for cycle/ferry integration if this would be helpful.	agreed in principle and to be include
	The cycle to school partnership at Stepney is mentioned. This was an excellent project and more could be included on the lessons learnt from this – on potential for modal shift, benefits for parents, reducing traffic and road danger at the school gate. Although TfL is not able to support a cycle to school partnership, there are other measures to encourage walking and cycling to school that could be applied to other schools and funded from the LIP or CIL and could be included in the strategy.	Support of principle
Transport for London Collated Responses		
Comment	It should be noted that there is an emerging OAPF for the Isle of Dogs and South Poplar area which sets the agenda for change and significant growth in this area. It is critical that the local transport network is able to support this growth and walking and cycling will be at the heart of the emerging strategy for local movement in the Isle of Dogs and South Poplar. It is important therefore that the aspirations in the OAPF and those of the strategy are aligned	Support of principle

	There is no mention of river services. These provide important cross river connections for pedestrians and cyclists and the piers should be fully integrated into the wider cycle network (Canary Wharf, Masthouse Terrace, proposed new pier at Canary Wharf East).	agreed in principle and to be include
	Many local streets in the borough are already 'cycleable' and it is interventions to join up those areas that are particularly important – i.e. help people cross major roads and other barriers more easily – that can help make a much more accessible network. It would be helpful if the strategy showed how the cycle network connects important destinations across the Borough and within neighbouring boroughs. For example connections to district and metropolitan centres and major transport interchanges where longer journeys can be continued on public transport. Or perhaps where future extensions/upgrades to the Cycle Superhighway network will be required to support the delivery of new homes. The strategy should make reference to junction improvements as well as the improvements for cycle routes	!!!!
	Rather than referring directly to the Sustrans bridge it may be worth rewording to suggest 'a new cross river connection between Rotherhithe and Canary Wharf	To be amended
	Canary Wharf does not feature on the cycle network, with routes going around rather than through it. Whilst this may be representative of discussions with CWG to date, we would hope to reopen these discussions through the OAPF process, in particular around the provision of a new bridge/bridges at South Dock. Is there potential to highlight Upper Bank Street as a potential additional route?	To be amended

	<p>Figure 5 could go further in the provision of cycle routes, in particular given the timeframe of 10 years. Connections could include:• N-s connection via Kerbey Street (incorrectly labelled Sturry St on the map) through to Poplar High Street (CS3) via Hale St or Woodstock Terrace. • An upgraded pedestrian and cycle link across Aspen Way (alignment of existing footbridge) would enable onwards access for cyclists into Canary Wharf and the Isle of Dogs via the North Quay opportunity site, Upper Bank Street, a realigned South Quay bridge connection connecting into the Millharbour cycleway and further south to Island Gardens. • The cycling strategy appears to show the under-croft of Westferry Circus as part of the cycle network. An alternative more pleasant connection for cyclists into the Isle of Dogs could be sought. • Proposed river crossings and existing river services are not shown on the map as part of the cycle network. Neither is the Greenwich Foot Tunnel. These are all important strategic connections for cyclists and should be shown. • The potential bridge connection at Trinity Buoy Wharf should also be shown on the map. The strategy appears to favour a connection at Hercules Wharf but there is no explanation as to why. • Link through Wood Wharf- it would be helpful to understand whether this connection is deliverable with the current Wood Wharf proposals. • The South Dock Bridge Study has identified a series of potential alignments for a new pedestrian and cycle bridge/s. These should be referred to somewhere on the map/in the study. The alignment illustrated is one of the most challenging options to deliver.</p>	<p>Most elements encapsulated in Canary Wharf study</p>
<p>Pledge 9.2</p>	<p>this mentions segregated cycle track along Manchester Road – is it possible to extend this around the whole loop road – in particular Westferry Road</p>	<p>Possible but segregation difficult</p>
<p>Comment</p>	<p>As a general point throughout the document, refer to ‘collisions’ rather than ‘accidents’</p>	<p>Agreed and to be ammended</p>

	<p>There is funding available to local workplaces through TfL's Cycling Workplaces programme, for cycle parking and support services to a workplace. It may be useful to include a few key details about the Cycling Workplaces scheme:</p> <ul style="list-style-type: none"> • It is available to London organisations with five or more employees • It aims to increase commuter cycling by breaking down barriers to cycling, such as a lack of cycle parking or concerns around cycle safety • Free products and services are available including cycle parking, cycle safety seminars, cycle safety checks, bike security marking, workplace commuter cycle skills (cycle training), online and printed materials, advice and guidance • To access the scheme, London employers complete a registration form online at the Cycling Workplaces Portal - www.tfl.gov.uk/cyclingworkplaces • To request materials to promote to local businesses and for further information on the scheme, email cyclingworkplaces@tfl.gov.uk. 	agreed in principle and to be include
Comment	<p>It could be stated that TfL's Business Engagement team can provide support on engaging with businesses in LBTH through Cycling Workplaces, for example by promoting any new initiatives offered by the borough.</p>	agreed in principle and to be include
7.4	<p>on cycle parking could do with more emphasis and substance as inadequate parking facilities are a big barrier to cycle ownership and use. Due to the number of new developments in the borough, there are some significant opportunities here to set the bar high on expectations of both the amount and quality of cycle parking. The document could state that the borough would expect higher-than-London-Plan standards in locations where there will be good access to the cycle network and where they are seeking to discourage car ownership and use. It could also reference LCDS on cycle parking and mention the need for it to be fit-for-purpose and well located as well as secure. It could also mention the need for cycle parking in new developments to accommodate different types of cycle, such as cargo cycles and models adapted for particular mobility needs</p>	?
Comment	<p>Tower Hamlets is part of the Zero Emissions Network which engages with businesses and offers support to improve air quality, including through promoting Cycling Workplaces. There is no mention of ZEN and its potential for increasing access to cycling to work.</p>	agreed in principle and to be include

LBTH - Jonathan Morris, Infrastructure Planning Officer

Comment	There is currently limited cycling access to Canary Wharf for cyclists which is currently either from the West via Westferry Circus, or alternately from the south via South Quay Bridge. Unfortunately South Quay Bridge is inadequate for cyclists given conflicts with large pedestrian flows over this bridge during peak periods. This impacts on the peak capacity of this bridge for pedestrians and also impacts on the safety of both pedestrians and cyclists, indeed more needs to be done to facilitate cyclists entering Canary Wharf from the south	
	We note that the Cycling Strategy identifies a new proposed cycling route (Page 15) across South Dock into Canary Wharf which then continues east through the Wood Wharf site. You are aware of Infrastructure Planning currently undertaking a feasibility study of a new cycling link across South Dock, and the location of this link. Given we have not yet concluded this study, it would be premature to confirm the location of this route beforehand. We are expecting the outcome of this study in December, so could you please inform MAB that this route may need to be amended, or indeed ruled out altogether depending upon the conclusions of the feasibility study.	
	The Proposed Routes Map on page 15 also details a link connecting Canary Wharf with Wood Wharf. I am sure you will be consulting with the Development Management Team, however I understand there are no provisions in the S106 agreement ensuring a dedicated cycling link will be provided for on Wood Wharf's road network. I would also like to note that the build-out period for Wood Wharf will be 10 – 15 years, therefore even if a link was somehow secured for Wood Wharf, the delivery of this would not likely come forward before the end of the planned period for the Cycling Strategy.	
Queen Mary University of London		
	We believe there are safety issues surrounding the new intersection at Grove Road, particularly in regards to turning left onto the A11	Under review
5.2.2 & 5.2.3	A safer north-south path is necessary as an alternative to the canal and grove road.	agreed in principle and to be include

	There is a great lack of Advanced Stop Zones, particularly from Limehouse to the Isle of Dogs and past Canary Wharf towards Westferry Road.	agreed in principle and to be include
	Canary Wharf/Heron Quays/ Westferry Road 'roundabout' was re-designed and as a result had no cyclist provision which is an essential factor that should be ncluded when the roundabout is reinstated	?
	The junction at Globe Road next to Stepney Green station does not allow a safe passage for pedestrians which results in many near misses. In addition, this unction causes numerous clashes with both cars and cyclists.	continue to pursue TfL
	There is a borough wide problem of a lack of adequate road signage, particularly in the run up to junctions. This leads to road users being in incorrect lanes and making dangerous manoeuvres	
	As a borough with lower than the inner London average car ownership, we believe we have an important role in helping readdress the balance for those living and working here. By working together, we can help contribute to achieving three of the four overarching targets of the strategy in particular; doubling the volume of cyclists, increasing the proportion of residents cycling to work to 15% and decreasing the risk of cyclist accidents by half.	
London Cycling Campaign (LCC)		
Comment	<p>LCC welcomes the opportunity to comment on the Tower Hamlets Cycling Strategy (THCS). We note that the LCC branch in Tower Hamlets (TH) , Tower Hamlets Wheelers (THW), has significant expertise in this matter and we draw the borough's attention to the THW response to the strategy as a key point of reference.</p> <p>The comments below should be seen as a supplement to the THW response and are of a more general rather than more specific nature</p> <p>LCC welcomes the recognition in the THCS that cycling must 'play a central role in the borough's growth in order to relieve congestion on the roads, buses and train systems.' We note that the two Mayors of London this century , Ken Livingston and Boris Johnson, both built a 5% cycling modal share into their business plans to cope with London's growing population.</p>	agreed in principle and to be include

Comment	We are pleased to see that much of the content of the THCS reflects both the Mayor's Vision for Cycling and LCC's aspirations for cycling conditions in the capital. The research in the document clearly highlights the benefits that more cycling can bring to all residents of TH whether they cycle themselves or not. The health benefits are particularly important for a borough whose children, as noted in the document, include a high proportion that are obese	agreed in principle and to be include
Comment	While the previous Tower Hamlets cycling strategy (Tower Hamlets Cycling Plan 2009) included some fine aspirations few were fulfilled according to a TH response to an FOI request. Indeed, in the case of some of the targets, the borough was unable to provide comparable data for the target measures it had itself chosen It is vital that the new strategy adopts targets that are SMART (specific, measurable, relevant, achievable and time bound) and that there is a firm commitment to deliver against those targets. At present, several of the pledges in the document are 'to work with' or 'to prioritise' or otherwise not specific, timed or measurable.	Design a review and progress plan
Comment	HGV - The brief section on lorries does not consider the developments in this field in the past two years. Boroughs such as Camden and the City, as well as many developers, have signed up to the Construction Logistics and Cycling Safety Standards (CLOCS) and boroughs can insist that all developments abide by such standards. CLOCS has also championed Direct Vision lorries (construction lorries with similar visibility to dust carts i.e. with minimal 'blind spots') . Given the very large scale of developments in TH it would be appropriate of the borough to consider requiring developers of future sites to use Direct Vision vehicles. Signalling such an intention in the THCS would enable developers to tailor their lorry replacement plans accordingly. Most boroughs are now not only signed up to FORS but have silver or gold grade accreditation. TH should similarly be silver or gold graded.	Some contractors already have gold FORS. LBTH has no fleet
Comment	Enforcement - Tower Hamlets has the highest number of hit and run collisions in London. This is shameful and needs to be addressed but is not referred to in the THCS. Much publicised cases of hit and run collisions in Tower Hamlets confirm what most residents observe daily: that many vehicles far exceed speed limits on minor roads. An enforcement programme to eliminate unlicensed vehicles and excessive speeds must be a commitment in the THCS to ensure cyclist safety	Issue for the police that is continually raised

Comment	<p>Filtered Permeability and Contraflow Cycling - The section on Filtered Permeability does not appear to mention the study carried out for TH on 'Small-scale cycling improvements' by an independent consultancy. The borough must explain why this three year old study was not acted upon. The neighbouring City Corporation has implemented some 80 cycling contraflows/permeability measures in the past three years. TH must follow through on its permeability pilot study and the 'small scale improvements' study to deliver quick and low-cost reductions in road danger to cyclists.</p>	It is! Working towards but not accepting all of the report
Comment	<p>Victoria Park is one of the borough's greatest assets for safe cycling and walking and enables many children and their parents to cycle. Closure of the park at 4pm in the winter forces local residents to cycle on heavily trafficked roads or switch to cars for the school and nursery run. The borough must re-examine the bylaws that create an enormous barrier to cycling and walking in the winter months and advise park authorities to extend the opening hours.</p>	Fesability study needed
Comment	<p>Cycle Theft - Given the unfortunate reputation TH has for cycle theft and resale it is surprising that the THCS does not make reference to tackling the thieves and stolen good sellers who operate in the borough. When City of London police apprehended a gang of cycle thieves operating in TH the amount of theft in the borough fell sharply. Sales of cycles by illegal traders must be enforced against and an annual target for pedal cycle theft reduction of at least 10% adopted by the police Safer Transport Team.</p>	Community safety input required
Comment	<p>Cycle Parking - We note the trailing of cycle hangars on TH streets. Hackney already has several dozen hangars in place and can advise on management and other matters. The programme must be progressed rapidly while funding is available rather than repeating trials which have already been successful in several other boroughs.</p>	LBTH has unique issues, need to insure that installing them does not cause future problems
Comment	<p>LCDS - While the THCS 'aspires' to good standards on its cycle routes no reference is made to other roads. The LCDS must be considered in all traffic schemes to ensure that provision for cycle users is not overlooked (as it was in the whole of the original Canary Wharf development)</p>	agreed in principle and to be include
<p>Metropolitan Police</p>		

Comment	I can confirm that the Metropolitan Police fully supports the Tower Hamlets Cycling Strategy, and the improved infrastructure and training that is a key part of this scheme. Clearly, regular and consistent targeted enforcement is required to maximise the safety benefits, and we will continue to work with Tower Hamlets in this regard. Within the Traffic Management Unit we look forward to more discussion as details on specific junctions and schemes are brought forward.	agreed in principle and to be include
City Of London - Iain Simmons		
	Quietway Phase2 route is supported	agreed in principle and to be include
	The potential additional route on Leman Street and Dock Street is supported	agreed in principle and to be include
	The Parallel Canal Route Quietway is understood. However, I am not sure how easily or effectively that this route could be connected to the new East/West Superhighway. The City has public highway the abuts the end of the route. There is also a large area of space which is to be declared as City Walkway. When this action is completed, cycles will not be able to use this space, known as Tower Place.	Details required
General Comment / Emails		
Public comment	The goal is apparently to double cycling traffic by 2025. I think this is a rather un-ambitious goal. 10 years is a long time, and I think a much steeper increase in bicycle use is necessary in all of London	Tougher targets possible but must be realistic
	I'd definitely be more impressed if the goal were set to double the number of cyclists by 2020 or even end of 2018. Unless I'm very mistaken (in which case I apologise), doubling the numbers is still not going to be even close to Amsterdam or Copenhagen levels of cycling. Meanwhile population density, traffic congestion and pollution will continue...	

Public comment	I would like to see cyclists have the right safety products whilst they are on the roads eg make it compulsory for cyclists to wear helmets & high visibility jackets especially in the evening so that they are seen.	
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In summary those items are :-

- Add a foreword to demonstrate political commitment;
- Adding more emphasis on the need for strategic traffic reduction;
- Considering more ambitious targets
- Adding more commitment to addressing cyclists' needs in maintenance and enforcement activity;
- Increasing work to improve safety and security for cyclists and their bikes;
- Including monitoring and governance of delivery of the strategy;
- Clarify the approach to Canary Wharf access;
- Increase importance given to river crossings and services.

4. Conclusion

The consultation on the Cycle Strategy received a good level of response which was overwhelmingly in support of the strategy in principle. The responses from non-cyclists were particularly welcome and along with the profiling of respondents, this information helps to inform how initiatives to encourage new cyclists might be targeted. Further cross-tabulations of these results will inform this further.

Many points raised will be addressed in more detail at the delivery stage, but some 8 common themes were found to recur in responses from different stakeholders and these will be incorporated into the Cycle Strategy to make it a more comprehensive and ambitious plan.