



THE TOWER HAMLETS CYCLING MANIFESTO 2018–22

For a healthier, cleaner and
greener East End







Introduction

This Manifesto represents what Tower Hamlets Wheelers, the borough group of the London Cycling Campaign, would like see achieved in Tower Hamlets during the 2018–22 administration. Tower Hamlets Wheelers has been active in the borough for over 30 years and currently has 430 paid-up members and 864 registered supporters.

This Manifesto represents much more than the interests of the one-in-ten of our borough's residents who are already regular cyclists. It is our view that how our roads are managed has huge impacts on all the people of Tower Hamlets: on public health, individual wellbeing, inequality, community, and the local economy. Implementing our asks would have a hugely beneficial effect in all these areas.



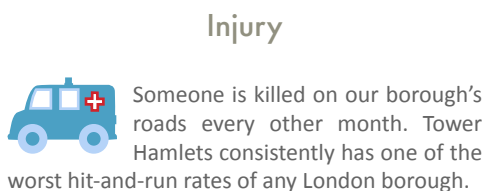
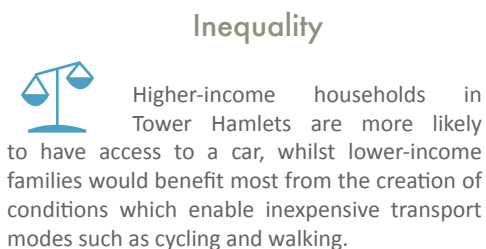
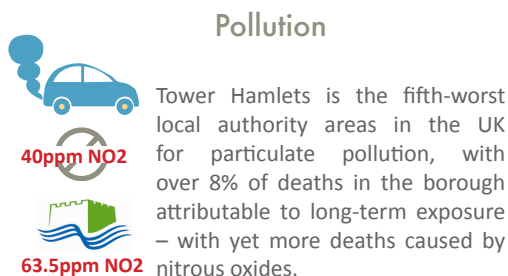
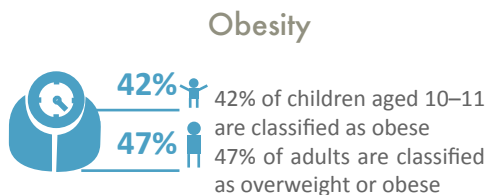
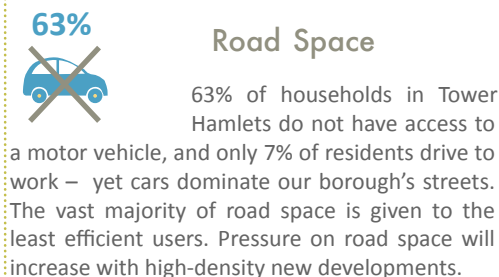
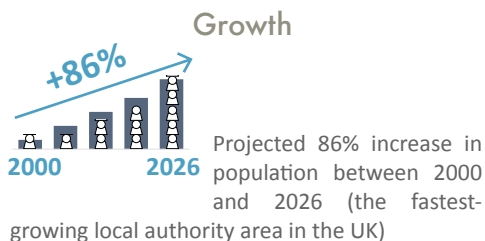




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For a healthier, cleaner, and greener East End

The context: our borough's challenges and problems





Our Manifesto principles

- Cycling is a **major part of the solution for many of the challenges our borough faces**, including inactivity, obesity, pollution, inequality, access to transport, and congestion.
- In particular, poor **public health** – much of it deriving from physical inactivity – could, according to some predictions, contribute to all of the existing council budget being spent on adult social care and children’s services within 15 years.
- Shifting journeys from polluting modes to cycling and walking – cheaper, quicker and more effective than a switch to electric vehicles – should be a major part of **improving air quality** in our borough.
- Enabling a substantial increase in cycling rates meets the objectives of several existing borough strategies, including both the existing and new **Local Plan** and the **Air Quality Action Plan**.
- Transferring road space from general traffic use to cycling **increases overall road capacity and resilience**, as the the bicycle is one of the most space-efficient vehicles on the road, and causes the least wear.
- We should be **ambitious about the cycling rate which can be achieved** – around 41% of trips across Greater London could be cycled, with Transport for London analysis showing that Tower Hamlets may have the **highest potential for cycling of any London borough**.



Multiple benefits of cycling



Improved public health



Improved air quality



More space on roads



Our Manifesto principles

- To unlock this suppressed demand, new cycling infrastructure in Tower Hamlets should be sufficiently attractive to **entice those who do not yet cycle**, rather than merely making the roads safer for existing cyclists.
- We should change the physical environment of the Borough's streets to **reduce motor vehicle traffic** and facilitate people switching to walking and cycling.
- Councillors and council officers should **actively make the case for high-quality cycling and walking schemes**.
- Planning for cycling should involve thinking **beyond the commute**, as journeys to work represent only a minority of residents' trips.
- Cycling schemes should be planned to cater for **non-standard cycles**, as disability-adapted bikes and trikes, bike trailers, cargo bikes, and bikes adapted for carrying small children become more common, and electric-assisted bikes unlock longer journeys.
- All new road schemes in Tower Hamlets should, even if not primarily billed as cycling schemes, have the **London Cycling Design Standards** applied to them.



Attractive to new
cyclists



Reduce car traffic



Improve users'
experience



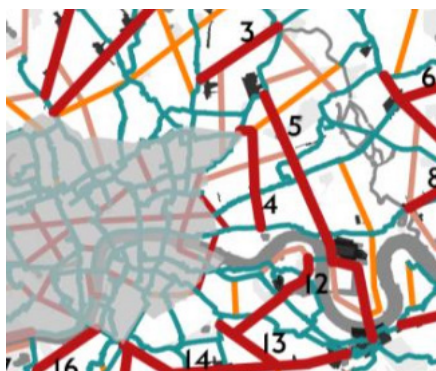
Be inclusive



Our asks: what we want to see achieved by 2022

1 Significant new cycle routes

We ask that all five routes in Tower Hamlets identified in Transport for London's Strategic Cycling Analysis as having significant potential for cycling be reflected in an updated Tower Hamlets Cycling Strategy. These five routes should be prioritised for completion by 2022 and engineered to be high-quality, flagship routes.



Strategic Cycle Connections

- Top potential connections
- High potential connections
- Medium potential connections
- Existing and planned Cycle Superhighways, Quietways and Mini-Holland routes

Extract from TfL's 2017 Strategic Cycling Analysis showing top potential connections for cycling in the borough



Left to right: Columbia Road, CS2, CS3 and the East West Cycle Superhighway



Our asks: what we want to see achieved by 2022

2 Low traffic neighbourhoods

We ask that the the 2018-22 administration agrees to the overarching joint London Cycling Campaign and London Living Streets election ask that the borough submit a high-quality and safe bid for TfL “Liveable Neighbourhood” funding. This will help fund bringing forward ambitious area-wide traffic management schemes to create low-traffic neighbourhoods, keeping through traffic on main roads and making residential streets safe and pleasant places to live, play, walk, and cycle. This could be achieved by the creation of new strategically placed no-through roads and one-way streets, which has been a highly successful policy in Hackney and Waltham Forest. Specifically:

- We ask that half the borough undergoes such schemes by 2022, with priority given to areas identified as having high area-wide potential for walking and cycling in TfL’s Strategic Cycling Analysis.
- We ask that the streets around schools undergo traffic reduction in order to increase the comfort of parents, pupils and staff, and enable more children to walk and cycle to and from school. This could include “school street” peak-time closures.
- We ask that the work already started to ensure existing traffic management interventions are made cycling friendly is completed by 2022 – for example, introducing contra-flow cycle lanes on one-way streets wherever possible, and ensuring modal filters and road closures have dropped kerbs.



Waltham Forest schemes



Our asks: what we want to see achieved by 2022

3 Bicycle parking

We ask for a radical increase in bicycle parking in our borough:

- Increasing fire safety measures have led to a clamping down on bikes parked in the communal areas of blocks. This merely displaces the escape hazard into individual flats and their balconies, and can cause damage to people's homes. We ask that the number of secure, convenient residents' bike parking spaces provided by Tower Hamlets Homes and other registered social landlords is increased so that every block has high-quality provision and there is a vacancy rate of 20% by 2022 – meaning that new cyclists will always be able to obtain a space.



Cyclehoop cycle hangar



Cyclehoop cycle hangar



Cycle parking on estates



Our asks: what we want to see achieved by 2022

3 Bicycle parking (continued)

- There have been almost 200 requests for secure bike hangars by local residents through one provider alone, yet only seven have been installed, and all of them already have waiting lists. We therefore ask that 75 bike hangars are installed each year, with the ultimate aim that a 20% vacancy rate is achieved. This rate of installation would mean Tower Hamlets could by 2022 match the number of bike hangars which have already been installed by neighbouring boroughs such as Hackney and Waltham Forest.
- We ask that the borough continue to use “Car Bike Ports” in car-parking spaces to test demand for new public bike parking, prioritising areas where there is either no existing public bike parking or where the stands are often full – testing at least 15 sites per year.
- Similarly to Hackney, we ask that residents are allowed to rent garages owned by Tower Hamlets Homes and other registered social landlords for cycle storage, with priority given to those who wish to store cargo bikes and other non-standard cycles.



FROM A CAR DOMINATED BOROUGH



TO A PLACE FOR PEOPLE



A text-only version of this document which includes footnoted references for all facts and figures is available at www.goo.gl/DpcRda

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