

Comment	Action	Responsibility	Date
R1. The council produces an enhanced plan for cycling in Tower Hamlets to ensure that the borough is at the forefront of this agenda.			
Agreed	Revised Cycle Strategy to be produced for public consultation and approval by the end of the year.	Head of Engineering	Dec 2015
R2. The council explores the costs and feasibility of the provision of secure cycle parking across the borough.			
<p>Ongoing. The council responds to all requests for cycle parking received and proactively installs new facilities in streetscene improvement schemes, as well as requiring similar in new developments. In 2014-15 we installed a total of 136 cycle parking spaces (60 on street spaces and 76 secure residential cycle parking).</p> <p>It is worth noting that we have had more requests for cycle parking this year than any other year - submitted directly from www.towerhamlets.gov.uk/cycling and an increasing number of requests for on street Bike Hangars making use of existing parking bays.</p> <p>Note also that competitive rates for parking facilities are sought through seeking quotes from suppliers and monitoring catalogue prices.</p>	<p>We are anticipating installing 202 cycle parking spaces in 2015-16 (60 on street spaces and 142 residential cycle parking spaces).</p> <p>We are also exploring with colleagues in the Parking team more innovative parking facilities such as “car bike port” (car shaped 10 space bicycle stands) at 2 locations in the Shoreditch area – Calvert Avenue and Club Row.</p>	Head of Engineering	Current practice
R3. The council works with local schools and Sustrans to incorporate route plans proposed by young people into the enhanced plan for cycling in Tower Hamlets as part of the consultation process.			

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Agreed	This has already been commenced in the Stepney area and will be integrated into the strategy (Rec 1) – but the roll-out to other school areas will be dependent on funding availability.	Head of Engineering	As Rec 1
R4. Support for the ‘Safer Lorries Safer Cycling’ scheme is the policy of the council and the council should now sign the pledge.			
<p>Not agreed. A relevant clause is already included in Corporate contracts.</p> <p>However, in the present LCC form of wording, any tenderer who is not already FORS registered would need to be discounted from competition: this limits the council’s ability to secure value for money through competition.</p> <p>The council has offered to sign the Pledge with a minor change to the wording to ensure that it can be delivered legally without compromising procurement processes. If the wording is changed to ensure that contractors are required to take up FORS registration, then the competitive process would be improved and continuous improvement on cycle safety could be delivered through contract management and KPI’s.</p>	<p>N/A</p> <p>This is probably now time-expired since Safer Lorries Legislation came into force in September 2015.</p>		
R5. The council imposes a 20mph speed limit on all residential and borough roads and the council should work with the police to ensure that 20mph is enforced.			
The speed limit is being tested for 18 months from 13 April 2015, all signage has been implemented and an	Review effectiveness for consideration of making	Head of Engineering	Oct 2016

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<p>on-going publicity and awareness campaign commenced in July 2015.</p> <p>Regular liaison meetings with the Police review priority sites for enforcement action.</p>	<p>the experimental order permanent.</p>		
<p>R6. The council publicises annual spend on its cycling agenda.</p>			
<p>Agreed</p>	<p>This is included in the annual Capital Programme report and can be set out further in the Strategy. However, the Strategy will review this area as a one-off.</p>	<p>Head of Finance</p>	<p>April 2016</p>
<p>R7. The council consults residents and ward members on the London Cycling Campaign's proposal to keep the road to the south of Victoria Park open for longer and explore ways to influence the park's statutory opening hours.</p>			
<p>Before any consultation can take place, the Head of Parks needs to be satisfied that the proposal is feasible in terms of costs and risks.</p>	<p>Carry out a more detailed feasibility study into the costs and benefits of providing a secure after-dark cycle route within the southern perimeter of Victoria Park to enable a more informed judgement to be made on whether to pursue this proposal or not.</p>	<p>Service Head Culture</p>	<p>April 2016</p>
<p>R8. The development of a cycle friendly borough is treated as a priority by the council.</p>			
<p>Agreed</p>	<p>This will be supported by the adoption of the revised Cycle Strategy.</p> <p>Cllr David Chesterton has been nominated as the Members' Cycling Champion to further reflect this prioritisation.</p>	<p>Cabinet</p>	<p>June 2015</p>

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R9. The council better influences developers to provide greater cycle parking facilities for their developments.			
Already in hand	The council applies recommended cycle parking standards and is reviewing these standards as part of the Local Plan review. The target date for public consultation on this review is January 2016.	D&R	January 2016
R10. The council works with TfL to roll out more cycle specific signals across the borough.			
Already in hand subject to funding availability	The need for more cycle friendly signals would be considered where appropriate as route reviews are implemented or new routes developed.	Head of Engineering	Ongoing