

2020 VISION

CYCLING IN THE LONDON BOROUGH OF WALTHAM FOREST
2015 – 2020



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FOREWORD

Our 2020 Vision for Cycling in Waltham Forest discusses progress made in the past few years to improve conditions for people cycling in the borough and our exciting plans for the years ahead through the implementation of the successful Mini-Holland bid.

It includes our targets and objectives that form our 2020 vision for the borough and will be used to monitor the success against this vision and of the implementation of the Mini-Holland Programme.

From 2016 this will be presented in a shorter annual Waltham Forest Cycle Account, in which we will measure our progress on a yearly basis against the targets set out in the vision.

INTRODUCTION

The borough is in a fairly unique position having won Mini-Holland funding of £27million from Transport for London (TfL) to invest in the road network and make it an excellent place to cycle. The Council is, at the time of writing, in the process of delivering the three year programme of works that will significantly improve cycle routes, residential areas and redesign major junctions.

The level of investment is equivalent to Dutch levels of spending per resident per year for the period up to 2017. The programme which focuses on a number of the key arterial routes and residential areas around our town centres will dramatically improve conditions for people cycling and walking, providing competitive advantage over motor vehicles. It will also introduce significant improvements to public spaces and drastically improve cycle parking conditions.

There is a direct link between investment in cycling and the number of people choosing it as a mode of transport. We have been very fortunate in securing the Mini-Holland funding (£27million) and £800,000

(Borough Cycling Programme) funding from the Mayor of London to kick start our cycling revolution between 2015 and 2018.

We are currently spending £36 per head of population, generous even when compared with spending in some of Europe's high cycling cities. However, to create a lasting cycling culture and achieve our target of ten per cent of all trips made by bike by 2020, and more ambitious targets thereafter, spending on cycling infrastructure and promotion will need to be sustained as a mainstream commitment, with long term continuity, well beyond 2018.

Investing in cycling

Investment in cycling represents excellent value for money. Cycling helps to address local and national priorities by contributing to better air quality and health. It offers easy and cost effective access to jobs, services, shops and leisure opportunities, strengthening the local economy. Every car trip switched to the bicycle helps improve quality of life for the whole community. There is also growing evidence that improved public realm associated with cities that plan for cycling is increasingly valued by high value sectors such as the service, IT and creative industries.

Our share of future cycling funding in London will, in part, depend on our success in delivering rapid cycling growth through our Mini-Holland Programme. However, this document seeks to provide a framework for securing the additional investment that will be necessary to deliver our vision beyond 2018, when the current tranche of TfL cycling funding will cease. We will support this by ensuring that the spending of our Local Implementation Plan (LIP) strengthens

the developing cycling culture by providing good infrastructure for all road users but with the right space allocated to people cycling.

We will ensure the development and regeneration on-going in the borough supports this through funding from Section 106/278 Civil Infrastructure Levy (CIL). We will ensure developments are cycle proofed, new local traffic is minimised and construction vehicles are both safe and driven appropriately.



CYCLING IN WALTHAM FOREST

Objective: to increase cycling mode share to ten per cent by 2020

A ten per cent mode share sounds like a lot considering the 2011 Census cycling accounts show an average of about 2 per cent of all trips and 2.8 per cent of commutes in Waltham Forest. It is, however, worth noting that cycling levels are increasing rapidly in the borough so a 2011 figure will not show the true picture.

Our resident insight survey conducted in June 2015 in Waltham Forest showed that:

- 12 per cent of residents currently cycle (*TfL London figure for comparison = 19 per cent*)
- Of this 12 per cent, 62 per cent said that they are regular cyclist and 38 per cent said that they are occasional cyclists. (*TfL London figures = 72 per cent regular / 28 per cent occasional*).

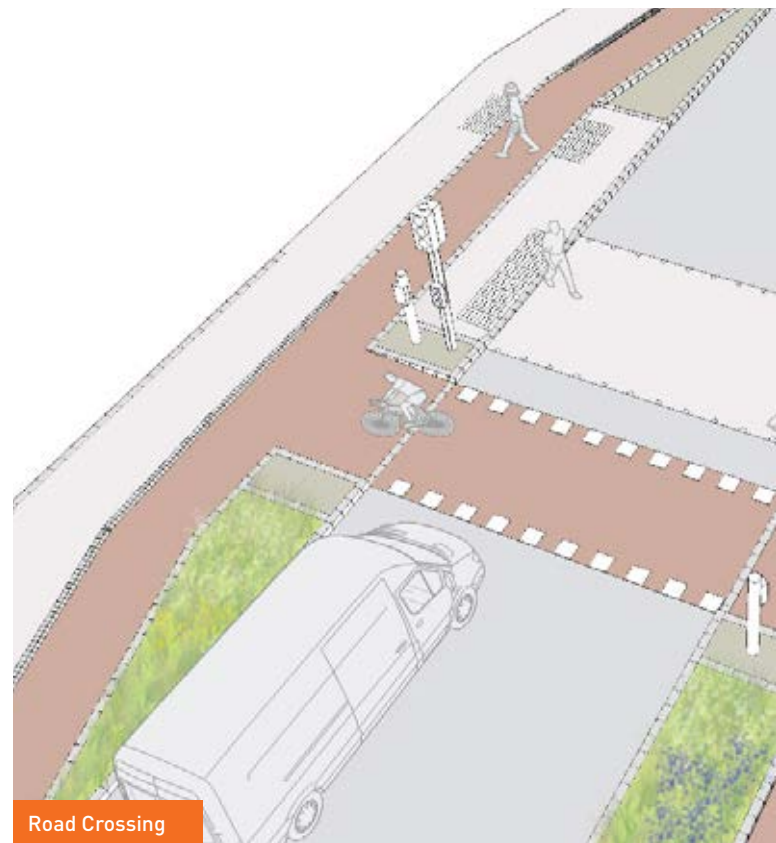
On some of our main roads the number of people cycling has risen dramatically over the past ten years and that trend looks set to continue particularly with the roll-out of the Mini-Holland network.

What does ten per cent mode share mean?

A ten per cent mode share means that ten per cent of all vehicles using the borough's roads are people cycling. This can of course mean, as many currently think, that ten per cent of the population cycle everywhere.

This may have been the situation in 2020 if Waltham Forest hadn't won Mini-Holland funding (albeit with a likely much lower mode share). But the borough was successful, meaning there is an opportunity to introduce a significant network which will remove barriers to most people being able to cycle at least on some occasions. This could mean a situation where 100 per cent of people could cycle ten per cent of the time or take one in ten journeys by cycle.

It is, of course, much more likely that we will see half the population cycling 20 per cent of the time, and with the introduction of new infrastructure through the Mini-Holland Programme it is a realistic goal.



Road Crossing

Lea Bridge Road

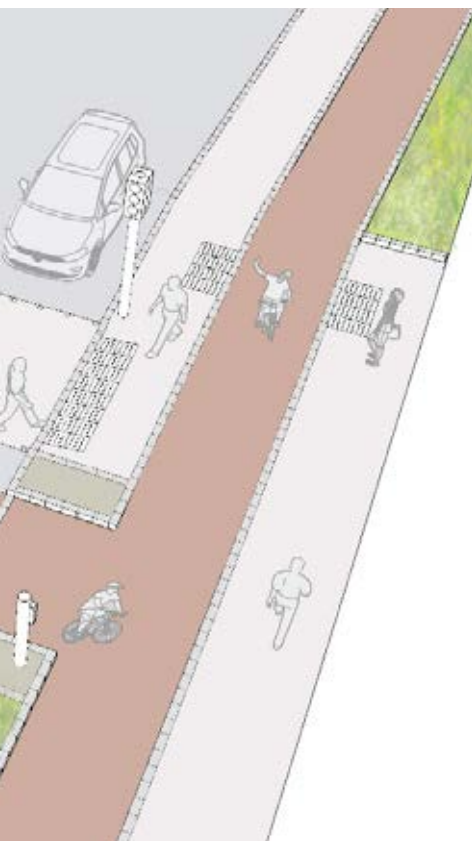
Lea Bridge Road is our busiest cycle route and our flagship Mini-Holland scheme.

It is an arterial route for commuter cyclists linking the borough boundary with Epping Forest/Redbridge through the heart of Waltham Forest into the Lea Valley and Hackney.

The increase in cycling even with the current conditions has been quite staggering with a 622 per cent increase in the ten years between 2004 and 2014 (as shown in the table).

We hope that through the introduction of segregated cycle facilities and major improvements to junctions and public spaces brought about through the Mini-Holland Programme that 20 per cent of all journeys on Lea Bridge Road by 2020 are people cycling.

It has the potential to be a world class cycle link between the borough and the green spaces that border it, as well as being a safe direct route towards central London.



Lea Bridge Road AADF (Annual average daily flows)

	Numbers		Cycling mode share (of general traffic)		
	Observed number	Target number	Observed %	Target %	On track?
2004	275	N/A	1.35%	N/A	N/A
2014	1615	N/A	8.41%	N/A	N/A
2015	-	1875		9%	✓
2016	-	2133		10%	
2017	-	2743		12.5%	
2018	-	3388		15.0%	
2019	-	4073		17.5%	
2020	-	4800		20.0%	

*modal share calculated using 2014 AADF (all traffic)
i.e. no assumed decrease in motor vehicle traffic

Unlocking the potential

Across London, cycling has increased by 173 per cent since 2001. However, much of this growth has taken place in the inner London boroughs whilst two thirds of the potential for increased cycling lies in Outer London.

In Waltham Forest, an average of two per cent of trips (and 2.8 per cent of commute trips – Census 2011) are currently made by cycle. However, half of all car trips in Outer London are less than two miles, so there is enormous scope to get more people cycling for transport – to work, to school and the shops – if we can make it feel easy, pleasant and most importantly safe.

Waltham Forest and east London in general are undergoing rapid and significant change, with several new destinations and attractions that lend themselves to access by bike. The Queen Elizabeth Olympic Park has re-connected the south of the borough to Hackney and Newham and is providing increased leisure and employment opportunities.

Population density is greatest in the central and southern wards of the borough compared to the

northern wards, and these wards are also more ethnically diverse. Just over half the borough's population is female (50.1 per cent). The borough has younger than average population with a high proportion of young working-age adults and fewer people over 50 (24 per cent, compared to the UK average of 35 per cent), though the number of residents aged 65 and over is likely to double by 2041.

Transport for London Mosaic analysis shows that many of these wards demonstrate a high 'propensity to cycle' meaning the type of people living in the area, their commutes and life circumstances mean they could easily adopt cycling into their daily lives.

In the north of Waltham Forest (above the A406) residents are more reliant on the car and Mosaic analysis indicates that the population has a higher 'aspire to drive' characteristic. However, there is also significant scope to increase leisure and commuter cycling through improved links to Epping Forest and a new segregated cycle route across the busy Lea Valley Road, which is being created as part of LB Enfield's Mini-Holland.



How much further is it?

Journey times by cycle are a lot quicker than many people realise and often competitive or even quicker than the same journey by private car. In Waltham Forest and surrounding east London, there is much more of an existing low traffic/traffic free network than people realise.

Destinations such as Hackney and Angel in Islington can already be reached pretty much traffic free via the Lea Valley and the Regents Canal Tow Path. The Bethnal Green area is accessible through the Olympic Park, Hackney Wick and Victoria Park. The Lea Valley Path (NCN 1) and the Greenway/Limehouse Causeway

provide links to the river Thames and in the opposite direction potentially all the way to Harlow in Essex.

Once our Mini-Holland network is introduced and the extension of Cycle Super Highway 2 and East to West Super Highway is complete, journeys that are virtually all segregated with will be possible via the Queen Elizabeth Olympic Park and Stratford to Aldgate and into Central London.

The combination of the Mini-Holland Programme and new TfL cycle infrastructure should remove many of the physical and psychological barriers to cycling longer distances for people in the borough.

The table shows possible journeys by segregated/low traffic routes today and in 2020.

Cycle journey times from Walthamstow Central

Destination	Journey time (from Walthamstow Central)	% Traffic free/low traffic 2015	% Segregated/low traffic by 2020
Chingford Station	30 mins	5%	90%
Leyton Station (via Hoe Street)	11 mins	5%	100%
Walthamstow Wetlands*	10 mins	50%	100%
Epping Forest (Hollow Ponds)	10 mins	80%	100%
Queen Elizabeth Olympic Park* (via Orient Way/Argyll Ave)	15 mins	90%	100%
Westfield* (via Orient Way/Argyll Ave)	20mins	80%	95%
Victoria Park*	20 mins	75%	100%
Tower Bridge (via Orient Way, QEOPK, CS2)	45 mins	65%	100%
Houses of Parliament	1 hour	50%	100%

Distances/journey times according to TfL journey planner

* Longer traffic free routes available in 2015

Car ownership

Car ownership in Waltham Forest appears to be following general trends in London and other European Cities in that it is reducing across most of the borough. According to census data between 2001 and 2011 the proportion of households that are car free in the borough increased from 38–42 per cent.

In the south and centre of the borough such as Cathall, High Street, Hoe Street and Leyton wards, the majority of households are car free. In Cann Hall, Grove Green, Lea Bridge, Markhouse and William Morris almost half of households (48-49 per cent) are car free.

Ward	2001		
	All Households	No of Car Free Households	
	Number	Actual	Percentage
Cann Hall	4,651	2,065	44%
Cathall	4,190	2,078	50%
Chapel End	4,443	1,469	33%
Chingford Green	4,181	1,085	26%
Endlebury	4,155	861	21%
Forest	3,982	1,544	39%
Grove Green	4,828	2,195	45%
Hale End and Highams Park	3,924	937	24%
Hatch Lane	4,277	1,238	29%
High Street	4,942	2,385	48%
Higham Hill	4,480	1,899	42%
Hoe Street	4,998	2,446	49%
Larkswood	4,335	1,130	26%
Lea Bridge	5,025	2,178	43%
Leyton	4,874	2,411	49%
Leytonstone	4,307	1,793	42%
Markhouse	4,388	1,978	45%
Valley	4,221	1,173	28%
William Morris	4,584	2,035	44%
Wood Street	5,022	2,076	41%
Borough Total	89,788	34,975	39%



		2011		Percentage Change 2001-11
All households		No of Car Free Households		
	Actual	Actual	Percentage	
	4,988	2,437	49%	4.5%
	4,530	2,513	55%	5.9%
	5,066	1,792	35%	2.3%
	4,467	1,134	25%	-0.6%
	4,219	903	21%	0.7%
	4,344	1,843	42%	3.7%
	5,220	2,553	49%	3.4%
	4,183	1,023	24%	0.6%
	4,519	1,226	27%	-1.8%
	5,553	2,907	52%	4.1%
	4,864	2,080	43%	0.4%
	5,417	2,916	54%	4.9%
	4,451	1,221	27%	1.4%
	5,597	2,722	49%	5.3%
	5,207	2,745	53%	3.3%
	4,830	2,198	46%	3.9%
	4,864	2,358	48%	3.4%
	4,319	1,235	29%	0.8%
	4,964	2,419	49%	4.3%
	5,259	2,358	45%	3.5%
	96,861	40,583	42%	2.9%

CYCLE ACTION PLAN 2012

In April 2012, Waltham Forest Council pledged its support to the London Cycling Campaign’s ‘Love London Go Dutch’ campaign, as part of an ambition to make the borough more liveable for all by making our streets as safe and convenient for cycling as they are in Holland. The Council committed to delivering a comprehensive Cycling Action Plan, to be implemented over three years (2012-2015).

Taking the Cycling Action Plan forward



All of the actions included within the Cycling Action Plan have been addressed with significant progress against all. The plan has effectively been superseded by 2020 Vision and the Mini-Holland Programme.

Commitment	Progress
Ensure that Council lorries , and those of Council contractors, are fitted with the appropriate cycle safety devices	Working with contractors in 2015 to fit safety equipment to vehicles focusing on smaller contractors. our contracts include clauses related to cycle safety
Ensure that Council and contractor commercial drivers receive appropriate on-road cycle safety training	Our main contractors are FORS accredited and we have assisted smaller fleets, training over 350 drivers to date
Identify the borough’s 20 most dangerous junctions and roads and introduce measures to improve cycle safety	Junctions identified. Most to be improved under Mini-Holland Programme
Introduce 20mph default speed limit across the borough in all our residential areas, improving safety and quality of life for all Waltham Forest residents	Most residential roads south of the North Circular are 20mph. Blanket roll-out of 20mph continuing in the north
Increase route choice and reduce diversions to enable cyclists to get about the borough more easily , including the introduction of a scheme to allow contraflow cycling (cycling in the opposite direction to the traffic in some one way streets)	Modal filtering as part of villages and town centres will dramatically improve conditions for people cycling. Contraflow cycling is introduced on all one-way schemes provided it is safe to do so
Upgrade and expand secure cycle parking provision at tube and rail stations - and ensure it is included in all new developments	The first of 8 new cycle sheds have been introduced at Walthamstow and Leytonstone Stations
Carry out an annual cycle count on roads across the borough	Annual cycle counts are being conducted in addition to many cycle counts conducted as part of Mini-Holland data collection
Increase the visibility and accessibility of the Council’s successful Bike Recycling Centre	The cycle recycling centre was closed by the organisation Bikeworks. The Council is currently exploring other options
Substantially increase funding on cycle infrastructure and initiatives	The Mini-Holland and Borough Cycling Programme allocations total £28 million between 2014-17

MINI-HOLLAND

In March 2014, the Mayor of London announced Waltham Forest as one of three Outer London boroughs to secure £27million 'Mini-Holland' funding to dramatically improve conditions for cycling by March 2018. Our Mini-Holland Programme draws on international best practice and has been prioritised to support sustainable growth and regeneration, and improve quality of life for all who live, work and travel through the borough.

The programme links into the sub-regional public transport network and will also enhance leisure provision through improving cycle access to the Lea Valley Regional Park, Walthamstow Wetlands, the Queen Elizabeth Park and Epping Forest.

Mini-Holland: principal schemes

Lea Bridge Road, a street for everyone: Our busiest road for people cycling and, unfortunately, collisions involving people walking and cycling. As part of Mini-Holland, segregated cycle tracks, new public spaces, new bridges and safer junctions will be introduced including the removal of Whipps Cross Roundabout.

Walthamstow Town Centre: Walthamstow gyratory will be remodelled and the gyratory removed to increase priority and reduce severance for pedestrians and cyclists, whilst at the same time improving bus reliability. Increased permeability to the town centre and improved cycle parking provision.

The Villages: Cells of road closures and traffic calming, planting and pocket parks will reduce the dominance of traffic, creating Villages in residential streets around the Walthamstow Town Centre. The Villages are Walthamstow Village, Blackhorse Village, Markhouse Village, Hoe Street and Wood Street area.

Town Centres: Chingford, Highams Park, Leyton, Leytonstone. A similar approach to these centres to that proposed for Walthamstow, reducing the

dominance of motor traffic through traffic calming and strategic road closures, creating new quiet routes and green spaces that improve quality of life for all.

A network of excellent walking and cycling routes: will connect our town centres with residential and leisure areas. More and better cycling links will be provided through the development of high quality, clearly signed routes across the borough. The network will improve safety and convenience for cyclists along direct routes on main roads such as Hoe Street and High Road Leyton, while also developing Quietways and routes through parks and other green spaces.

Cycle parking: in residential areas, at stations and in town centres.

Complementary measures: cycle training, events and promotion to support and encourage the community to embrace the physical changes taking place. Education on changes to the borough's infrastructure and benefits of walking and cycling to encourage local people to get involved.



Modal filter at West Avenue Bridge, Walthamstow

For more information on Waltham Forest's Mini-Holland Programme visit www.enjoywalthamforest.co.uk.

2020 VISION

Our vision for cycling in the borough in 2020 is one of normality. Cycling has become an everyday normal thing to do. A way of getting around the borough, accessing employment and getting to places to spend your free time including our vibrant town centres.

Thousands of the borough's residents are commuting into work at least partly by cycle and children are cycling to school. Lots of people are choosing to cycle to their friends, to the park or to the corner shop.

Because more people are cycling there are fewer cars on the roads which means more people are out walking, bus journeys are quicker and the air is cleaner. It also means more space that used to be for vehicles is being converted into other uses.

We want an increase in the number of people cycling in the borough to make up ten per cent of all road traffic or as we prefer to see it one in ten of peoples' journeys. We want quieter neighbourhoods, a more active community and better air quality.

This vision cannot be easily achieved. It relies upon major changes to the borough's road network and for people to be encouraged to make different choices about how they get around. It is, however, achievable provided the conditions are right to encourage mass cycling.

This strategy sets out how we hope to achieve the 2020 vision which will in turn help the borough achieve so much more.

Priorities for 2020 VISION

To achieve our 2020 vision we have committed to a series of measures and areas of investment. The following sections outline these priorities, provide an update on progress to date and set targets to 2020.

Our priorities are:

- A network of excellent cycle routes
- Making our residential areas great places to cycle
- Making cycle parking easy
- Involving the community
- Encouraging more people to cycle
- Making cycling safer
- Monitoring our progress and learning from what we do.



2020 VISION objectives

The objectives for our 2020 Vision are based upon those of the Mini-Holland Programme.

Cycling: To substantially increase cycling in the borough and to make it an attractive and mainstream mode of transport

Modal shift: To shift a significant proportion of short local car trips to the bike

Better public spaces: To improve the look and feel of public spaces

Economic regeneration: To support the growth of our local economy by encouraging people to walk and cycle to their local town centres

Safety: Improve actual and perceived safety for cyclists on our streets

Health: To reduce the burden of preventable disease in the borough by increasing the number of adults and children incorporating physical activity into their daily routines

Developments: Encourage developers to build upon this infrastructure by developing sustainably and putting cycling first in their transport proposals.

Targets

The targets below are the primary targets for the Cycling Vision 2020. Secondary and tertiary targets are included in the relevant following sections of this document.

- Ten per cent mode share for cycling in the borough by 2020
- Reduce short car trips mode share from 40 per cent (2012 baseline) to 35 per cent by 2020
- For people cycling to reflect the diverse population of the borough
- Women should outnumber men cycling as they do in the borough's population
- Reduce the number of children driven to school and increase the amount walking and cycling
- Remove non-local traffic from the residential areas of the borough
- Reduce the likelihood of people cycling being hurt or injured on the borough's roads.

A NETWORK OF EXCELLENT CYCLE ROUTES

2020 Vision objective: all areas of the borough should be accessible to all by cycle

In order to achieve the Cycling Vision 2020 the borough will have to be connected by a network of high quality cycle routes, enabling people to make both short and longer journeys by cycle, spending the minimum amount of time in the company of general traffic.

To enable everyone to be able to use the network it must be built on either segregated or low traffic routes that are easy to use, feel safe and are fun to travel along.

It will mean children can go to school by cycle, friends can cycle to Epping Forest or around Walthamstow Wetlands, and that people can save

thousands of pounds while keeping fit and happy whilst commuting to work.

The existing network

The borough has an existing segregated cycle network which mainly serves commuters on some of the borough's busiest roads. The network is however disjointed and of varying quality. It has, regardless, been adopted as the starting point of the 2020 Vision network, as it was in the planning of the Mini-Holland network.

As shown in the table below, many of the existing routes are included in the borough's Mini-Holland network and will be subject to significant upgrades as part of the delivery of the programme. Others serve as important local links between town centres and will act as feeder routes to the Mini-Holland network.

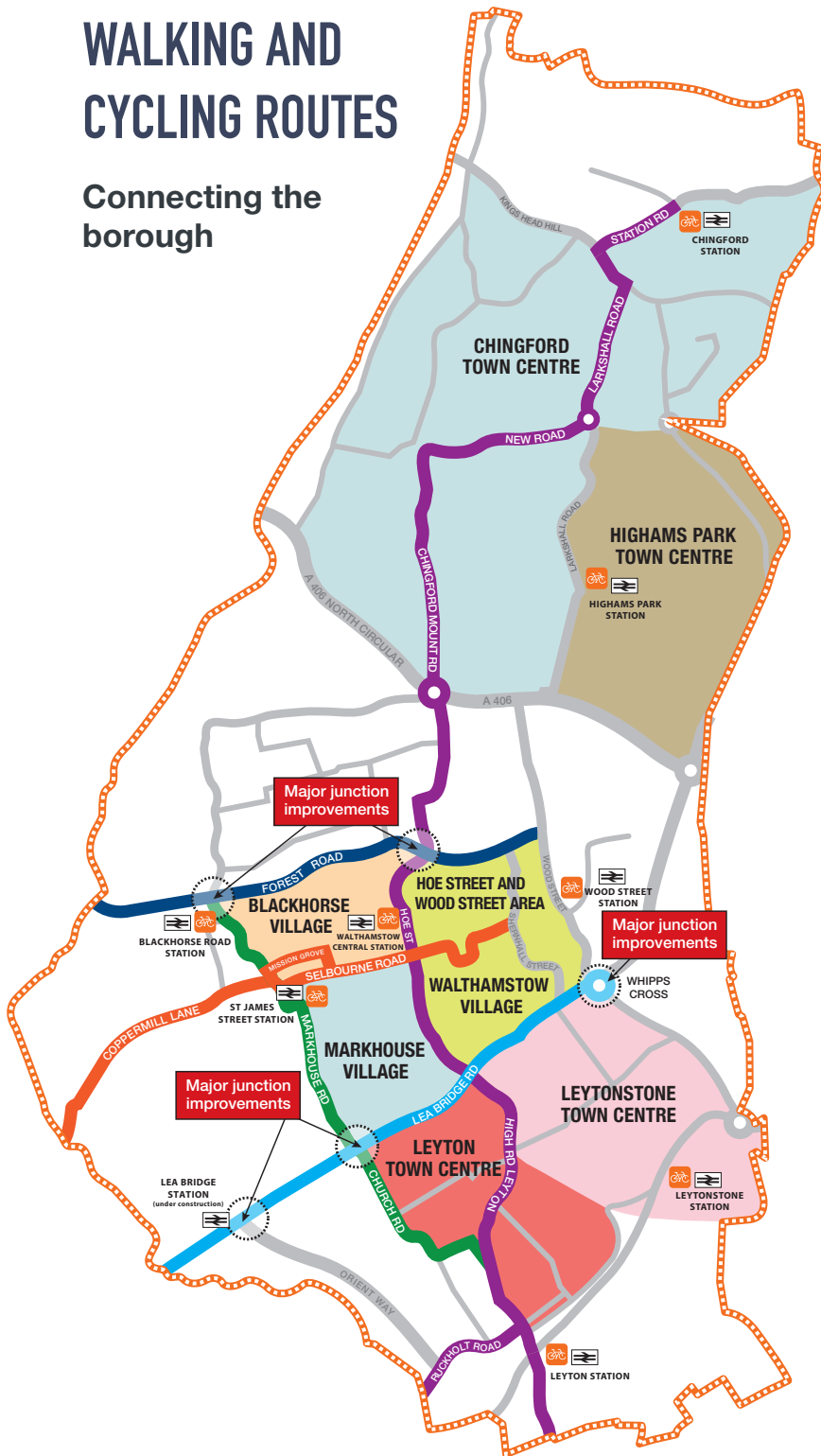
Our existing Segregated Cycle Network

Location	Type	Route	Condition	Upgrade
Lea Bridge Road	Off-road track	LBR Corridor	Fair/poor in places. Lack of priority, narrow and not easily accessible	MH complete rebuild and extension programmed completion 2017
Ruckholt Road	Off-road track	North-south (QEOPK Spur)	Good	MH complete rebuild and extension- opens Summer/Autumn 2015
Grove Green Road Route	Off-road track	Leytonstone to Leyton-feeder to Ruckholt Road	OK but section on Grove Green Road too narrow and difficult to access	MH Town Centre Programme 2016
Forest Road (outside Town Hall)	Segregated off-road track	Forest Road Corridor	Good but difficult to access and used as pedestrian path	MH complete rebuild and extension programmed completion 2017
Forest Road (Blackhorse Road to Borough Boundary)	Segregated off-road track	Forest Road Corridor	Ok but connectivity poor and leads to sections of unsafe on carriageway cycling	MH upgrade and extension programmed completion 2017
Orient Way/Argyll Avenue	Segregated off-road track	Links Walthamstow, Lea Bridge Road, Ruckholt Road Leyton and Olympic Park	Good but lack of priority over entrances to industrial units	Condition review 2017
Whipps Cross Road	Shared path	Whipps Cross roundabout to Green Man roundabout	Good but difficult to share when busy	Condition review 2017

*MH - Mini-Holland Programme

A NETWORK OF WALKING AND CYCLING ROUTES

Connecting the borough



The Mini-Holland network

As discussed, the Mini-Holland Programme provides us with the beginnings of a borough-wide network of high quality cycle routes. The Mini-Holland network was developed to focus on our busiest cycle routes and those that are likely to only get busier during the period of this strategy.

The Mini-Holland network consists of:

- Forest Road
- Lea Bridge Road - a Street for Everyone
- Leyton to Blackhorse Road cycle route
- Leyton to Chingford cycle route
- Walthamstow Marsh to Walthamstow Village cycle route

Roads on the network will be redesigned to make conditions much more favourable for people cycling and walking with segregated space for cycling, improved footways, speed reduction measures, redesigned junctions and new places for people to enjoy.

MAP KEY

- █ Lea Bridge Road Cycle Route - a street for everyone
- █ Leyton to Chingford Cycle Route
- █ Bloomsbury to Walthamstow Quietway
- █ Leyton to Blackhorse Road Cycle Route
- █ Forest Road to Wood Street Cycle Route
- Cycle Sheds
- Borough Boundary



Ruckholt Road

Ruckholt Road is one of our busiest cycle routes with over 1000 people cycling along it every day. It is a key link between the southern end of the borough, the Queen Elizabeth Olympic Park and into central London.

It is the chosen location for a pilot scheme for the Mini-Holland standard of cycle infrastructure with the aim of making the aforementioned destinations much easier to access on cycle and on foot.

The proposal including east and westbound segregated cycle tracks, separated signalised junction crossings, shared cycle/pedestrian zebra crossings is currently being constructed. The route is also being used to test new methods of segregation and materials.

There are sections of full segregation using stepped tracks away from general traffic, stepped tracks next to traffic and sections of light segregation. New links to the Leyton Mills Shopping Centre and the surrounding residential areas will also be provided.

Quiet route network

The borough has an existing quiet network which is well used as it provides good local links and connections to the Lea Valley and onto the Lea Valley Towpath and National Cycle Network 1.

The quiet network is included in the network development of the Mini-Holland Programme. In the town centres and villages a grid of quiet cycle routes is being implemented that will enhance the network further.



Quietway 2

Quietway 2 runs from Bloomsbury in Central London to Walthamstow Central via the London boroughs of Islington and Hackney, onto Lea Valley and Waltham Forest. Phase 1 (Coppermill Lane) is programmed to be complete in 2015 with Phase 2 (Blackhorse Road to Walthamstow Central) programmed for construction in 2016.

The Quietway alignment benefits from the Selborne Road Air Quality Management Scheme which is in the process of being constructed. The redesigned road will have a segregated two way cycle track, sustainable planting and green walls. Innovative carbon absorbing materials will also be utilised to address air quality issues.

The combined network

The combined network of our existing routes and the Mini-Holland network is the beginning of a real network, but one that needs to be developed further. It provides a grid of routes across the majority of the borough, supported by networks of quiet routes through residential areas with little or no through traffic.

Bridging the gaps

The Mini-Holland Programme doesn't include all our main roads and won't provide for everyone's journeys. As part of the development of the Mini-Holland network an evaluation of the usage, condition and potential of all main routes was carried out.

The programme of route upgrades will be developed using this evaluation as well as the addition of other cycle routes to the network. Usage patterns will, to a certain extent, govern upgrade proposals. For example, it may be that certain quiet routes become more used and of increased strategic importance over time and become absorbed into the network of routes.

There's still work to do

Some routes, not included in the programme, are still popular cycling routes and will likely only become more popular towards 2020. Work on improving these routes will form the basis of our network development post 2017.

We will use Transport for London's Cycling Level of service, Area Porosity and Junction Assessment Tools to determine where funding should be spent, together with the data from our monitoring program to upgrade the remaining network with the principle that a cycle route is only as good as its weakest link applied.

Car parking on main routes

Parked cars on main roads can cause issues for people cycling. The risk of being hit by someone opening a car door, when cycling, is a real risk as well as a psychological barrier. 'Dooring' which accounts for a significant number of people hurt cycling also deters people cycling on main roads, making journey times less competitive with other modes.

To make our main roads safer for people cycling and to encourage more people to do so, we will review parking provision including off peak parking (single yellow lines).

Wherever it is feasible, we will place parked cars on the outside of space for cycling through either segregated routes or 'floating' parking bays.

Loading

Loading vehicles especially in peak times are pinch points for cyclists. Due to the layout of traditional high streets in the UK, loading space conflicts directly with space cyclists travel in and can make journeys on main roads uncomfortable and unsafe.

On our Mini-Holland routes loading will be provided through specific loading bays designed to minimise conflict with people cycling. On other main roads we will work with businesses to assess loading restrictions to prevent delivery vehicles creating unsafe or unpleasant situations for people cycling.



CYCLE ROUTES 2014/15

2014/15 was an exciting year for the borough as we learnt of our Mini-Holland success enabling us to start planning the implementation of the programme. We got straight to work with the schemes included in the table.

The cycling action plan's 20 worst junctions were absorbed into the Mini-Holland Programme with the majority of the 20 worst cycling junctions on Lea Bridge Road alone.

We started work on a number of schemes, as planned, including the ground breaking Ruckholt Road scheme.

Some other sections of the segregated network (Blackhorse Road, section of Hoe Street) were delivered ahead of schedule to take advantage of other planned works.

We started speaking to cyclists on key routes to understand where they were going, their issues and suggestions to identify what improvements could be made.

Scheme	Target	Progress
Cycling Action Plan	Identify and develop programme of works for 20 worst junctions	Identified in 2014. Worst junctions included in Mini-Holland Programme
Ruckholt Road	Develop proposals and consult on Ruckholt Road	Proposals developed and consulted upon. Support for proposals so scheme developed for implementation
Leyton-Chingford	Implement early section on Hoe Street as part of Barclay School Crossing	Implemented in March 2015
Leyton-Blackhorse Road	Design and consult on Blackhorse Road section	Consulted in 2014. Positive result from consultation so scheme approved to proceed to consultation

CYCLE ROUTES 2015/16

2015/16 is another important year in the development of the Mini-Holland network and towards achieving our 2020 Vision. We are in the process of implementing Ruckholt Road, designing a number of other schemes and preparing to implement the transformational plans for Lea Bridge Road.

We are on course to deliver the Mini-Holland Route planned for this year which will mean we are well on our way to delivering the network of excellent cycle routes as promised in our successful bid and now a central part of our 2020 Vision.



Scheme	Stage	Progress
Ruckholt Road	Implementation	Construction began in March 2015. Scheduled to be complete by Autumn 2015
Lea Bridge Road	Engagement, Design and Consultation	Early engagement complete with over 1300 comments received. Consultation complete for sections A and H. Consultation on-going for the remaining sections
Forest Road	Engagement, Design and Consultation	Early engagement complete with over 350 comments received. Design and consultation on-going
Lea Bridge Road	Construction sections A and H	On track
Leyton-Blackhorse Road	Implementation-Blackhorse Road Section	Construction began in March 2015. Scheduled to be complete by Autumn 2015
Leyton to Blackhorse Road (Church Road)	Engagement and consultation	Complete. Project signed off for delivery
Leyton to Blackhorse Road (Church Road)	Construction	On track

CYCLE ROUTES 2016/17

2016/2017 will be a challenging year that will see significant improvements for people cycling on the main routes in the borough.

Further improvements will be made to Lea Bridge Road and Forest Road. Significant improvements will also be made to the Leyton to Blackhorse Road and Leyton to Chingford routes including the redesign of Walthamstow Gyratory.

We will also begin the roll-out of our Wayfinding and Monitoring Networks which will make it easier for people to get around the borough and for us to understand where, when and how many people are cycling.

Scheme	Stage	Scope
Lea Bridge Road	Construction	Sections B-G
Forest Road	Construction	Borough boundary with Harringey to Walthamstow Wetlands
Leyton-Blackhorse Road	Engagement, Consultation and Construction	Southern Section
Leyton-Chingford	Construction	Chingford Mount Road North
Leyton-Chingford	Construction	Walthamstow Gyratory
Forest Road	Construction	Blackhorse Road to Wood Street

CYCLE ROUTES 2017/20

Following the completion of the Mini-Holland Programme we will conduct a review of the borough's cycle route network. The review will be informed by a solid foundation of data, designs and lessons learnt from the Mini-Holland Programme and experiences from elsewhere.

There will be a focus on popular cycling corridors that were not included in the Mini-Holland Programme.

Potential schemes that could be delivered to supplement the network include those identified in the table. The list is however not exhaustive and will be finalised through the review process. This will, of course, include the identification of funding in order to introduce schemes of the expected standard.

Some schemes have limited scope but would provide real improvements to the network such as the improvements to the Black Path Route.

Project	Scope
Ruckholt Road/Eastway	Redesign of junction with Temple Mill Lane and extension of segregation onto Eastway/Homerton High Street (partnership working with LB Hackney required)
Leytonstone High Road	Introduction of segregated cycle tracks along length of road (Green Man Roundabout to Cann Hall/Crownfield Road junction)
Cann Hall Road/Crownfield Road Corridor	Introduction of improved conditions for cyclists including sections of segregation, bus stop bypasses and increased priority to link to route to central London via Queen Elizabeth Olympic Park(QEOPK) and Victoria Park
Temple Mill Lane (Northern section)	Introduction of fully segregated cycle tracks into East Village (QEOPK) and connectivity into park
Markhouse Avenue/South Access Road Black Path	Improvements to route (including potential cycle street) to provide enhanced link from Walthamstow to segregated route on Orient Way-Lea Bridge Road/Orient Way-Ruckholt Road and into central London
Whipps Cross Road	Introduction of segregated cycle tracks to link to Lea Bridge Road Super Highway and Leytonstone High Road
Blackhorse Lane/Sutton Road	Corridor improvement including bus stop bypasses, segregated space for cycling and junction improvements
Bridge over railway sidings Orient Way	Remove barrier on route from Leyton to Hackney (via Leyton Jubilee Park and Hackney Marshes) by introducing new cycle friendly bridge
A406	Identification of safe, direct parallel route for people cycling
Tavistock Avenue, Queen Elizabeth Road, Winns Terrace, Brettenham Road	Cycle route linking Blackhorse Lane area to Chingford Mount Road
Lea Marshes to Epping Forest Quiet route	Tavistock Road, Queen Elizabeth Road, Winns Avenue, Lloyd Park, Dudley Road, Chesnuts Field, Victoria Road, MacDonald Road, Bellvue Road
Woodford New Road/Snaresbrook Road	Extension of Lea Bridge Road segregated route
Larkshall Road	Introduction of improved conditions for cyclists including sections of segregation, bus stop bypasses and increased priority

MAKING OUR RESIDENTIAL AREAS GREAT PLACES TO CYCLE

The Town Centres and Villages

The Mini-Holland Programme Town Centres and Villages focus on making our residential areas great places to walk and cycle by removing through traffic, and calming remaining routes through the introduction of speed reduction measures.

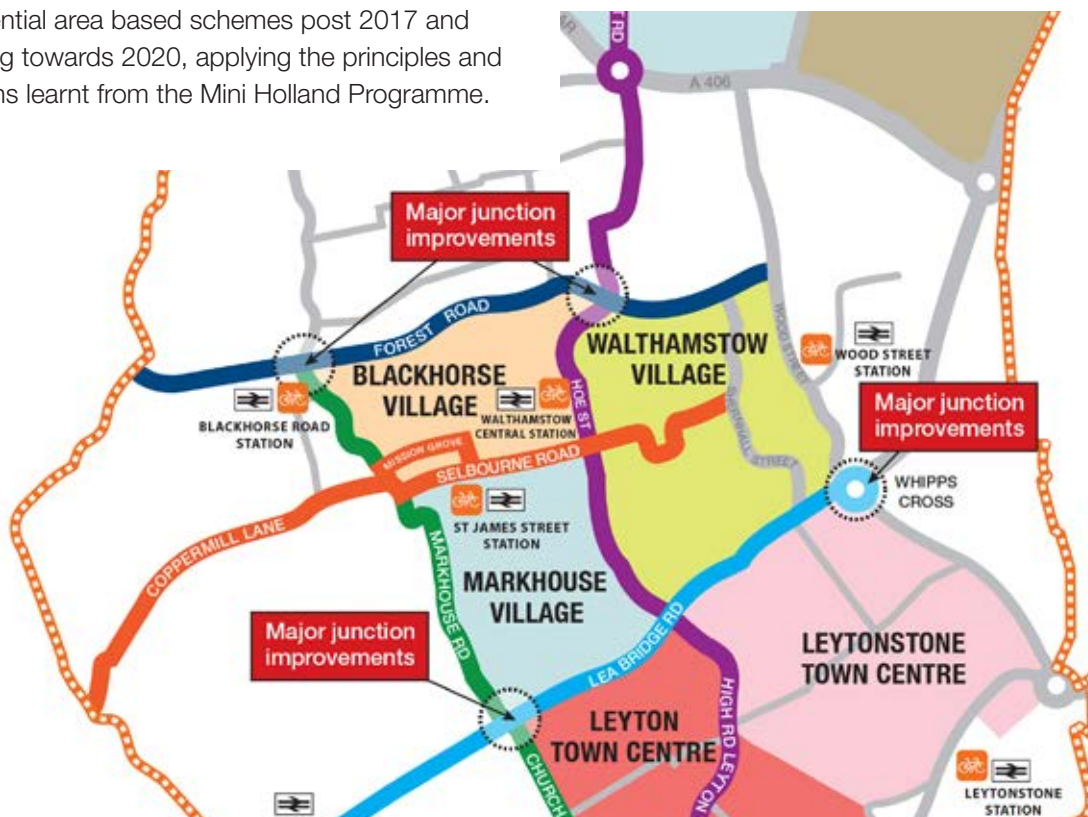
The programme will impact significantly on approximately two thirds of the borough with only the southern part of the borough (south of the A12), the central area between Forest Road and the A406 North Circular Road not included.

These areas will therefore be the focus of any residential area based schemes post 2017 and leading towards 2020, applying the principles and lessons learnt from the Mini Holland Programme.

Look mum no traffic!

We will continue to work with the local community to identify and address local traffic management issues, such as rat running that affects community cohesion and evokes a sense of place, and parents feeling comfortable about children playing in their own streets.

We will also continue to support residents who want to organise play streets and other temporary roadspace reallocations that enable local people to empower them to use and enjoy the roads public spaces where they live.



More haste less speed

We will implement a **20mph speed limit on all borough roads**, including those in more rural areas in the north of the borough, where high speeds deter people enjoying the countryside on their doorsteps.

We will reinforce and support the 20mph speed limit by introducing measures that reduce speeds of vehicular traffic but do not adversely impact people cycling. We will also review existing traffic calming features and remove and replace those that are not friendly to people cycling such as speed cushions, traffic islands and other pinch points.

We will refrain from implementing **one way streets** unless there are exceptional reasons to do so, as they tend to increase traffic speeds and create a more hostile road environment for all road users and residents. Where one way streets already exist, we will take steps to reverse them, and/or provide exemptions for cyclists.



A local grid

A local cycling grid of routes is being implemented as part of the Mini-Holland Programme. This grid is being merged with the existing quiet network and will be expanded further through the programme.

The grid will provide great links to local destinations and be plugged into our cycle route network. It will include wayfinding information that will help people navigate new parts of the borough by cycle.

Our aspiration for 2020 is to have a quiet cycle grid that meets the London Cycle Design Standards (LCDS) 'Good' Network Density Mesh of 250-400m and wherever feasible <250m.

Car parking

When **managing on-street car parking**, we will prioritise techniques that do not create unnecessary barriers and risks for cyclists. The suitability of parking near junctions will be reviewed and double yellow line restrictions introduced where they should.



GREAT PLACES 2014/15

In 2014/15 we embarked on a bold innovative programme to radically improve conditions for people walking and cycling collectively known as the Mini-Holland Town Centres and Villages.

The first project was the Walthamstow Village Pilot, the introduction of a series of temporary road closures and pop-up public spaces over a three week period in September 2014. The closures prevented non-local traffic travelling through the area and converted the

newly low traffic areas into more functional spaces for people.

The ground breaking project drew considerable interest locally, nationally and internationally. Opinions were of course polarised but after a period of engagement and co-design with the local community, the project was approved to proceed to construction in 2015 following a large scale public consultation exercise.

Scheme	Stage	Progress
Walthamstow Village Pilot Scheme	Implement pilot scheme of modal filters, public space reallocation	Pilot successfully implemented
Walthamstow Village Co-design and consultation	Develop proposals with community and consult	Proposals developed and consulted upon. Support for proposals so scheme developed for implementation



GREAT PLACES 2015/16

This year, we continued with our Mini-Holland Programme of Town Centres and programmes. Two further areas (Blackhorse Village and the Hoe Street Wood Street Area) have been engaged and co-design and consultation is underway).

The Walthamstow Village Pilot has been substantially constructed and will be completed by September 2015. The pioneering approach to project delivery

has been rewarded with the London Cycle Campaign 2015 'Space for Cycling' Award and shortlisted for others.

The engagement and consultation of Leyton and Leytonstone Town Centres has also commenced with the implementation of these schemes scheduled for Winter 2015.

Project	Stage	Progress
Walthamstow Village	Implementation	Construction began in March 2015. Scheduled to be completed by September 2015
Blackhorse Village	Engagement, design, consultation and implementation	Proposals developed and designs consulted upon in July 2015. Implementation will begin in September 2015
Markhouse Village Co-design and consultation	Develop proposals with community and consult	Proposals developed and consulted upon. Support for proposals so scheme developed for implementation
Hoe Street and Wood Street Area	Engagement, design, consultation and implementation	Proposals developed. The designs will be taken to public consultation in September 2015. If the scheme is supported construction will begin in December 2015
Markhouse Village	Engagement, design and consultation	Engagement will begin in September 2015 and the designs will be taken to public consultation in January 2016
Leytonstone Town Centre	Engagement, design and consultation	Proposals developed. Engagement will begin in September 2015. The designs will be taken to public consultation in November 2015
Leyton Town Centre	Engagement, design and consultation	Proposals developed. Engagement will begin in September 2015. The designs will be taken to public consultation in November 2015
Leytonstone Town Centre	Engagement, design and consultation	Proposals developed. Engagement will begin in September 2015. The designs will be taken to public consultation in November 2015
Leyton Town Centre	Engagement, design and consultation	Proposals developed. Engagement will begin in September 2015. The designs will be taken to public consultation in November 2015

GREAT PLACES 2016/17

In 2016/17 the focus moves from the residential areas, surrounding Walthamstow Town Centre, to Chingford and Highams Park Town Centres in the north of the borough.

We will be engaging residents and businesses to help us identify improvements that can be made to the local road network to encourage more cycling and walking and ensure easy access to the cycle route network.

Project	Stage
Chingford Town Centre	Perception Survey and early engagement
Highams Park Town Centre	Perception Survey and early engagement
Chingford Town Centre	Develop proposals with community and consult
Highams Park Town Centre	Develop proposals with community and consult



Walthamstow Village Pilot, Orford Road

GREAT PLACES 2017/20

The final pieces of the jigsaw

A review of the areas not included in the Mini-Holland Town Centres and Villages will also take place to develop a programme of works for post 2017. This will take into account the existing 20mph and controlled parking zone (CPZ) programme to identify

cost effective approaches to project delivery through economies of scale.

Any funding available for area based schemes will be allocated to projects similar in nature to the Town Centre and Villages in the areas not included within the Mini-Holland Programme.

Area	Scope	First Step
Crownfield Road/ South Leyton Area	Borough boundary with Newham to A12	Area investigation, community engagement through perception survey
Cann Hall/South Leytonstone Area	Borough boundary to Leytonstone High Road	Area investigation, community engagement through perception survey
Higham Hill Area	Area investigation, community engagement through perception survey	Area investigation, community engagement through perception survey
Hale End Area	Area investigation, community engagement through perception survey	Area investigation, community engagement through perception survey



MAKING CYCLE PARKING EASY

Somewhere convenient, easy and safe to park your cycle is as important as any other part of cycle infrastructure. The lack of quality of cycle parking can mean a café misses a hungry mouth, and the lack of somewhere safe at home to park a bike can stop someone taking up cycling completely.

Cycle parking at home

2020 Vision objective: every resident has somewhere to keep their cycle

Finding somewhere to leave your cycle at home can be difficult and a barrier to cycling before you even start. In areas of denser housing and especially in shared houses or flats this is often more difficult with shared hallways and small living spaces.

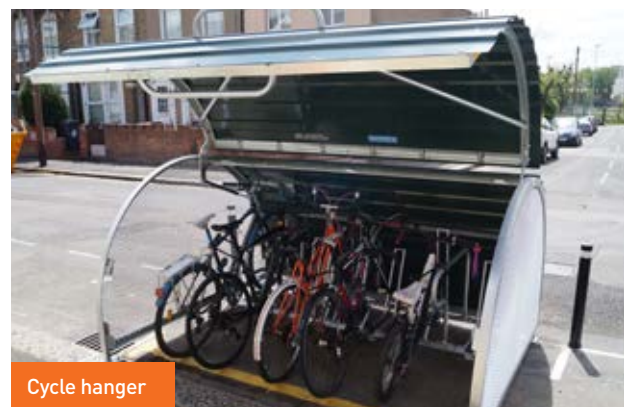
Cycle hangars

In 2014, the Council launched the first pilot of on-street residential cycle parking hangars, one of the first boroughs in London to offer such a service. The first ten hangars were introduced throughout the south and centre of the borough in March 2015. The hangars were introduced in locations where residents requested them and where there was additional demand from neighbours.

They are normally located outside properties where people have requested them and installed where their car would likely be parked if they owned one.

The popularity of the hangars has exceeded expectations with, in the region of, 500 locations suggested since the first ten were introduced and significant waiting lists for the majority of hangars that have been introduced. The Council is now extending the network by a further 50 hangars in 2015/16 with more planned in the future.

The level of quality and location of cycle parking in Waltham Forest was, like most boroughs, limited. The funding from the Mini-Holland and Borough Cycling Programmes has provided opportunities for a step change in provision throughout the borough.



Cycle hanger

Estates

The Council began a programme of introducing cycle lockers into housing estates in 2014. This programme has been amalgamated with the residential cycle parking programme and will be managed jointly to develop a borough-wide residential cycle network.

This will be particularly relevant given the recent decision to bring estate housing back into the management of the Council. Where feasible, opportunities for the introduction of cycle hangars and the conversion of redundant garages or pram stores on estates will also be delivered by 2020.

New developments

We will make sure that developers in the borough consider the needs and wants of residents with regards to cycle parking through the application of the borough's cycle parking standards.

Year	Target	Progress
2014/15	Identify design and consult on 10 pilot Hangar locations	Achieved December 2014
	Introduce 10 pilot hangars	Achieved January 2015
	Engage with community to identify additional locations	Campaign through social media and Enjoy Website from Autumn 2014 Over 450 potential locations suggested!!
2015/16	Develop cycle hangar network development process	Completed and approved April 2015
	Consultation and implementation of batches 2 and 3 of hangars (20 in total)	In progress
	Introduce additional 30 hangars in Leyton and Leytonstone areas	Requests from residents reviewed and proposals being developed to expand network
	Integrate estate cycle parking network	In progress

Year	Project	Scope
2016/17	Introduction of hangars 61-100	Demand led intensification
	Further roll-out of hangars in Chingford and Highams Park Town Centres	Demand led intensification
	Introduce additional 100 hangars in gaps in network (concentrated in non-MH areas)	Demand led intensification
2017-20	Review estate cycle parking provision and demand	Provision vs Demand review
	Continue to develop network to ensure every resident has somewhere to keep their cycle	

Cycle parking for shoppers and visitors

2020 Vision objective: you can visit any shop and leave your cycle within 50m

Cycle parking near to shops and places of interest is arguably as important as good infrastructure. Unlike cars, cycles have to have purpose made infrastructure in order to be left safely and securely. If shops do not have cycle parking nearby this will normally put off someone cycling from stopping and spending money.

On-street cycle parking network

We will continue to introduce on-street cycle parking. In High Streets, we will strive to place cycle parking in the carriageway (or on build-outs so it does not obstruct the desire lines of people walking.

Specialist cycles

Parking for specialist cycles including cargo bikes, children's cycles and those for people with mobility issues will become more important as more people start to cycle. Whilst Sheffield or Fin stands are good for most people cycling, they do not work for all.

Parklets

We introduced temporary parklets as part of the award winning Walthamstow Village Pilot in Summer 2014. As a follow-up part of the Mini-Holland Programme, we are investigating potential locations for the introduction of parklets in the borough and hope to work with local cafes and community hubs.



Year	Target	Progress
2014/15	Review high street/attraction cycle parking provision throughout the borough	Achieved in November 2014
	Introduction of first 10 cycle hangars	Achieved in January 2015
	Introduce 400 new on-street stands	Achieved in March 2015
2015/16	Introduce additional cycle parking on High Streets	In progress
	Identify locations for Parklets	In progress
	Integrate estate cycle parking network	In progress
	Introduce 400 on street cycle stands	In progress
2016/17	Intensification of on-street visitor cycle parking network (400 new stands)	-
2017-2020	Continue to develop network to meet overall objective	-



Fin cycle stand



Cycle parking in the carriageway keeping the footway clear for pedestrians

Cycle parking at stations

Cycle parking at stations is vital to encourage combined sustainable mobility through people taking first mile/last mile journeys by cycle. Encouraging people to make these journeys by cycle benefits everyone as it reduces congestion through lowering the number of short private car trips and frees up space on local public transport for those who need it.

Cycle Park and Go

As part of the Mini-Holland Programme the Council is introducing cycle hubs at eight rail and underground stations in the borough namely Blackhorse Road,

Chingford, Highams Park, Leyton, Leytonstone, St James Street, Walthamstow and Wood Street.

The Cycle Park and Go Hubs offer additional capacity through two tiered power assisted cycle stands in a secure Hub building. The hubs have key fob entry with CCTV, help points and information boards. Membership is currently £10 a year which provides entry to all hubs and a registered key fob.

The Leytonstone and Walthamstow Hubs were opened in July 2015 with capacities of 50 and 80 cycles respectively replacing existing outdated provision. A Super Hub will be introduced at Leyton Underground Station in 2016, replacing the existing facility.



**WALK
CYCLE
ENJOY**

Year	Target	Progress
2014/15	Tender for delivery partners for Cycle hub programme	Achieved in Autumn 2014
	Engage with local community to understand requirements from Hubs at Stations	Achieved Autumn 2014
	Introduction of Leytonstone and Walthamstow Hubs	Opened August 2015
2015/16	Introduction of Wood Street, Chingford and Highams Park hubs	On track
	Introduction of St James Street Hub	On track
	Improved cycle parking facilities at Blackhorse Road station	On track
2016/17	Implementation of Leyton Superhub	On track
	Lea Bridge Station programmed to open with secure cycle parking hub	Work in progress
2017-2020	Focus on stations not included in Mini Holland Programme- Leyton Midland Road and Leytonstone High Road	N/A



INVOLVING THE COMMUNITY

Engagement approach

The engagement approach that has been adopted for the Mini-Holland programme and the development of the Cycle, Walk and Enjoy Waltham Forest brands is open, transparent and accessible. 2020 Vision relies upon the buy-in of the community and to a certain extent an acceptance and readiness to change behaviour.

The approach has used a range of methods both face to face and internet based interactive engagement tools. We hope this allows anyone who is interested or has a view on what we are doing to tell us what they think.

By approaching the engagement with the community in this way and promoting the opportunities to get involved, the entire community and our visitors will be encouraged to get involved.

Encouraging more people to cycle

The perception surveys and cycle intercept surveys conducted as part of the design development stage of the Mini-Holland Programme have shown common themes. We will continue to use these to inform our network development and design work.

Events

Le Tour de Waltham Forest

Le Tour de Waltham Forest is the borough's annual cycling celebration. It's a great event to get people on their bikes with friends, families to explore the borough and meet new people. There are bronze, silver and gold routes available which are marshalled by Waltham Forest Cycling Campaign with support from the Council. The tour in 2015 was the biggest yet with over 260 people taking part.

The Council will continue to deliver the event to support the 2020 Vision and we plan to hold an even bigger and better tour in 2016.



The London Cycle Show 2015

The Council will be hosting the London Cycle Show on 14-15 September 2015 at the Walthamstow Assembly Hall which will include the inaugural Cycle Planning Awards.

Council events

We have had a presence at all of the major council run events in 2015 including the Chingford, Leyton and Leytonstone Big Weekenders (Car Free Day), Mela, The Walthamstow Garden Party and Leyton Mid-Summer Festival.

More than 100 people have visited our stalls each day at the events meaning we have spoken to and given advice to over a thousand people this year alone.

We will continue to promote cycling at Council events held annually in the borough and use them as a platform for people to learn about and contribute to 2020 Vision.

Cycle maintenance

Dr Bike sessions are held throughout the borough as part of our community engagement approach for the Mini-Holland Programme. They offer people the opportunity to get their cycle looked over by a qualified mechanic and have minor repairs carried out free of charge.

We will continue to provide Dr Bikes throughout the borough up to 2020. We will introduce a formal calendar for Dr Bikes that means people know when and where they will be occurring (e.g. every first Saturday of the month in Leyton) coupled with one off sessions at Council events, schools and during periods of local engagement for scheme development.

Practising what we preach

As the borough's largest employer, and an influential commissioner of goods and services, the Council commits to leading by example through active implementation of a range of effective measures that reduce short local car trips, including: cycle training for staff, corporate pool bike scheme, regular Dr

Bikes, staff car parking charges and the provision of car club and electric vehicles for business trips.

In addition, we will ensure that Council policies (e.g. regeneration, education and parking policies) do not inadvertently undermine the goals of the Mini-Holland Programme.



Businesses

We will work with businesses to help them embrace our 2020 Vision. Many businesses will not immediately see the benefits for them particularly in the road space reallocation proposed as part of the Mini-Holland Programme. There is, however, a wealth of evidence from our engagement and case studies from elsewhere that cycling is great for business particularly food and small retail outlets.

It is, therefore, important that the Council works with businesses so they can understand how cycling can be good for them. This means how cycling can increase customer volumes, save businesses money and help them understand why vehicles loading or parking in the wrong place can be real issues for people cycling.

We will continue to introduce cycle parking near to shops and businesses, provide free training to anyone who wants to learn to ride a cycle, or drive heavy goods vehicles safely for people cycling.

We are in the process of setting up a cargo bike loan scheme for businesses and will continue to offer the support of Transport for London's Cycling for Business Programme.

AS EASY AS RIDING A BIKE

We want to make cycling accessible for all and remove the barriers that prevent people doing something that is great for them and everyone else in the borough. The Mini-Holland Programme will provide the perfect platform for people in the borough to embrace cycling be it for commuting, exercise or just to get a loaf of bread.

Cycling infrastructure alone can't do this, some people don't have access to a cycle, can't ride (or can't remember how, despite the saying), need that extra persuasion or want to gain more experience.

Cycle training

Cycle training is a real success story in the borough but with scope to be even more impressive.

Free cycle training is available to people who live, work or study in the borough. Working with cycle training provider Cycle Confident, since 2013, the numbers of children and adults has grown exponentially and this pattern seems set to continue.



Summer cycling school

In July 2015, the Council held its first Summer Cycling School at various locations throughout the borough. The school offered child and adult cycle training, advanced training and bike maintenance courses. 69 children and 70 adults attended the group cycle training, and the 6 maintenance courses were fully booked and well attended, with a long reserve list.

Year	Children			Individuals		
	Target	Actual	Variance	Target	Actual	Variance
2012/13		389			108	
2013/14		464			231	
2014/15		1078			437	
2015/16	1200	589*		500	179*	
2016/17	1300			550		
2017-20	4000			1800		

*For April to end July 2015

Back to school

We want more of our children living healthy and active lifestyles and one of the ways we can do this is through encouraging more children to cycle. Cycle to school rates are low in the borough and vehicles in the school run account for about 20 per cent of rush hour traffic.

We have already begun engaging more with schools as part of the Mini-Holland Programme and have much more planned in the years to 2020, including more varied cycle training for children and parents, second hand bike markets competitions and interactive assemblies.

Sharing is caring

Supported by our Borough Cycling Allocation we have been providing Safe Urban Driver Training to goods vehicle fleets in the borough. Between January and March 2015, 272 drivers have taken part in the training which teaches attendees about how people on cycles behave by them taking part in on road cycle training. This year 86 drivers have been trained with one course booked a month for the remainder of 2015/16, meaning a total of over 200 more drivers.

Cycle hire

The London Cycle Hire scheme has been a significant driver of the growth in cycling in Inner London and has an excellent safety record. A proposal for the extension of the London Cycle Hire Scheme into Waltham Forest was included in the Mini-Holland bid and up to 2020 we will continue to work with Transport for London towards that goal.

We will also explore the viability of a local, more leisure-focussed cycle hire scheme at Walthamstow Wetlands. This will enable local people to enjoy exploring the Wetlands and Lea Valley on traffic free routes – opportunities for leisure cycling can lead to more regular utility cycling.

During the closure of the Victoria Line in August 2015, the Council introduced Brompton Cycle Hire outside the Walthamstow Central Cycle Hub.

Cycle recycling

The Leytonstone branch of cycle recycling charity Bikeworks unfortunately closed in 2015 with the charity wishing to consolidate locations.

The Council has organised pop-up markets organised by Peddle my Wheels in Summer 2015 as part of a pilot approach to replacing the facility. The pop-up market approach will be trialled in a number of locations including markets, town centres and schools in 2015 to determine how successful they are.

The Council will work to identify a new partner to manage a second hand cycle retail outlet and develop initiatives to provide the community to second hand cycles.

Cycling for all

In our Cycle Survey 2014, around 6 per cent of respondents described themselves as having a disability. Over the next five years, we will empower more residents with disabilities to cycle through more structured provision of opportunities for all ability cycling (e.g. adapted bike loan), as well as ensuring that on street schemes take full account of the needs of cyclists with disabilities and adapted bicycles.

Are we there yet?

Finding your way in the borough will be made much easier through the introduction of a Wayfinding Network, which will be introduced as part of the Mini-Holland network.

Cycling in parks

The Mini-Holland team are working with the parks team to identify parks where considerate cycling should be permitted. The aim is to provide safe cycle places for people to learn to ride whether for the first time or to get back on. In some parks, particularly where it provides a link in a route or an alternative route to a main road, considerate cycling will also be permitted along certain internal routes.

PARTNERSHIP WORKING

The role of our partners cannot be understated in delivering such an ambitious programme as the Mini-Holland Programme and our 2020 Vision. The following section introduces our partners in 2020 Vision and the roles they will play in helping us achieve it.



Residents

The residents of the borough are our key stakeholders and the reason we are working so hard to make cycling accessible to all. They tell us they want quieter streets, less traffic and safer neighbourhoods. We will continue to work with them to make the 2020 Vision a reality.

We will prioritise transport spending in areas where traffic management and road safety concerns exist to make our roads and residential areas the friendly places our residents deserve. We will provide advice, support, training and special events to encourage people to embrace the blossoming cycling culture and the 2020 Vision.

Business

Local businesses are the beating heart of the economy and also our key stakeholders. We want businesses to thrive from the 2020 Vision and to be able to provide the 260,000 residents of the borough with the goods and services they want.

We want our residents to think locally and support local shops in local centres. We will work with any business that wants to reduce the negative transport impact of their business operations by giving sustainable transport advice and support.

Transport for London

Transport for London provide funding, technical support and are our delivery partners for the Mini-Holland network. We will continue to work closely with TfL to further improve conditions for people cycling along with other road users to make our road network more accessible for all, safe and forgiving.

We also want to make the excellent public transport links in the borough even more accessible, enabling combined mobility journeys through the ease of access by cycling and walking, wayfinding and the provision of excellent cycle parking at public transport interchanges.

Waltham Forest Cycling Campaign

Waltham Forest Cycling Campaign are the local cycling heroes. They are our best critical friends, providing expert local knowledge and ensure the needs of all local people cycling are taken into account when we develop scheme proposals.

We will continue to work with them on events such as the Tour de Waltham Forest where they support the ride with marshals and in special circumstances such as the recent Victoria Line closure when WFCC provided led rides for residents wanting to cycle part or all of their normal tube commute.

Public health

We work closely with Waltham Forest's Public Health team and primary care professionals to develop policy, programmes and to promote active travel more generally, with an emphasis on creating greater confidence to cycle among groups which are currently underrepresented (including BME groups, women, children and people with disabilities).

Neighbouring authorities

Our neighbouring boroughs are also promoting and embracing the cycling culture. The London Borough of Hackney has been a hotbed of cycling for a number

of years. The London Borough of Enfield is also a Mini-Holland borough with proposals that will benefit people who cycle in the north of Waltham Forest.

We are, and will continue to work with the London Boroughs of Newham, Redbridge and Haringey on the continuation of the Forest Road, Lea Bridge Road and north-south routes.

Our relationship with the Lea Valley is becoming ever more important for people cycling and we are working together to maximise the benefits of the Mini-Holland and Quietway Programmes.

We hope to lead the formation of a North-East London Cycling Action group with the aim of ensuring cross border connectivity and continuity of cycle routes to provide an extended world class cycling network.

Schools, Colleges and places of worship

We will work with any school, college or places of worship that wants to engage in the Vision 2020. We hope that our schools will commit to completing travel plans and work with parents to reduce the amount of children driven to school. We will support schools through providing advice, training for pupils and teachers, events and activities.

We will strengthen our relationships with local colleges and engage with students who are normally excluded from any encouragement to cycle through targeted campaigns.

We will also work with places of worship to provide the necessary training, support and infrastructure to ensure those who want to cycle can.

Working with developers

We will work with developers to ensure development in the borough is sustainable from a transport perspective. We will ensure developers introduce new buildings and neighbourhoods that support people walking and cycling.

MAKING CYCLING SAFER

Safety in numbers

To achieve our ambition of 20 per cent of all local journeys made by cycle, and to 'normalise' cycling as a main means of transport in Waltham Forest, one key issue is the risk associated with cycling – both real and perceived.

In practice, for the last ten years the cycling safety record in Waltham Forest has remained very good, with a borough-wide average of nine serious injuries a year despite significant traffic and population growth as well as an upturn in cycling numbers. Slight injuries, where no medical treatment is sought, have also remained broadly static at an average of under 750 a year.

We know that in London 49 per cent of current non-cyclists avoid the saddle because they perceive it too dangerous to take up. We must, therefore, aim to improve the safety of the borough's existing cyclists, and also improve the opinion of cycling safety for non-cyclists.

As the number of people cycling increases, so the safety of cycling will increase likewise, with individuals less likely to be involved in a collision.

However, as in many other places that have seen cycling grow rapidly, the actual number of people hurt in collisions when cycling may increase, particularly in the next few years.

We are therefore tackling the issue from three different angles:

- improving space for people cycling
- monitoring road user activities and enabling greater levels of enforcement
- actively promoting to people who cycle training for road users to increase knowledge and awareness.

Shift in mode, shift in attitude

People who cycle in the borough have told us about their safety concerns and we have identified four key areas:

- Traffic too busy
- Other Road Users
- Fear of Collision
- Press and Awareness.

The welfare of cyclists using our road-network is being enhanced by the implementation of Quietway and Mini-Holland schemes in the borough. We have delivered more free cycle training to the public since 2013 than ever before, as well as working closely with schools to increase the take-up of Bikeability training by over 100 per cent since 2013.

OUR FOCUS TO MAKE CYCLING SAFER

Although the majority of collisions and fatalities happen on Waltham Forest's busier roads, motorists speeding and driving in an aggressive way in narrow streets put off people from cycling in the quieter

neighbourhood areas. This means that our focus is on measures to reduce incidents on all roads in the borough, and help people to be more confident to use their neighbourhood streets.

Deterrent	Project	2020 Target
Traffic too busy	Cycle Training - individuals	Bikeability Cycle Training will be delivered on an even bigger scale. The target for individuals trained will rise to 1800 for 2017/2020.
	Route Mapping	Online hub with cycle routes and information of local rides, training and events. A to B route mapping with are qualified instructors.
	Schools – Training and Education	A real focus on cycle training in schools to promote cycling as a safe, money saving, healthy life skill. Target rising to 4000 school children trained over the three years between 2017/2020.
Other Road User	Safe Urban Driving course	To provide one SUD course every calendar month each year to 2020.
	Enforcement	Work closely with the local Police to enforce the regulation and enforcement of all road users including cyclists breaking the law. This will include Exchanging Places Schemes, Operation Safe-way, Operation CUBO and other events.
	Keeping our own house in order	Ensure all council fleet operators and contractors are accredited to FORS Gold standard within the next 5 years.
Press and Awareness	Communications: Public	Continue promote the positives of cycling and filtering it across many aspects of the community such as Health, Sport and Leisure and local businesses.
	Communications: Schools	2 annual campaigns delivered to schools to promote cycling as a life skill. These will run alongside national campaigns such as Road Safety Week and Bike Week.
Fear of Collision	Mini Holland Schemes	Continual promotion and monitoring of this infrastructure, including events and led rides.
	Reporting issues	Work with the cycling community to pinpoint areas for improvements and upgrades, and make it simpler for the public to report potential safety issues.

MONITORING AND LEARNING FROM WHAT WE DO

Waltham Forest is working hard to ensure that the significant investment in cycling underway, as part of the Mini-Holland Programme, will catalyse a lasting culture of cycling across the borough.

We are monitoring and reviewing progress through traffic and cycle counts (including permanent count sites), perception surveys, collision data, as well as regular workshops with stakeholders. The results are regularly reported to our Mini-Holland board, Council Cabinet and Transport for London, and are published on our website www.enjoywalthamforest.co.uk.

We will review the schemes we implement and learn from our experiences. We will share our knowledge and experience with our residents and businesses, stakeholders and other interested parties.

We hope by doing this we can exchange ideas and experiences with all these people to further improve what we do and how we do it.

This is a living document and will be updated annually in the form of a bicycle account. As mentioned, a comprehensive review of cycling in the borough and our steps towards 2020 Vision will be undertaken in 2017.

This will take into account evidence gathered and lessons learned through the implementation, monitoring and evaluation of the Mini-Holland Programme, Quietway and Borough Cycling Programmes. A new programme of work focusing on areas not included in the Mini-Holland Programme will be prepared for 2017-20 including new opportunities and funding streams.

FURTHER READING

Waltham Forest Mini-Holland

(www.enjoywalthamforest.co.uk)

Waltham Forest Cycle Action Plan

(www.walthamforest.gov.uk/documents/ke85-wf-cycle-action-plan.pdf)

Waltham Forest Development Management Policies

(www.walthamforest.gov.uk/documents/dmpolicies%20adoption%20version%20october%202013.pdf)

The Mayors Vision for Cycling

(www.london.gov.uk/priorities/transport/cycling-revolution)

Transport for London (2011), Analysis of Cycling Potential

Transport for London (2010), Delivering the benefits of cycling to outer London



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Waltham Forest