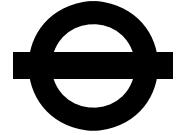


Programme	Cycle Superhighways
Project	Cycle Superhighway 2 Upgrade: Aldgate to Bow
Document reference	CS2U Equality Impact Assessment

Equality Impact Assessment (EqIA) Form

		Signature	Date
Prepared by	Lorena Persano Scheme Sponsor	_____	_____
Reviewed by	Endorsement statement Peter Wright TfL Equality & Inclusion Team	_____	_____
Approved by	I confirm that this deliverable meets the requirements of the relevant Pathway Product Description and that all consultation comments have been addressed to the satisfaction of consultees. Stephen McIlwaine Senior Sponsor	_____	_____
Distributed to	Jon Hanes	Portfolio Sponsor	
	Penny Rees	Programme Sponsor	
	Stephen McIlwaine	Programme Sponsor	



**Equality Impact Assessment (EqIA) HR Form
Initial Screening**

Section one: Your strategy, project or policy.

Name of strategy, project or policy:

Provide the full name of your strategy, project or policy:

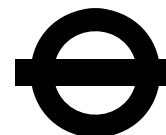
Cycle Superhighway 2 Upgrade

Person completing assessment: Provide the full name, position and department of the person completing the form.

Lorena Persano, Scheme Sponsor, RSM
Sponsorship

Telephone number:

Provide the telephone number of the person completing the form. (No Mobile or Auto Nos).



Section two: Assessment of impact(s)

1. What is the main purpose of the strategy, project, or policy? Describe what your strategy, project, or policy aims to achieve. (As outlined in the strategy, project, or policy section of the business case)

Cycle Superhighway 2 (CS2) from Aldgate to Bow was implemented in 2011. The cycle route is currently a mixture of blue surfacing in traffic lanes, blue surfacing through bus lanes, logos and advisory cycle lanes. Since its inception there has been a 24% increase in the number of cyclists on the route, however there have been six high-profile cycle fatalities on or adjacent to CS2 (two in 2011 by the Bow Roundabout, four in 2013: one by the Bow Roundabout, two by Aldgate East station and one on Mile End Road).

Since the Cycle Superhighways programme was first conceived and indeed since CS2 was completed in 2011, the external context for the design and delivery of Cycle Superhighways has changed completely. Hence the scope and cost of the remaining routes differs significantly from the first four, with consequent implications for funding, traffic capacity and deliverability at both programme and individual route level. Key factors behind this change of context are:

- The series of cycle fatalities in late 2011, which led to the Better Junctions Review and the expectation of higher design standards for cyclists on the road network in general - and on the Cycle Superhighways in particular.
- Lessons TfL has learnt from delivering the first four routes.
- Lessons learnt from the Better Junctions Review as it has unfolded (and continues to unfold).
- Recommendations from the London Assembly, criticising lack of physical separation on cycling routes.
- The Mayor's response to "Go Dutch" design standards during the 2012 election campaign and his subsequent re-election, culminating in the 2013 'Mayor's Vision for Cycling'.

These factors have led to a step change in the level of infrastructure recommended on future routes and the upgrade of existing routes including CS2. Specifically, compared to the first four routes, evolving designs introduce a substantially higher level of physical separation as well as increased priority for cyclists at junctions. The key objectives can be summarised as follows:

Mayoral commitments and aspirations

- To help achieve a 5% modal share for cycling overall by 2026 by delivering new Cycle Superhighways.



Catering for Growth

- Cyclists are able to make more efficient use of road space relative to all other modes of surface transport except buses. The average occupancy of a private car (1 Passenger Car Unit (PCU)) in central London during the morning peak travel time is 1.3. At 0.2 PCU, cycling is substantially more efficient at transporting individuals within the same road space, particularly as the average speeds by mode during peak travel times are similar. The size and shape of a bicycle generally allows cyclists to make use of space on the road that would otherwise be unusable by larger vehicles. This can substantially increase the overall capacity and flow rate of roads, even where congestion slows down other vehicles.

Serving new markets

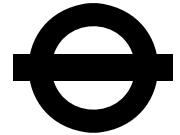
- TfL's strategy has shifted from previously focusing only on those people most likely to cycle or already cycling (the 'near market'), to 'prime' those who are more likely to cycle in the future. As referenced in the Cycling Vision Portfolio Business Case, safety, or the perception of safety, is highlighted as the main reason both would-be and existing cyclists give about why they don't cycle, or don't cycle more. The higher design standards through separation and segregation are aimed at attracting the mainstream population – characterised as 'traffic intolerant' – who represent nearly 90 per cent of all current and potential cyclists.

Address cycle safety

- Overall, and allowing for the increases in cycling of 79 per cent over the 11 year period between 2001-2011, the Greater London pedal cycle Killed and Seriously Injured (KSI) casualty rate fell by 31 per cent between these dates. However, although the number of collisions involving cyclists has reduced over the longer term the all casualty rate rose by 7 per cent between 2010 and 2011. In light of recent fatalities, safety trends and national campaigns (e.g. the Times campaign) there is growing pressure to address cycle safety issues.

In addition to cycling improvements, the Cycle Superhighways also set to improve pedestrian facilities and urban realm.

Transport for London is subject to the general public sector equality duty set out in section 149 of the Equality Act 2010, which requires it to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. As part of its decision-making process on the proposals for Cycle Superhighway 2 upgrade, Transport for London has had due regard to any impacts on those with protected characteristics and the need to ensure that their interests are taken into account. As the detail of the proposals has developed, informed by the responses to public and stakeholder consultation, these matters have been kept under review. This document reflects the process by which Transport for London has complied with its public sector equality duty.



2. List the main activities of the strategy, project, or policy (for strategies list the main policy areas): Describe the key activities of the strategy, project, or policy. This should not just be a simple list of activities and should align with the business case for the strategy, project, or policy.

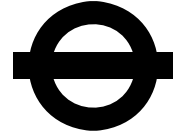
The main objectives of this project are:

- Improved cycle movement, permeability and facilities; including a safe, convenient and comfortable cycle route
- Improved safety for all road users, in particular cyclists
- Better balancing of the impact of traffic with the need to create an improved place to live, work and visit
- Maintain appropriate movement function for general traffic through the area
- Maintain appropriate access and provision for taxis, private hire vehicles, servicing and freight

In accordance with the above objectives, the main activities of this project are to reallocate space to substantially segregated cycle lanes along the length of the route, and to redesign junctions to improve safety for cyclists. These facilities are being designed to mitigate the impact on other road users and will also help to reduce traffic dominance along the road.

Cycle Superhighways are a 'joined-up' package of measures designed to break down the barriers that stop people commuting by bicycle. The following are examples of infrastructure interventions that will be implemented as appropriate on the route to improve safety, visibility and continuity:

- Engineering interventions: new cycle lanes (including segregation lane), priority for cyclists, new advanced stop lines at traffic signals, junction realignments to provide more space for cyclists, blind spot safety mirrors at traffic signals and alternative routes at key barriers.
- Urban realm improvements: guard rail removal, signage de-cluttering, landscaping, tree planting, integrated pedestrian improvements, and cycle stands.
- Navigation and branding: bespoke cycle symbols and signage.
- Maintenance and operations: enhanced maintenance and enforcement, by agreement with the key stakeholders.



3. Have you consulted on this strategy, project, or policy? Describe who have been consulted both internally and/or externally in regards to the strategy, project, or policy. This should include the feedback from the consultation (where applicable) and the changes made because of this feedback.

An internal working group meets weekly, and engagement with London Borough of Tower Hamlets takes place approximately monthly. Significant challenges along the route include the proximity to London Underground tunnels and the potential impact on trees, and relevant stakeholders have been consulted accordingly. The preferred option was supported by the Design Review Group, which includes key stakeholders including London Cycling Campaign and London Travel Watch.

The project team has been working with colleagues in the Enforcement and On-street Operations team to ensure the scheme complies with all crime and disorder legislation wherever possible. TfL has a statutory duty to complete a Section 17 crime & disorder prevention assessment and this has been conducted on the concept designs of CS2U.

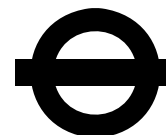
Engagement has also taken place with other key stakeholders, with meetings held periodically throughout the project lifecycle as appropriate. The stakeholders included, amongst others:

Internal

- Outcomes Delivery Management
- Greater London Authority
- Traffic Infrastructure
- Forward Planning
- Walking, Accessibility & Urban Realm
- London Buses
- Development Planning
- Delivery Planning
- Borough Planning
- Freight
- Taxi and Private Hire
- Surface Communications

External

- London Borough of Tower Hamlets
- London Borough of Tower Hamlets Accessibility forum
- Local Councillors and MPs
- Guide Dogs for the Blind
- RNIB
- Department for Transport
- London Cycling Campaign and Tower Hamlets Wheelers
- Living Streets
- Motorcycle Action Group
- Sustrans
- Road Haulage Association and Freight Transport Association
- Metropolitan Police
- Local Residents and Businesses



- Utility Companies
- Freight Association
- Local businesses along the route including the Whitechapel Traders

Between 23 September and 2 November 2014, TfL consulted publicly on proposals for the route. Detailed information on the proposals was published at tfl.gov.uk/cycling/cs2-upgrade and a full response to the consultation can be found at:

https://consultations.tfl.gov.uk/cycling/cs2-upgrade/user_uploads/cs2-upgrade-consultation-report.pdf-1.

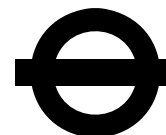
Key elements of the consultation and response are summarised below.

On 23 September 2014, detailed information on the proposals was published at tfl.gov.uk/cs2upgrade. This consultation information included a leaflet with an overview route map, detailed design drawings of each section, visualisations of Whitechapel Road and Bow Road and Mornington Grove and descriptions of the proposals.

Consultation information was also made available on paper via Freepost on request and on large format displays at the public events held at Queen Mary University of London and Idea Store Whitechapel. Paper response forms were also available at public events, where members of the project design teams were present to discuss the proposals with visitors and answer questions. The leaflet stated that "Paper copies of plans and response forms are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234". This gave an opportunity to request consultation information in other formats.

The consultation information was publicised via the following channels:

- **Leaflet to households:** We sent an eight-page colour A5 leaflet outlining the proposals to 59,875 addresses (the leaflet and distribution map are in Appendix C of the consultation report). The leaflet summarised the proposals and gave a link to the online consultation information and survey.
- **Letters to properties directly affected by changes to parking and loading arrangements:** We sent a letter and a map detailing specific local proposed changes to parking and loading to 2,875 addresses within 20 metres of the route. The letter also included a summary of the wider proposals based on the material on the consultation website.
- **Emails to individuals:** We emailed around over 78,000 people on the TfL database who are known to cycle, drive or use public transport in the area (see the email in Appendix E of the consultation report). The email briefly described the proposed scheme, and invited recipients to find out more and respond via the consultation website.
- **Emails to stakeholders:** We emailed approximately 700 stakeholders (see Appendix E of the consultation report for full list of stakeholders consulted). The



email contained a summary of the proposals and a link to the consultation website.

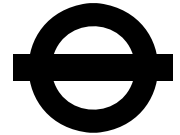
Recipients included:

- Police and the emergency services
 - Politicians (national, regional and local)
 - London local authorities
 - Disability rights groups
 - Residents' associations
 - Transport user groups
 - Road operator groups
- **Press and media:** TfL issued a press release on 22 September 2014. This release is in Appendix H of the consultation report with links to media coverage.
 - **Marketing activities including:** Google text ads, mobile and desktop (including Facebook) display banners, postcode-targeted MMS messaging and face-to-face leafleting to promote consultation drop-in events. The digital marketing assets are available in Appendix I of the consultation report.
 - **Public drop-in events:** We held five events near the proposed route to provide an opportunity for people to give feedback. The events were at:
 - Queen Mary University of London, Library Square
Mile End Road, London E1 4NS
Wednesday 24 September 1100-1400
 - Idea Store Whitechapel, Lab 1a
321 Whitechapel Road, London E1 1BU
Saturday 27 September 1100-1500
Tuesday 7 October 1500-1900
Friday 10 October 1000-1400
 - Brady Arts & Community Centre
192-196 Hanbury St, London E1 5HU
Tuesday 21 October 1200-1400

TfL staff involved with the CS2U proposal also attended the Access All Areas event, aimed at helping more disabled and older people use the TfL network, on Thursday 2 October.

Individuals and stakeholders were invited to respond by either using the online survey on our website, by emailing TfL at consultations@tfl.gov.uk, or by filling in a paper feedback form (available at events or by post on request).

We received 1,455 direct responses to the consultation, of which 89% supported or partially supported our proposals. We also received 2,215 supportive template emails submitted via the London Cycling Campaign website. With these emails, the support rate is 95%.



4. Have you used any research to support your strategy, project, or policy? Describe what research has been used to support the strategy, project, or policy and the effect of this research on the strategy/project/policy.

Extensive research has been undertaken in the development of the Cycle Superhighways Programme. This includes:

- Concept Definition
- Customer Research Surveys
- Cycle Census
- Demand analysis
- Monitoring and evaluation of completed routes to date
- Specific infrastructure related research such as blindspot safety mirrors, blue surfacing, and advanced stop line setbacks for cyclists.

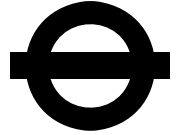
In addition, during summer 2013, TfL commissioned a review of international best practice in cycle route designs in order to inform the London Cycling Design Standards (LCDS). One of the key areas of interest was in the way different cities managed the movement of cyclists past bus stops. Bus stop bypasses are presented in the LCDS as part of a suite of options utilised to assist cyclists move through bus stopping areas incorporating the lessons from this study.

This review has been consolidated with additional research on bus stop bypasses at the Transport Research Laboratory, and through monitoring of existing sites on the extension to Cycle Superhighway Route 2 via video and user satisfaction surveys.

Between May and July 2014, we conducted research on Stratford High Street on the CS2 to find out road users' attitudes towards the bus stop bypasses that operate there. The survey showed 89% support from cyclists and 70% support from bus passengers and pedestrians. The vast majority of cyclists on Stratford High Street use the bus stop bypasses when there is a bus at the stop (92%) and also when there is no bus (86%). The main concern for cyclists was sharing space with bus stop users, but there was evidence that cyclists and bus passengers are looking out for each other to help prevent incidents. 77% of cyclists said that they slowed down and are aware of pedestrians crossing to/from the bus stop, and a further 15% of cyclists stop completely to allow pedestrians to cross. 91% of bus users wait for cyclists to pass before crossing.

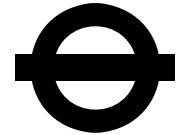
Based on our research, the experience of other countries and our own experience to date we consider bus stop bypasses to be a viable design option and we currently support their use at appropriate locations throughout London.

TfL will continue to review design best practice in relation to bus stop bypasses and will consider each site carefully before approving their introduction. This includes engagement prior to and during public consultation with key stakeholders and ensuring the designs mitigate as far as possible any potential negative impact on a site by site basis.



5. Have you explained your strategy/project/policy to people who might be affected by it directly or indirectly? Describe how the strategy, project, or policy will be communicated to staff and/or customers who are affected by the strategy, project, or policy.

As in Section 3.



6. Who will be the main beneficiaries of the strategy, project, or policy?

Describe who will significantly benefit from this strategy, project, or policy and explain why this is the case and complete table 1. (Please refer to the guidance notes on page 15 to assist in completing Table 1.)

The main beneficiaries of the scheme will be:

- People who already cycle commute
- People who cycle at weekends and could be persuaded to commute via bike during the week
- Non cycling commuters who could be persuaded to commute via bike
- People who wish to cycle for health reasons
- Pedestrians

It is anticipated that the majority of cyclists will be from those groups who cycle the most at present – white males aged 25-44, white females aged 45-59, black Caribbean and black Other, people who are of mixed race and some younger people and children cycling to school.

In line with the Mayor's cycling vision, TfL is seeking to "normalise" cycling by attracting new cyclists from all demographics through providing segregated cycling infrastructure. This route provides an opportunity to encourage other people to use the new Cycle Superhighway. TfL will also look to integrate the scheme with local borough initiatives to help people in some of the main equality target groups such as ethnic minorities, women, disabled people and older and younger people.

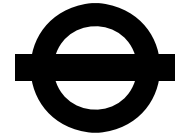
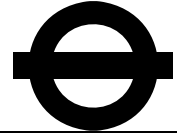


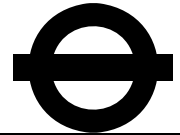
Table 1 – Evidence of impact

Protected Characteristic Age				
Demographics			London profile	TfL's profile
	Under 25		32.1%	2.5%
	Over 65		11.1%	1.2%
Impact rating please tick (✓)		Provide the evidence justifying the impact rating		
Positive Impact		✓	<p>Under 25 – encourage people under 25 to cycle. Safe environment for children to cycle to school/educational establishments</p> <p>Over 65 – the scheme is intending to broaden the demographic of cyclists but also includes a number of improvements to pedestrian facilities including enhanced crossing facilities, built out footways and new pedestrian crossings.</p>	
Negative Impact		✓	<p>The negative impacts to disabled pedestrians are applicable to the over 65 age group. These will be noted below in the 'Disabled and elderly pedestrians' category.</p>	

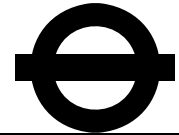
Protected Characteristic Disabled People				
Demographics	London profile		TfL's profile* number of employees who have declared	
	17%		531*	
Impact rating please tick(✓)		Provide the evidence justifying the impact rating		
Positive Impact		✓	<p><u>Disabled cyclists</u></p> <p>The Tower Hamlets Cycling Club provides specific 'Disability Rides' as part of its aim to break down barriers to cycling. This facility may help in providing a safer environment for these sessions.</p> <p><u>Disabled pedestrians</u></p> <p>Some staggered pedestrian crossings are being replaced by straight-across pedestrian crossings which will allow a simpler movement across the road.</p>	



<p>Negative Impact</p>	<p>√</p>	<p><u>Disabled and elderly pedestrians</u></p> <ul style="list-style-type: none"> • Some footway cut-backs are required along the route, which may inconvenience disabled pedestrians. <p><i>Other options considered were:</i></p> <ul style="list-style-type: none"> - <i>Removal of a bus lane and general traffic lane – this was considered unacceptable due to the number of bus passengers (totalling almost 10,000 alighters and boarders across the route in the peak hour) which would be impacted</i> - <i>Removal of all parking and loading bays – this was rejected due to the impact on local traders and disabled people.</i> <p>Proposed mitigation: <i>All footways on the route are a minimum width of 2m in accordance with TfL design guidelines. The reduction in footway widths at some locations will be offset as much as possible by de-cluttering the pavement and creating dedicated waiting areas for bus passengers at bus stop bypasses.</i></p> <ul style="list-style-type: none"> • Increase in pedestrian wait times may inconvenience disabled pedestrians. <p>Proposed mitigation: <i>The maximum pedestrian wait times would increase by an average of 10-25 seconds. Once operational we would continue to review cycle times and will explore the opportunity to reduce cycle times where possible.</i></p> <ul style="list-style-type: none"> • There will be 6 straight across pedestrian crossings of 16m in length with the absence of an island in the centre. Disabled pedestrians will be required to cross in one manoeuvre which could be challenging unless sufficient time is allocated. <p>Proposed mitigation: <i>in order to mitigate this potential negative impact it has been agreed with the Traffic Infrastructure team that measures will be provided to facilitate pedestrians crossing the carriageway safely including the provision of pedestrian count down. We will also ensure that green times are in accordance with current standards and appropriate to the length of the crossing.</i></p> <ul style="list-style-type: none"> • A small area of shared space (approximately 22m by 3m) is proposed on the northern footway of Mile End Road, west of the junction with Bancroft Road. This has been proposed in order to provide a safe crossing facility for cyclists wishing to turn right out of Bancroft Road to travel
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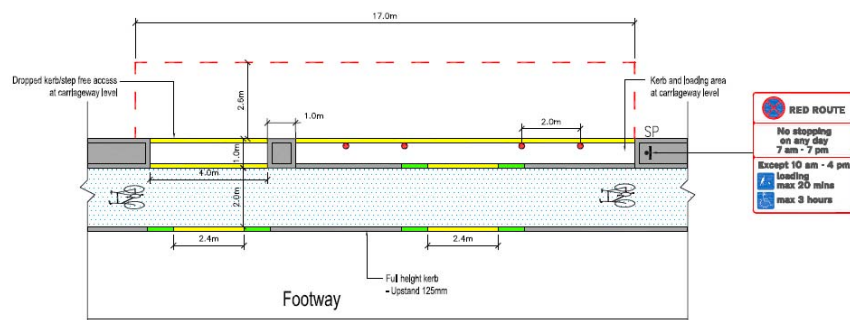
	<p>west on CS2 (the right-turn is banned for other vehicles). Cyclists would turn right using the shared space area and a toucan crossing located 10m from the junction. This junction was the scene of a fatal collision between a cyclist and a tipper truck in November 2013.</p> <p>Proposed mitigation: <i>There is no specific mitigation of the potential for conflict between pedestrians and cyclists at this location; however the potential for conflict is assumed to be low owing to the small size of the shared space area. Cyclists will be travelling at a low speed owing to the proximity of the shared space area to the stop line of Bancroft Road, and the short distance between the crossing and the junction with Bancroft Road.</i></p> <ul style="list-style-type: none"> • Two respondents to the consultation commented that the proposed bus stop bypasses (and particularly the requirement to cross the cycle lane onto the bus stop island) were unfriendly for blind and disabled bus passengers. The London Visual Impairment Forum requested the trial of a pedestrian priority crossing (i.e. a small version of a zebra crossing). <p>Proposed mitigation: <i>We are considering a trial of a pedestrian priority crossing however, such a trial is dependent on the details of changes to regulations on crossings, which we expect the Department for Transport to publish in spring 2015.</i></p> <p><i>With the current design a flush crossing point will be provided so that wheelchair users will not be required to negotiate a kerb upstand. The segregation island will be a minimum width of 2.5m which is recommended in accessibility guidance.</i></p> <p><i>There will be tactile paving at each crossing point, indicating to visually impaired pedestrians the location of the crossing point. Furthermore, the location of the street furniture on the bus island will be consistent across the route so that visually impaired users become familiar with where items are located in relation to each other.</i></p> <p><u>Disabled parking</u></p> <ul style="list-style-type: none"> • The proposed design changes the configuration of parking and loading bays along the route so that the cycle lane goes down the inside of the bays. This means that the parking and loading bays are on the outside of the segregating strip, i.e. within the bus or traffic lane. Motorists using the bays will have to cross the cycle lane to access the footway. It is recognised that this may be inconvenient for some disabled parking users (particularly with wheelchairs) as there may not be sufficient space to
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exit/enter the vehicle

Proposed mitigation: Working within guidance provided by the TfL Principal Policy Advisor the design has been amended to include a facility which allows the space for disabled users to enter / exit the vehicle. The design has a flush island on the carriageway side with full height kerb at the back and sides. Soft segregation using 'wands' will ensure that vehicles cannot drive into this space to block access to the dropped kerb. Passengers would cross the cycle lane at carriageway level and access the kerb via a dropped kerb.

In each loading/parking bay there will be a section which has no wands or kerb to enable wheelchair users to exit the vehicle safely with a 1m clear space to utilise between the parking bay and the cycle lane. Please see diagram below for details.



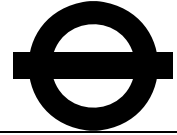
Disabled bus passengers

- 3 bus stops will be amalgamated which could be challenging for disabled passengers with longer distances between stops

Proposed mitigation: The maximum distance between stops will not exceed 420 metres.

- Bus stop Aldgate East Station (E) Eastbound stop has been split into two stops. The stop for buses continuing along the A11 has been relocated east of the Commercial Street junction. The stop for buses turning right and travelling south has been located on Commercial Road. This could mean a longer distance to travel to the bus stop.

Proposed mitigation: It is anticipated that the majority of bus passengers are interchanging from Aldgate East London underground station to the stops. Aldgate East station has four exits and the new bus stop locations are adjacent to station exits. Pedestrians interchanging would therefore not be required

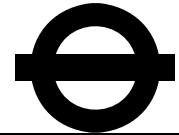


		<p>to cross roads to access the stops. Aldgate East is not a station with step free access. Pedestrians who are not interchanging from Aldgate East Station would however be required to cross roads to access the new stops.</p> <p><u>Disabled taxi passengers</u></p> <p>Taxis will no longer be able to access the kerbs in order to collect or drop off disabled passengers.</p> <p>Proposed mitigation: Taxis will be able to collect or drop off passengers at bus stop bypass islands (of which there are 32 on the route and at breaks in the segregation).</p>
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Protected Characteristic Gender Reassignment		
	London profile	TfL's profile
Demographics	Equality and Human Rights Commission estimate London's population at 1,900 using numbers supplied by the NHS (Nov 2011).	N/K
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
No Impact	✓	Gender reassignment – no impact as per consultation findings.

Protected Characteristic Gender		
	London profile	TfL's profile
Demographics	51% (Female) 49% (Male)	22.5% (Female) 77.5% (Male)
Impact rating Please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact	✓	67% of frequent cyclists are male while 33% are female. Improving provision for cyclists in this area is likely to have a greater positive impact on males than females; however 55% of potential cyclists are female so improvements may increase the proportion of female cyclists in this area.

Protected Characteristic Marriage and Civil Partnership		
	London profile	TfL's profile
Demographics		



	Current not available	N/K
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
No Impact	✓	Marriage and Civil partnership – no impact as per consultation findings

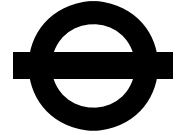
Protected Characteristic Pregnancy and Maternity		
Demographics	London profile	TfL's profile
	Figures not available	N/K
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
No Impact	✓	Pregnancy and maternity – no impact as per consultation findings.

Protected Characteristic Race (Ethnicity)		
Demographics	London's profile	TfL's profile
	40.2% (BAME) 59.8% (White)	27.8% (BAME) 72.2% (White)
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact	✓	<p>79% of frequent cyclists are white while 8% are black, 7% are Asian, and 6% are mixed and other. Therefore improvements to cycling provision are likely to have a greater positive impact on the white population.</p> <p>However, of potential cyclists, 65% are white, 13% are black, 15% are Asian and 7% are mixed and other. An improved facility for cyclists along this route may help to realise some of this potential, particularly as the borough has high ethnic diversity (45% white, 7% black, 41% Asian, 6% mixed/other).</p> <p>Better provision for cyclists in this area may also help to support existing community initiatives to raise the level of cycling in Tower Hamlets. Cycle FIT at the Jagonari Centre, which fronts onto the route of Cycle Superhighway 2, operates a cycling initiative for mainly Muslim women of Bangladeshi background and provides regular cycling sessions and support until they have increased confidence to cycle publicly. The Tower Hamlets Cycling Club, based in Mile End Park, aims to break down barriers which discourage certain groups from enjoying cycling, such as women from ethnic backgrounds and people with disabilities. Improved cycling provision may therefore enable these groups to achieve their aims by providing a safer, dedicated facility and removing a</p>

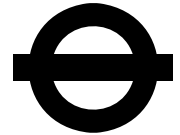


		potential barrier.
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Protected Characteristic Religion and Belief		
Demographics	London's profile	TfL's profile
	69.8%	25.5%
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact	✓	<p>The UK's largest mosque, the East London Mosque, fronts onto Whitechapel Road and the route of Cycle Superhighway 2. The length of parking bays immediately outside the mosque is proposed to be extended. In addition to this, the pedestrian crossing to the west of Fieldgate Street is being converted to straight across, which may simplify some pedestrian trips to the mosque. The footway outside the Mosque will remain the same width to reflect the large number of people visiting, particularly on a Friday afternoon.</p> <p>In August 2014, the Muslim Agency for Development Education held a collaborative event with the East London Mosque to encourage cycling within its congregation. 80% of attendees stated that they would like to see mosques doing more to promote cycling.</p> <p>Improvements to cycling provision in this area could help to realise some of the cycling potential for trips to places of worship along the route, including the East London Mosque.</p>
Negative Impact	✓	<p>Footway width outside the London Muslim Centre has been reduced, however not to below the required 2m width.</p> <p>Proposed mitigation: All footways on the route are a minimum width of 2m in accordance with TfL design guidelines. The reduction in footway widths at some locations will be offset as much as possible by de-cluttering the pavement and creating dedicated waiting areas for bus passengers at bus stop bypasses.</p>



Protected Characteristic Sexual Orientation.		
Demographics	London's profile	TfL's profile
		N/K
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
No Impact	✓	Sexual orientation – no impact as per consultation findings



Section three: Outcome of impact(s)

8. What monitoring systems have been set up to carry out regular checks on the effects your strategy, project, or policy has on equality target groups. Describe the monitoring processes that will be put in place to ensure that the equality effects of the strategy, project, or policy are measured and/or reported.

Post-implementation customer research will identify whether the scheme has improved the travel experience of Equality Target Groups. TfL and Greater London Authority Market Research reports will continue to be reviewed periodically by TfL to determine any substantial demographic changes along the routes. Cycle counts will also be undertaken to collect data on how many people are using the cycle tracks.

9. How will the strategy/project/policy be introduced including any necessary training? Does everyone involved in the strategy, project/policy know and understand what you have done? Are they able to put the strategy/project/policy into practice? Describe the approach to introduce the strategy/project/policy, and where necessary any training that would be needed for the delivery of the strategy/project/policy.

Alongside other elements such as the public consultation, publicity will be undertaken during and after construction to promote the scheme, highlight the proposed changes and encourage people to use the Cycle Superhighway. Prior to the route being launched, education videos and leaflets are also planned to be produced to explain to people how to use the infrastructure. Some of the proposals are new to London and so the videos will help people understand how to use them. E.g. two stage right and left turns, low level cycle signals, hold the left turn junctions.

10. What will be the measures of success of the strategy/project/policy and functions and the key performance indicators? Describe how you will ensure that your strategy/project/policy has been delivered, and include any evidence that may be available.

Specific monitoring and data gathering activities will be undertaken to measure the success of the CS2U route:

Quantitative data gathering:

- Cycle flows
- Cycle journey times
- Traffic flows/speeds
- Bus journey times
- Casualty figures

Qualitative data gathering:

- Attitudinal surveying about people's attitudes to cycling both along the route and drawn from a wider sample of Londoners (Drawn from customer research surveys)

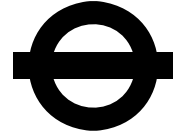
Transport for London



- Behaviour change surveys along route of both users and non users to ask about what trips are being made, what change has taken place in trips, why this change has taken place and what aspects of the scheme were most successful or unsuccessful.
- Customer satisfaction surveys

The success of the Cycle Superhighway would be reflected first and foremost by a reduction in casualties along the routes. Secondary to this objective, is the aim of increasing the number of cycling trips along the routes. The existing target of all Cycle Superhighway routes is to achieve a 400% increase from the 2001 baseline in the number of cycling trips in London by 2025. Other measurable benefits include:

- Journey time reductions
- Journey time reliability
- Improved on route journey ambience (e.g. ease of navigation)
- Health benefits
- Environmental benefits
- Modal shift from crowded public transport modes



Section four: Sign off

Please sign and date this form, keep one copy and send one copy to, **HR Equality & Inclusion Team, 15th floor Windsor House**. Please ensure that all parties have signed the form before returning the form to HR Equality & Inclusion Team

Form completed by -This should be the same person as in section 1 - "Person completing assessment:"

Lorena Persano

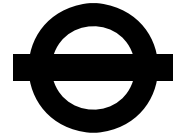
Date of completion - Use the date when your EqIA is agreed by the Equality team.

Counter signed by Line Manager - The Sponsor of the strategy/project/policy

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Date

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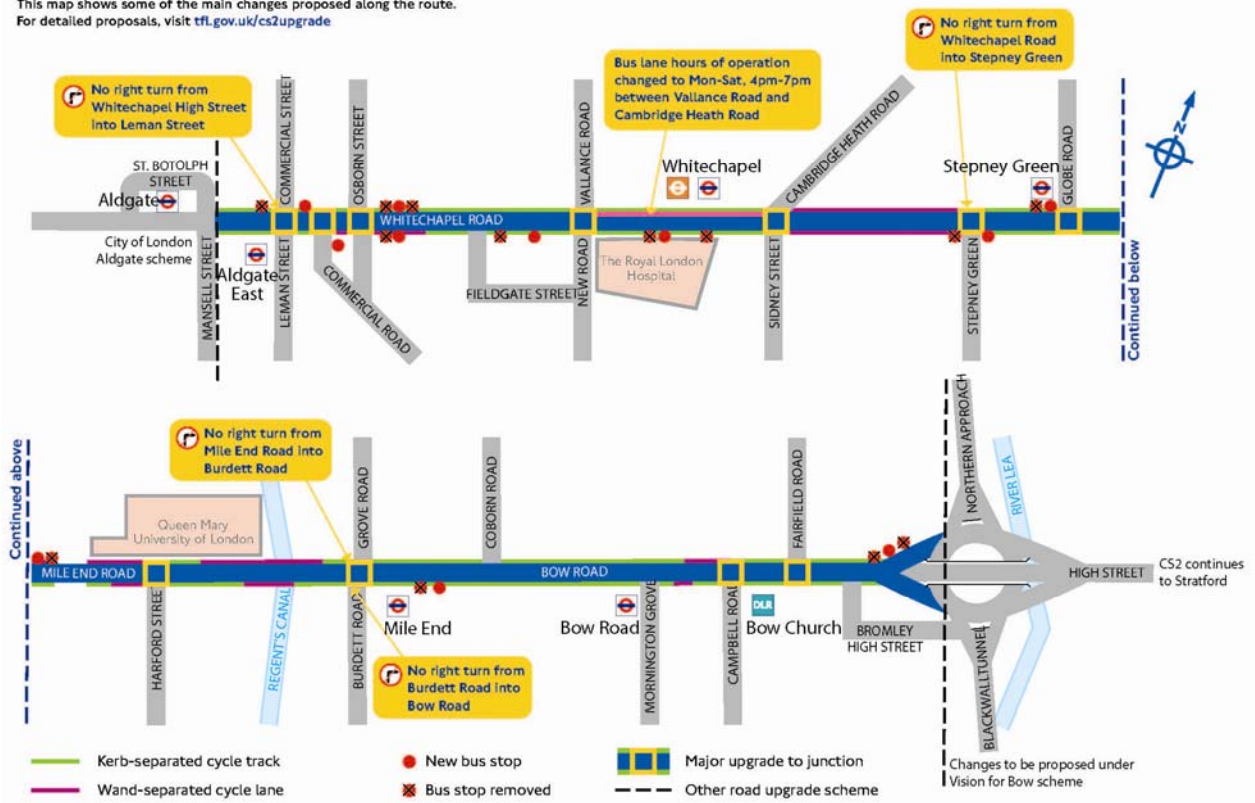


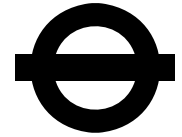
Appendix A

Route Map

Barclays Cycle Superhighway Route 2 Upgrade

This map shows some of the main changes proposed along the route.
For detailed proposals, visit tfl.gov.uk/cs2upgrade





Appendix B: Consultation Information Leaflet



MAYOR OF LONDON



TfL is developing wider traffic management plans to help reduce the traffic impacts of this scheme and others, including those proposed by London local authorities and developers. This will include investing in advanced traffic signal technology to allow us to better manage traffic depending on differing conditions at any given time. There will also be customer information to enable road users to make informed journey choices and campaigns to encourage road users to check before they travel.

Is this linked to works at Aldgate and Bow roundabout?

The City of London is leading on a separate scheme to convert the Aldgate gyratory to two-way working, providing safe space for cyclists on Aldgate High Street, and to create a new public space.

We are working in partnership with the London Boroughs of Tower Hamlets and Newham and other key stakeholders to deliver the Vision for Bow: to transform the Bow roundabout junction into a place which all road users will find accessible, safe and connected. We will consult on our proposals this winter.

Construction work

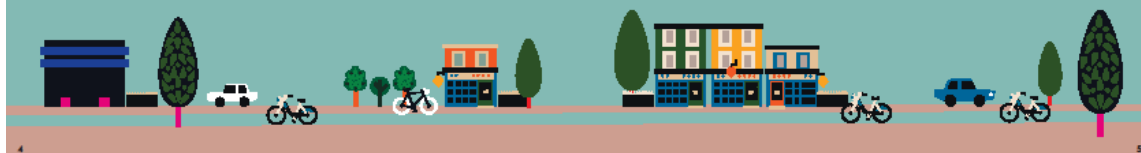
We plan to start construction work in early 2015. Construction would cause some disruption, although we would work to minimise the impact as much as possible. We would write to local residents and businesses before undertaking work in their area.

How do I view the detailed proposals and have my say?

The consultation runs until Sunday 2 November 2014. Depending on the outcome, we hope to begin work early in 2015. You can view and comment on detailed proposals and other supporting information at tfl.gov.uk/cs2upgrade by 2 November 2014. You can also visit our public exhibitions or request paper copies of the proposals and a postal response form (see the back of this leaflet for full details).



Visualisation of proposed segregated cycle tracks on Bow Road/Mornington Grove





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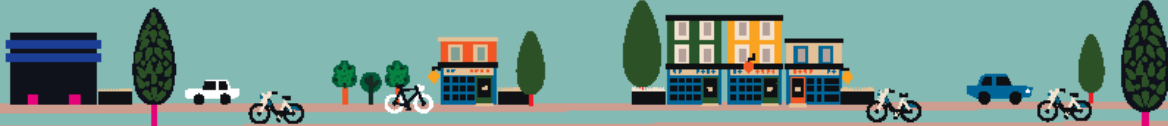
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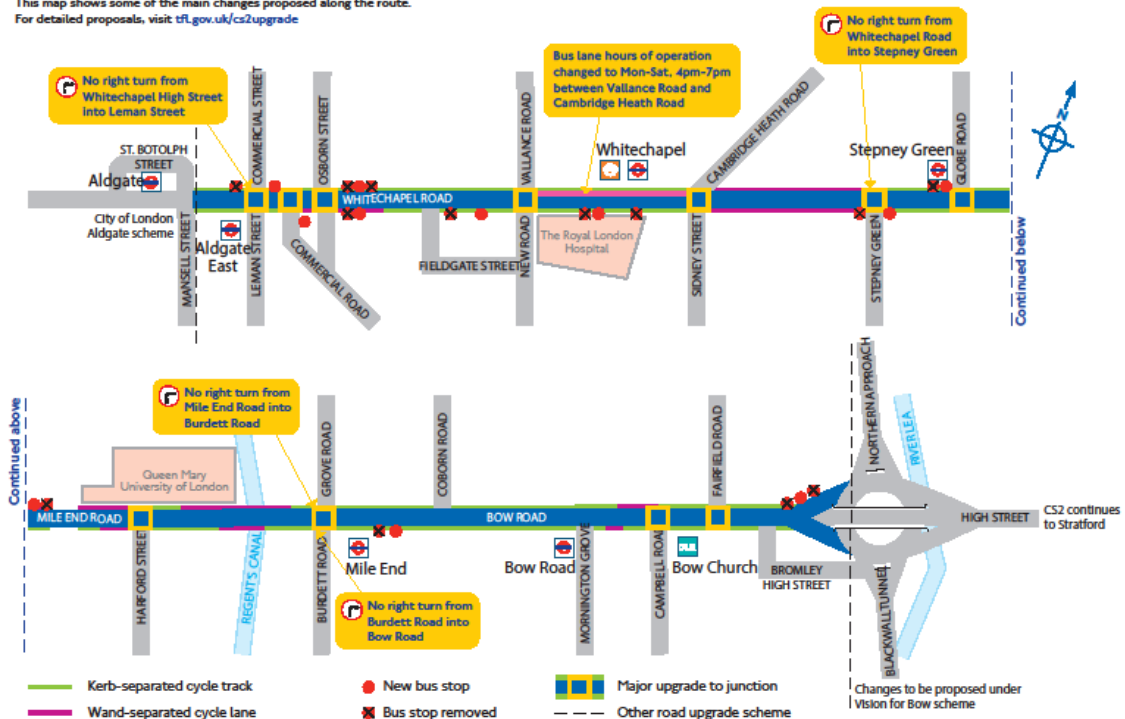


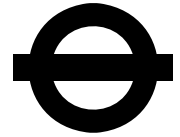
Visualization of proposed segregated cycle tracks on Bow Road/Mornington Grove



Barclays Cycle Superhighway Route 2 Upgrade

This map shows some of the main changes proposed along the route. For detailed proposals, visit tfl.gov.uk/cs2upgrade





Barclays Cycle Superhighway between Aldgate and Bow roundabout

The consultation closes on 2 November 2014.

Have your say at:

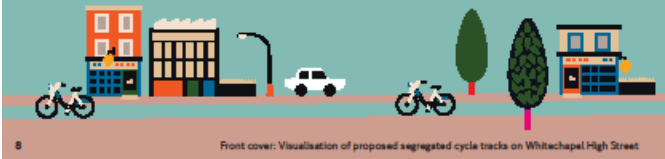
- tfl.gov.uk/cs2upgrade

Public exhibitions at:

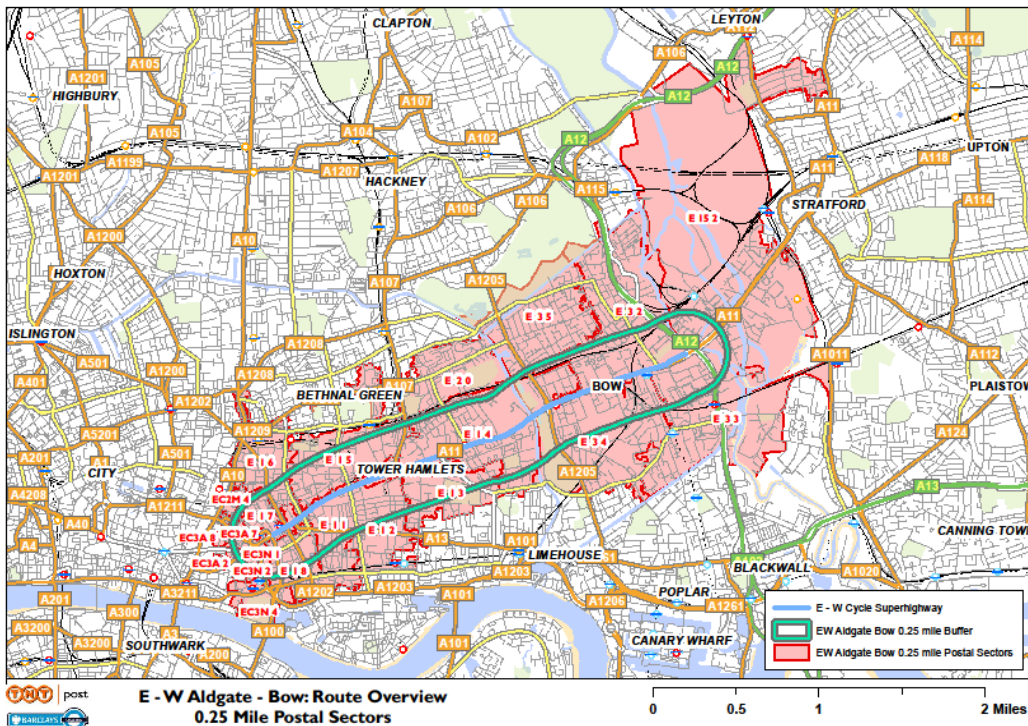
- Queen Mary, University of London, Library Square
Mile End Road, London E1 4NS
Wednesday 24 September 1100-1400
- Idea Store Whitechapel, Lab 1a
321 Whitechapel Road, London E1 1BU
Saturday 27 September 1100-1500
Tuesday 7 October 1500-1900
Friday 10 October 1000-1400

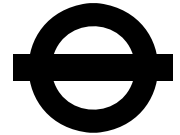
Please see tfl.gov.uk/cs2upgrade for more information about these events.

Paper copies of plans and response forms are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234.



Map of leaflet distribution area





Consultation emails

Email to stakeholders

An email was sent to over 700 stakeholders potentially affected by the route. The email text is reproduced below, with the names of the stakeholders listed on page 78.

Dear stakeholder

Transport for London would like your views on proposals to upgrade Barclays Cycle Superhighway Route 2 between Aldgate and Bow roundabout. We would create kerb and wand-separated cycle tracks along the whole route and new junctions to separate cyclists from other traffic. The proposals have been designed to improve safety and comfort for cyclists.

View the proposals and have your say

Please visit tfl.gov.uk/cs2upgrade to see details of the proposed route and have your say by **Sunday 2 November 2014**.

About the proposed new route

The new route would mean some substantial changes to the road layout to create space for cycling improvements between Aldgate and Bow roundabout, including:

- Kerb and 'wand'-separated cycle tracks
- Two new types of junction design along the route to remove or reduce conflict between cyclists and left-turning vehicles
- Bus stop bypasses directing cyclists behind the bus stop on a carriageway-level cycle track
- Combining some bus stops which are close together
- Reduced footway width in some areas to make room for the cycle track
- Increased space between the footway and the road
- Removal of around 20 trees (these would be replaced where possible)
- Four banned turns for motorists
- Changes to parking and loading (around 90% retained, but with some operating for less of the day)
- Reallocation of 0.125 km of traffic lane to cyclists along the 4.6 km route
- Journey time impacts for some other road users

Please visit tfl.gov.uk/cs2upgrade for more information and to have your say.

Public exhibitions

We invite you to one of our public exhibitions where you can view the proposals and speak to members of the project team:

Queen Mary, University of London, Library Square, Mile End Road, London E1 4NS

- Wednesday 24 September, 1100-1400

Idea Store Whitechapel, Lab 1a, 321 Whitechapel Road, London E1 1BU

- Saturday 27 September, 1100-1500
- Tuesday 7 October, 1500-1900
- Friday 10 October, 1000-1400

Construction work

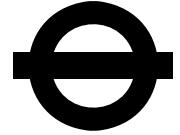
Subject to the outcome of this consultation, we plan to start construction work in early 2015. Construction would cause some local disruption, although we would work to minimise the impact as much as possible. We would write to local residents before undertaking work in their area.

Paper copies of plans and response forms are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234.

For more information, please visit tfl.gov.uk/cs2upgrade.

Yours faithfully

Matthew Moore
Consultation Team
Surface Transport
Transport for London



Email to stakeholders about additional information on traffic impacts

Dear stakeholder

I am writing to let you know that we have added information to the consultation website at tfl.gov.uk/cs2upgrade. The new information summarises how different road users could be impacted by the proposals and includes predicted changes to journey times on routes through the proposed scheme area based on our latest traffic modelling. The information is available [here](#).

Please tell us your views on the proposed route by **Sunday 2 November** by visiting tfl.gov.uk/cs2upgrade.

Yours faithfully

Peter Bradley
Head of Consultation
Surface Transport
Transport for London

Email to individuals registered on TfL database

Dear Sir or Madam,

I am writing to let you know that Transport for London would like your views on proposals to upgrade the existing Barclays Cycle Superhighway Route 2 (CS2) between Aldgate and Bow roundabout.

The proposals would mean substantial changes to the road layout including a segregated cycle track to separate cyclists from other traffic, designed to offer safety for cyclists. To make room for the cycle track, we would reduce the width of the pavement in certain areas and change the operation of some junctions, including banning some turns for motorists.

For full details and to have your say, please visit tfl.gov.uk/cs2upgrade

The consultation closes on Sunday 2 November 2014.

Yours sincerely,

Nigel Hardy
Road Space Management Sponsorship

Email to individuals registered on TfL database following publication of additional information on traffic impacts

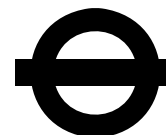
Dear Sir or Madam

Thank you for replying to our consultation on the proposed upgrade to Barclays Cycle Superhighway Route 2. I am writing to let you know that we have added information to the consultation website at tfl.gov.uk/cs2upgrade summarising how different road users could be impacted by the proposals. This includes a summary of predicted changes to journey times on routes through the proposed scheme area, based on our latest traffic modelling. This information is available [here](#).

If you want to change or add to any part of your response based on this information, please let us know by visiting [this website](#). The deadline for comments is **Sunday 2 November 2014**.

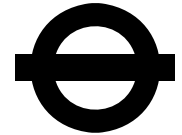
Yours faithfully

Matthew Moore
Consultation Team
Surface Transport
Transport for London



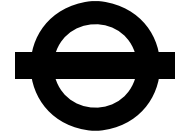
Abbey Mills Pumping Station
Three Mills Residential Moorings
14 Bike Co
3663 First for Foodservice
4th floor studio
A Home From Home
A New Direction London Ltd
AA
AA Motoring Trust
AA motoroing Trust
Abbey Gardens
Abbey Lane Gas Depot
Abellio West London Ltd t/a Abellio Surrey,
Ability Bow
Account 3 (Women'S Consultancy Service)
Acrise Freight Depot
Action for Blind People
Action on Hearing Loss (formerly RNID)
Action on Hearing Loss (RNID)
Age Concern London
Age Concern Tower Hamlets
Age UK
Age UK London
Age Uk Newham
Alice Model
Alive in Space Landscape and Urban
Design Studio
All Party Parliamentary Cycling Group
All Saints Church
Alpha Grove
Altab Ali Park
Alternative Arts
Anderson Travel Ltd,
Angel BID
APC-Overnight
Argall BID
Argos
Arriva Kent Thameside/Kent & Sussex, Arriva Guildford & W Sussex
Arriva London North Ltd,
Arriva The Shires/ E Herts and Essex,
Asian Deaf Women'S Association
Asian Peoples Disabilities Alliance
Association of British Drivers
Association of Car Fleet Operators
Association Of Martial Arts
Association of Town Centre Management
aswaston - superdrug
ATCoaches t/a Abbey Travel,
Aya Sofia Primary
Baker Street Quarter
Bangabandhu Primary
Bangladeshi Youth Movement
Bar School
Barking and Dagenham
Bayswater BID
Beatrice Tate School
Ben Jonson Primary
Beside
Best Bike Training //Cycletastic
Bethnal Green Meeting House United
Reformed Church
Bethnal Green Methodist Church
Better Bankside
Bexley Accessible Transport Scheme,
Bexley Council
Bexleyheath BID
bhs bikeability
bidvest logistics
Big Hat Cycles
Bike Shack
bikeworks
bikeXcite
Bishop Challoner Catholic
Blind Beggar
Blue Triangle Buses Ltd,
Bonner Primary
Borough Cycling Officers Group
Bow Arts
Bow Arts Trust
Bow Baptist Church
Bow Futures contacts
Bow Police Station
Bow Road Methodist Church With
Holy Trinity All Hallows
Bow School
Brady Centre
Breakspears Road Project
Brentwood Community Transport,
Brewery Logistics Group
Brick Lane Bikes
Brick Lane Jamme Masjid

Transport for London



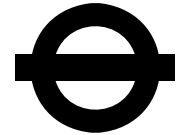
British Cycling
British Land
British Medical Association
British Motorcycle Federation
British Motorcyclists Federation
British Retail Association
British School of Cycling
Bromley By Bow Centre Health Trainers
Bromley By Bow Church In The Community
Bromley By Bow Community Organisation
Bryant Street Methodist Church
BT
Bucks Cycle Training
Business B Ltd t/a The Expeditional,
Business Junction
Butley Court Community Centre
Buzzlines,
CABE - Design Council
Calcutta House
Camden Council
Camden mobility forum
Camden Society
Camden Town Unlimited
Campaign for Better Transport
Campbell's
Canal Club
Canary Wharf Management Ltd
Canon Barnett Primary School
Campaign for Better Transport
Capital City School Sport Partnership
Carousel Buses Ltd
Carpenters And Docklands Centre
Carpenters Primary School
CBI-London
CCG NHS Central London
Centaur Overland Travel Ltd,
Central Foundation
Central London Cab Trade Section
Central London CTC
Central London Forward
Central London Freight Quality Partnership
Central London NHS Trust
Centre for Accessible Environments
CET primary
Chalkwell Garage & Coach Hire Ltd,
Chartered Institute of Logistics and Transport
Children'S House
Chisenhale Gallery
Christopher Stephen Hunn t/a Travel with Hunny/TWH,
Church Of Christ & St John
City Bikes (Vauxhall Walk)
City Hall
City link
City Of London
City of London Access Forum
City of London Police
City of Westminster
Clays Lane Ladies Club
Climate Centre
Coborn Arms
Cobra Corporate Services Ltd,
College Of East London
Community Transport Association
Confederation of British Industry (CBI)
Confederation of Passenger Transport
Confederation of Passenger Transport UK
Council Of Mosques
Covent Garden Market Authority
Cross River Partnership
Croydon
Croydon Coaches (UK) Ltd t/a Coaches Excetera,
Croydon mobility forum
CT Plus Ltd t/a Hackney Community Transport,
CTC
Cubitt Town Youth Project
Currys
Curtain Theatre, Now Artsadmin
Cycle Confidence
Cycle Confident
Cycle Experience
Cycle Newham
Cycle Surgery
Cycle Systems
Cycle Training East
Cycle Training UK (CTUK)
Cyclelyn
Cycle-wise Thames Valley
Cycling Embassy of Great Britain
Cycling Tuition
cycling4all
Cyclists in the City
Daly Fiona
Darul Arqam

Transport for London



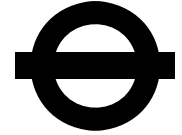
Darul Ummah Mosque
Department for Transport
Department for Transport
Department of Transport
Design for London
DHL
DHL Express
DHL UK & Ireland
Disability Alliance
Disability Coalition Tower Hamlets
Disability Information Training Opportunity
Disabled Persons Transport Advisory Committee
DLR
Docklands Business Club and East London Chamber of Commerce
E Clarke & Son (Coaches) Ltd, t/a Clarkes of London,
E1 Cycles
E11 BID (Leytonstone)
Ealing Broadway BID
Ealing Council
East and South East London Thames Gateway Transport Partnership
East End Walks (Historical Walking Tours)
East London Bus Group
East London Central Synagogue
East London Centre
East London Chamber Of Commerce
East London Mosque
East London Tabernacle Baptist Church
East Surrey Rural Transport Partnership t/a Polestar Travel,
East Thames Group
EDF Energy
Edgware Road Partnership
Emergency Services
Enfield
Enfield Council
English Heritage
English Heritage - London
Ensign Bus Company Ltd,
Epainos Ministries (New Testament Church Of God)
Epilepsy Action
Evolution Cycle Training
Express Network Forum
Federation of Small Businesses
First Beeline Buses Ltd,
Fitzrovia Partnership
Fountain Of Blessings And Miracle Church
Francis Lee Community Centre
Freight Transport Association
Friends of the Earth
Future Inclusion
G4S
Garratt Business Park (Earlsfield)
Garrett Centre
Gateway Housing
Gatwick Flyer Ltd,
General Auto Services
Glamis Estate Tenants' Hall
Go-Coach Hire Ltd
Golden Tours (Transport) Ltd,
Greater London Authority
Greater London Authority
Greater London Authority
Greater London Authority
Greater London Forum for Older People
Green Flag Group
Green Urban Transport Ltd,
Grove Hall Park
Guardian Angels
Guide Dogs
Guide Dogs Association
Guide Dogs for the Blind - Inner London District team
Guide Dogs for the Blind Association
Gurdwara Sikh Sangat
Hackney and Tower Hamlets Friends of the Earth
Hainault Business Park
Halfords
HammersmithLondon
Hanbury Hall
Haringey mobility forum
Harry Gosling Primary
Harry Gosling Primary School
Harry Roberts Primary
Hawthorn Green Care Home
Health Poverty Action
Heart of London Business Alliance
Hermes Europe
Hermitage School
hertfordshire County Council
High Street 2012
Hillingdon Council
Hillingdon mobility forum
Holiday Inn Express Hotel
Hounslow mobility forum
House of Commons
HR Richmond Ltd t/a Quality Line,

Transport for London



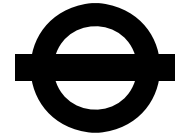
Ibis London
IBM
Ican Studios
Idea Stores
Ideal Furniture
Ids Stepney Green Court
Ilford Town BID
Inclusion London
Independent Disability Advisory Group
Independent Shoreditch
Inmidtown
Institute for Sustainability
Institute of Advanced Motorists
Institution of Civil Engineers
inStreatham
Interlink College Of Technology
Island House Community Centre
Islington Council
Islington mobility forum
J Brierley & E Barvela t/a Snowdrop Coaches
Jagonari
James Bikeability
Jeremy Reese t/a The Little Bus Company,
John F Kennedy School
John Lewis Partnership
John Orwell Sports Centre
John Scurr Community Centre
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBS)
Joint Mobility Unit
K&C mobility forum
Keith Gould
Keltbray Ltd (construction)
Kesslers International
Kimpton Industrial Park (Sutton)
Kingsley Hall Community Centre
Kingston First
Kingston mobility forum
laing o'rouke
Lambeth Cyclists
Lansbury Harca Community Centre
LAP5 Steering Group
LB Barking & Dagenham
LB Barnet
LB Bexley
LB Brent
LB Bromley
LB Camden
LB Croydon
LB Ealing
LB Enfield
LB Hackney
LB Hammersmith & Fulham
LB Haringey
LB Harrow
LB Havering
LB Hillingdon
LB Hounslow
LB Islington
LB Lambeth
LB Lewisham
LB of Sutton
LB Redbridge
LB Richmond
LB Southwark
LB Sutton
LB Tower Hamlets
LB Waltham Forest
LB Wandsworth
LCC
Lea River Park Project
Lee Valley Park
Left Hook Boxing Gym
Legal Advice Centre
Leicestershire Disability
Lewisham Council
Liberal Democrats
Licensed Private Hire Car Association (LPHCA)
Line Line Coaches (TGM),
Living Streets
Living Streets - Brentwood
Living Streets - Hackney
Living Streets - Islington
Living Streets - Kings Cross (Camden)
Living Streets - Merton
Living Streets - Sutton
Living Streets - Tower Hamlets
Living Streets - Wandsworth
Living Streets Action Group
Living Streets London
Living Streets Southwark
Living Strrets
Local Government Ombudsman
London Academy Business School

Transport for London



London ambulance Service
London Bike Hub
London Borough of Barking & Dagenham
London Borough of Barking and Dagenham
London Borough of Barnet
London Borough of Bexley
London Borough of Brent
London Borough of Bromley
London Borough of Camden
London Borough of Croydon
London Borough of Ealing
London Borough of Enfield
London Borough of Greenwich
London Borough of Hackney
London Borough of Hammersmith
London Borough of Hammersmith & Fulham
London Borough of Hammersmith and Fulham
London Borough of Haringey
London Borough of Harrow
London Borough of Havering
London Borough of Hillingdon
London Borough of Hounslow
London Borough of Islington
London Borough of Kingston Upon Thames
London Borough of Lambeth
London Borough of Lewisham
London Borough of Merton
London Borough of Newham
London Borough of Redbridge
London Borough of Richmond upon Thames
London Borough of Southwark
London Borough of Sutton
London Borough of Tower Hamlets
London Borough of Waltham Forest
London Borough of Wandsworth
London Borough of Westminster
London Cab Drivers' Club Ltd
London Central Cab Section
London Chamber of Commerce
London Chamber of Commerce and Industry (LCCI)
London City Airport
London Climate Change Partnership
London Councils
London Cycling Campaign
London Cycling Campaign (Lewisham)
London Cycling Campaign (Tower Hamlets)
London Duck Tours Ltd
London East Academy
London European Partnership for Transport
London Executive Offices
London Fields Cycles
London Fire and Emergency Planning Authority
London Fire Brigade
London First
London General
London Independent Hospital
London Jewellery School
London Mencap
London Met University.
London Older People's Strategy Group
London Private Hire Board
London Riverside (Rainham)
London Strategic Health Authority
London Suburban Taxi Drivers' Coalition
London Taxi Drivers' Club
London Tourist Coach Operators Association (LTCOA)
London TravelWatch
London Underground
London United Busways Ltd,
London Visual Impairment Forum
LoveWimbledon BID
Malmesbury Primary School
Marner Primary
Marshalls Coaches,
Mazahirul Uloom London
Merton Council
Metrobus Ltd,
Metroline Ltd
Metropolitan Police
Metropolitan Police - Community Police
Metropolitan Police Service
metropolitan Polce Service
Mile End Ecology Pavilion
Mile End Old Town Residents Association
Mile End Residents Association
Mile End Residents associations
MIND
Mind in Stratford
MIND in the Tower Hamlets
Mobile Cycle Training Service
Mode Transport

Transport for London



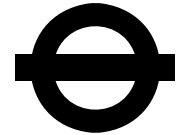
Motorcycle Action Group
Motorcycle Action Group (MAG)
Motorcycle Industry Association
Mulberry School For Girls
Mullany's Coaches,
National Autistic Society
National Children's Bureau
National Express Ltd
National Grid
National Grid
National Grid - electricity
National Motorcycle Council
Netwalking (Tower Hamlets walking group)
New Addington BID
New Heart for Bow
New West End Company (NWEC)
Newham Asian Women'S Project
Newham Association Of Diasabled People
Newham Citizen Advice Bureau
Newham Cycling Campaign
Newham Elderly Punjabi Involvement Unit
Newham Further Education College
Newham Healthy Living Network
For Older People And Carers
Newham Link
Newham Pensioner'S Forum
Newham Primary Care Trust
Newham Safer Transport Team
Newham Somali Educationa; Cultural Association
Newham Striders And Ramblers
Newham Voluntary Association For The Blind
Newtec (Early Years Nursery) Deanry Road
Newtec East London Child Care Institute Mark Street
NHS London
NHS Tower Hamlets CCG
Northbank Guild
Ocean Estate Tenants And Leaseholders Association
Ocean Estate Tenants Association
Ocean Somali Community Association
Ocean Sure Start
Ocean Youth Connexions
Old Ford Housing
Association
Old Palace
Olga Primary
Olympus Bus & Coach Company
t/a Olympian Coaches,
On Your Bike Cycle Training
One World Foundation Africa
Orpington 1st
Osmani Primary
Outreach And Lifeskills
Oxford House
Oxford Tube (Thames Transit),
Paddington
Painted Children (Charity)
Parcel Force
Parliamentary Advisory Council for
Transport Safety (PACTS)
Passenger Focus
philip kemp cycle training
Pillar Box Montessori Nurseries
Planning Design
Police
Poplar And Limehouse Health Trainers
Poplar, Blackwall And District Rowing Club
Porcellio Ltd t/a Meridian Duck Tours,
Port of London Authority
Premium Coaches Ltd,
Prime Time Recruitment
Private Hire Board
Purple Parking Ltd,
Puzzle Focus Ltd
Queen Mary University of London
Queen Mary, University Of London
R Hearn t/a Hearn's Coaches,
RAC
RAC Foundation for Motoring
Rachel Keeling Nursery
RADAR London Access Forum
Railway Tavern
RB Greenwich
RB Kensington & Chelsea
RB Kingston
Red Rose Travel
Redbridge Cycling Centre
Redlands Primary
Redwing Coaches (Pullmanor Ltd),
Refugees And Arts Initiative
Regional Waste Recycling Plant (Commercial)
Reliance Travel,
Renewal Refugee And Migrant Project (Ramp)
Resistance Gallery
Reynolds Diplomat Coaches

Transport for London



Rhythm Factory
Richmond Council
RMT Union
RNIB
RNID (Royal National Institute for Deaf People)
Road Danger Reduction Forum
Road Haulage Association
Road User Group
Roadpeace
Royal Borough of Greenwich
Royal Borough of Kensington & Chelsea
Royal Borough of Kensington and Chelsea
Royal Borough of Kingston Upon Thames
Royal Greenwich Cycle Training
Royal Institute of British Architects
Royal Institute of Chartered Surveyors
Royal London
Royal London Society for Blind People
Royal Mail
Royal Parks
Royal Town Planning Institute (RTPI)
Sainsbury's Supermarkets
Sarah Bonnell Comprehensive School
Sardar Ali Khan t/a Red Eagle,
SCOPE
Sense
Signs Of Life
Sixty Plus
Smithy Street Primary
Somali Bokol Province Relief Organisation
South Bucks Cycle Training
South East London PCT
South Herts Plus Cycle Training
South London Business Forum
South London Partnership
Southbank Employers Group
Southdown PSV Ltd,
Southgate & Finchley Coaches Ltd
Southwark Cyclists
Space syntax
Spokes Cycling Instruction
St Agnes
St Francis Rc Church
St George In The East
St James The Less Church
St John'S Parish Church
St Margaret'S House
St Mary And St Michael Primary
St Matthias Community Centre
St Pauls Church
St Peter'S Mission Hall
STA Bikes Ltd.
Stepney Green School
Stifford Health Trainers
Stolenspace Gallery
Stratford Advice Arcade
Stratford Centre
Stratford Circus Performing Arts Centre
Stratford High Street Dlr Station
Stratford Library
Stratford Renaissance Partnership
Stratford Station
Stratford Village Dental Practice
Streets Of Growth
Stroke Association
Subco (Specialist Service Provider For Asian Elderly)
Successful Sutton
Sullivan Bus and Coach Ltd
Sunwin Service Group
Sustrans
Sutton Centre for Voluntary Sector
Sutton mobility forum
Swanlea Primary
Taxi and Private hire
Taxi Rank & Interchange Manager
Team London Bridge
Technicolour Tyre Company
Terravision Transport Ltd /
Stansted Transport Ltd,
Tesco
Tesco - Bromley by Bow
Tesco - Stratford
TGM Group Ltd
Thames Magistrates Court
Thames Water
Thamesmead Business Services
The AA
The Association of Guide Dogs for the Blind
The Automobile Association
The Big Bus Company Ltd,
The British Dyslexia Association
The British Legion
The British Motorcyclists' Federation

Transport for London



The building Crafts College
The Canal & River Trust
The City of Oxford Motor Services Ltd,
The Ensign Youth Club
The Ghost Bus Tours Ltd
The Goose In Stratford
The Grumpy Cyclist blogger (Newham based)
The House Mill (museum)
The Kings Arms Guest House
The Kings Ferry Ltd,
The Licensed Taxi Drivers' Association
The Old Town Hall Conference and Leisure Centre
The Original London Sightseeing Tour /
London Pride Sightseeing Ltd,
The Owner Drivers' Society
The Road Haulage Assoc. Ltd.
The Royal Parks
The Southwark Cyclists
The Space
Theatre Royal
Thomas Buxton Primary
Thomas's London Day Schools (Transport) Ltd
Three Mills Green
Three Mills Studios
Time for Twickenham
TNT
Tower Hamlets Community Housing
Tower Hamlets Community Empowerment Network
Tower Hamlets Inclusion Support Centre
Tower Hamlets Inter Faith Forum
Tower Hamlets mobility forum
Tower Hamlets Partnership
Tower Hamlets Primary Care Trust
Tower Hamlets Safer Transport Team
Tower Hamlets Wheelers
Tower Transit Operations Ltd,
Toynbee Hall
Trade Team
Trailblazers, Muscular Dystrophy UK
Tramshed Community Centre
Transport for All
Transport for London
Transport for London (TfL)
Triangle
TULIP Mental health group
Tyssen Community School Cycle Training
UK Power Networks
Unions Together
University College London
University of Westminster
Universitybus Ltd t/a uno,
UPS
Urban Movement
Vandome Cycles
Vauxhall One BID
Victoria BID
Victoria Park Baptist Church
Vision Impairment Forum
Walk London
Wandsworth - London Cycling Campaign
Wandsworth mobility forum
Waterloo Quarter
Wellington Primary
Westminster City Council
Westminster Council
Westminster Cyclists
Wheels for Wellbeing
White Hart Pub
Whitechapel Art Gallery
Whitechapel Bell Foundry
Whitechapel Gallery
Whitechapel Sports Centre
Whizz-Kidz
Willow Lane Trading Estate (Merton)
Wilsons Cycles
Wincanton
www.cyclinginstructor.com
Yodel
Young Lewisham and Greenwich Cyclists

Transport for London

