



TOWER HAMLETS WHEELERS: CLIMATE SAFE STREETS CAMPAIGN

We're calling on the next leader of Tower Hamlets Council to make an urgent commitment to deliver #ClimateSafeStreets.

The 2022 council elections are a fundamental point on London's zero-carbon journey. Road transport emissions are the largest and most stubborn source of London's emissions and borough councils control 95% of the city's roads. We need a strong commitment from all our borough councils now – that's why we're calling on Tower Hamlets Council to play a full and fair part in cutting road transport emissions and ensuring London becomes a zero-carbon city by 2030.

TOWER HAMLETS AND THE CLIMATE

Tower Hamlets is aiming to be a carbon neutral council by 2025 and a carbon neutral borough by 2050. Whilst this is clearly ambitious, it is not clear that the council's actions are consistent with these aspirations given their Liveable Streets programme has been cancelled. [You can view their Net Zero Carbon Plan here.](#)

In light of Tower Hamlet Council's current approach towards addressing the climate crisis, we're requesting the following asks of the council's next leader to ensure that their roads are decarbonised by 2030.

TOWER HAMLETS WHEELERS' ASKS

1. Complete the cycle network on the highest priority routes to the highest standards.

- Complete safe cycle routes, as identified in TfL's [Strategic Cycling Analysis](#), between:
 - Hackney and Shadwell (via Cambridge Heath Road).
 - Victoria Park and Island Gardens (via Burdett Road and Westferry Road, with an additional link via Pepper Street and Eastferry Road).
 - Bow Church and Island Gardens (via Manchester Road).
 - Spitalfields and Globe Town (via Bethnal Green Road and Roman Road).
 - Hanbury Street and Cable Street (via Greatorex Street and Plumbers Row).

- All routes built to the DfT's funding criteria for [LTN 1/20](#) (p6 1.1.2; "a minimum score of 70% under the Cycling Level of Service (CLOs), no critical fails and under the Junction Assessment Tool (JAT) no red-scored turning movements").

2. Deliver an ambitious successor to the Liveable Streets programme, making residential streets across the borough safe and pleasant places to walk, wheel and cycle through the creation of Low Traffic Neighbourhoods.

- These could be delivered using temporary materials to allow for adjustment.
- These should avoid residents' exemptions, as these only encourage short local car journeys.
- Attention to detail will help to make LTNs accessible and inclusive.

3. Improve the most dangerous junctions on borough roads to high standards and provide pedestrian signals at all signalised junctions.

- Improve junctions on borough roads where there have been [a significant number of reported severe injuries](#):
 - Cambridge Heath Road and Hackney Road/Bishops Way.
 - Marsh Wall and Manchester Road.
 - Old Ford Road and Grove Road.
 - Roman Road and Grove Road.
 - Bethnal Green Road and Vallance Road/Squirries Street.
- The five improved junctions must be safe and convenient for people walking, wheeling and cycling, and have "no [CLOs] critical fails and under the JAT no red-scored turning movements" as per [DfT's LTN 1/20 guidance](#).
 - There should be no signalised junctions without signalised pedestrian crossing arms. The borough should work with TfL to ensure pedestrian crossing lights are installed on all arms of all suitable crossings. Cycle crossing lights and markings should also be considered for junctions being improved at the same time.
 - Improve safety people walking and wheeling by providing additional crossings, continuous footways and improving junctions on minor roads.

4. Incentivise the use of cycles for personal and business transport.

- Support the development of one or more freight consolidation centres, with the use of cargo bikes or other EVs for last mile delivery to increase low carbon freight mileage.
- Expand ZEN's cargo bike loan scheme throughout the borough.
- Support residents to hire bikes with the option of purchasing them. Investigate the potential to involve local bike shops in this scheme.

- Provide cycle training to adults and children who want to improve their cycling skills.

5. Catch up with neighbouring boroughs in the provision of cycle parking.

- Ramp up on-street cycle hangar installation from the current 40 a year to 120 a year by 2026, matching Hackney's current rate.
- Bring together housing associations and other major landlords in the borough to ensure that all estates have adequate secure cycle parking.

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