

# Peckham and Nunhead Community Council

Monday 21 March 2016

7.00 pm

Harris Academy Peckham, 112 Peckham Road, London SE15 5DZ

## Supplemental Agenda no.1

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**Note:** This is an executive function for decision by the community council.

Members to consider the recommendations in the report.

#### Contact

Beverley Olamijulo on 020 7525 7234 or email: [beverley.olamijulo@southwark.gov.uk](mailto:beverley.olamijulo@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

Date: 14 March 2016

|                                    |                                |  |  |
|------------------------------------|--------------------------------|--|--|
| <b>Item No.</b><br>14.             | <b>Classification:</b><br>Open | <b>Date:</b><br>21 March 2016              | <b>Meeting Name:</b><br>Peckham and Nunhead<br>Community Council |
| <b>Report title:</b>               |                                | Secure Cycle Parking (Bike Hangar)         |  |
| <b>Ward(s) or groups affected:</b> |                                | Livesey, Nunhead, Peckham Rye and The Lane |  |
| <b>From:</b>                       |                                | Head of Highways                           |  |

## RECOMMENDATION

1. That the Peckham and Nunhead Community Council comment upon the following recommendations that are due to be made to the cabinet member for environment and the public realm:
  - 1.1 Due to a majority of respondents supporting the introduction of a cycle hangar in yhte following roads, it is recommended that the scheme proceeds to implementation subject to necessary statutory procedures:
    - 53% in Astbury Road
    - 88% in Azenby Road
    - 100% in Bird In Bush Road
    - 60% in Choumert Road
    - 67% in Choumert Road (Bellenden Road)
    - 50% in Commercial Way
    - 88% in Ferris Road
    - 60% in Nutbrook Street
    - 80% in Peckham Rye
    - 90% in Queens Road; and
    - 59% in Tresco Road
  - 1.2 Due to strong local demand for a cycle hangar and Southwark's on-going commitment to improve and promote cycling and safety in the borough, it is recommended that the scheme proceed to implementation with two cycle hangars on this street subject to the necessary statutory procedures.
    - Carden Road (17 in support and 9 confirming a space)
    - Rye Hill Park (24 in support and 9 confirming a space).
  - 1.3 Due to a low response rate in Machell Road it is recommended that in this street the scheme does not proceed to implementation.

## **BACKGROUND INFORMATION**

2. In accordance with Part 3H paragraph 18 and 19 of the Southwark constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.
4. Full details of all results associated with the study can be found in Appendix 1 the 'Consultation Summary'.
5. The ward members were made aware of the scheme and the associated design in January 2016.

## **KEY ISSUES FOR CONSIDERATION**

6. Informal public consultation took place with all residents and businesses within the consultation area from the 15 January 2016 until the 5 February 2016.
7. Full details of the consultation responses can be found in Appendix 1.
8. The majority of respondents to the public consultation in Astbury Road, Azenby Road, Bird In Bush Road, Choumert Road, Choumert Road (Bellenden Road), Commercial Way, Ferris Road, Nutbrook Street, Peckham Rye, Queens Road and Tresco Road were in favour of the scheme and it is recommended to implement the cycle hangars in the proposed location.
9. There was a large response rate in favour of the scheme in Carden Road and Rye Hill Park and it is recommended that the scheme proceed to implementation with two cycle hangars on these streets.
10. There was a low response rate in Machell Road and it is recommended not to implement a cycle hangar in this location.
11. The uptake of spaces in each cycle hangar will be monitored and should it be proven in any location that there is not sufficient use of the hangar then it will be relocated.
12. Any residents who are not aware of the proposal in the identified location still have a further opportunity to object during the statutory consultation stage during the experimental traffic order. Any such objections will need to be formally considered by the Cabinet Member prior to implementation.

## **Policy implications**

13. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
  - Policy 1.1 Pursue overall traffic reduction
  - Policy 1.7 Reduce the need to travel by public transport by encouraging more people to walk and cycle

- Policy 1.12 Ensure that cycle parking is provided in areas of high demand and in areas where convenient
- Policy 2.3 Promote and encourage sustainable travel choices in the borough
- Policy 4.1 Promote active lifestyles
- Policy 5.8 Improve perceptions of safety in the public realm
- Policy 6.3 Support independent travel for the whole community

### **Community impact statement**

14. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists will benefit.

### **Resource implications**

15. This report is for the purposes of consultation only and there are no resource implications associated with it.
16. It is, however, noted that this project is funded by the 2015/2016 BCP programme.

### **Consultation**

17. Ward members were consulted prior to commencement of the consultation.
18. Informal public consultation was carried out in January/February 2016, as detailed above.
19. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the cabinet member for environment and the public realm following this community council meeting.
20. If approved for implementation all sites will be subject to statutory consultation required in the making of an experimental traffic management order. The statutory consultation period will run for the experimental period and the order made permanent on the basis of the trial results.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

21. There were none.

**BACKGROUND DOCUMENTS**

| Background Papers  | Held At  | Contact                       |
|--|--|-------------------------------|
| Transport Plan 2011<br><a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a> | Southwark Council<br>Environment<br>Highways<br>160 Tooley Street<br>London<br>SE1 2QH | Matthew Hill<br>020 7525 3541 |

**APPENDICES**

| No.        | Title  |
|------------|--|
| Appendix 1 | Secure Cycle Parking (Bike Hangar) Consultation Report |
| Appendix 2 | Cycle Hangar location plan                             |

**AUDIT TRAIL**

|   |                                       |                          |
|---|---------------------------------------|--------------------------|
| <b>Lead Officer</b>   | Matthew Hill, Head of Highways        |                          |
| <b>Report Author</b>  | Chris Durban, Cycle Programme Manager |                          |
| <b>Version</b>  | Final                                 |                          |
| <b>Dated</b>  | 3 March 2016                          |                          |
| <b>Key Decision?</b>  | No                                    |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |                                       |                          |
| <b>Officer Title</b>  | <b>Comments Sought</b>                | <b>Comments Included</b> |
| Director of Law and Democracy   | No                                    | No                       |
| Strategic Director of Finance and Governance                            | No                                    | No                       |
| <b>Cabinet Member</b>   | No                                    | No                       |
| <b>Date final report sent to Constitutional Team</b>                    |                                       | 11 March 2016            |

**APPENDIX 1**

**Secure Cycle Parking (Bike Hangar)  
Consultation Summary**

### Table of Consultation Results

| Street                            | no. of addresses | Response rate | Support | Opposed | no opinion | total | % support | % opposed |
|-----------------------------------|------------------|---------------|---------|---------|------------|-------|-----------|-----------|
| ASTBURY ROAD                      | 89               | 16.9%         | 8       | 5       | 2          | 15    | 53.3%     | 33.3%     |
| AZENBY ROAD                       | 42               | 19.0%         | 7       | 1       |            | 8     | 87.5%     | 12.5%     |
| BIRD IN BUSH ROAD                 | 77               | 6.5%          | 5       |         |            | 5     | 100.0%    | 0.0%      |
| CARDEN ROAD<br>(NUNHEAD LANE)     | 184              | 17.4%         | 17      | 14      | 1          | 32    | 53.1%     | 43.8%     |
| Choumert Road                     | 165              | 3.0%          | 3       | 2       |            | 5     | 60.0%     | 40.0%     |
| Choumert Road<br>(BELLENDEN ROAD) | 188              | 4.8%          | 6       | 3       |            | 9     | 66.7%     | 33.3%     |
| COMMERCIAL WAY                    | 75               | 10.7%         | 4       | 2       | 2          | 8     | 50.0%     | 25.0%     |
| FERRIS ROAD                       | 50               | 16.0%         | 7       | 1       |            | 8     | 87.5%     | 12.5%     |
| MACHELL ROAD                      | 26               | 0.0%          |         |         |            |       |           |           |
| NUTBROOK STREET                   | 93               | 10.8%         | 6       | 2       | 2          | 10    | 60.0%     | 20.0%     |
| PECKHAM RYE                       | 64               | 7.8%          | 4       | 1       |            | 5     | 80.0%     | 20.0%     |
| QUEENS ROAD                       | 215              | 4.7%          | 9       |         | 1          | 10    | 90.0%     | 0.0%      |
| RYE HILL PARK                     | 345              | 8.7%          | 24      | 5       | 1          | 30    | 80.0%     | 16.7%     |
| TRESCO ROAD                       | 91               | 18.7%         | 10      | 6       | 1          | 17    | 58.8%     | 35.3%     |

Key:

Insufficient response

Second hangar

## Comments opposed for streets where a cycle hangar is proposed

### Astbury Road:

1. THERE IS NO NEED WHATSOEVER FOR THIS BIKE HANGAR. IT WILL NOT BENEFIT THE RESIDENTS AT ALL WHO DO NOT NEED IT. I SUGGEST THAT THIS PLAN IS FOR THE BENEFIT OF THE COMMUTERS AND SOUTHWARK EMPLOYEES WHO ALREADY THINK THEY HAVE THE RIGHT TO USE ASTBURY ROAD AS THEIR OWN CAR PARK. THIS IS AN INCONVENIENCE AND IMPOSITION TOO FAR. PUT THIS HANGAR AT THE BACK OF THE PIAZZA OUTSIDE THE STATION WHERE IT IS NEEDED AND BELONGS. ALSO TELL YOUR EMPLOYEES TO USE PUBLIC TRANSPORT AND NOT TO FILL OUR STREET WITH THEIR VEHICLES. THINK OF THE PEOPLE WHO PAY YOUR WAGES AND NOT YOUR OWN INTERESTS FOR ONCE.
2. THIS WOULD BRING MORE DISRUPTION TO OUR ROAD. WE HAVE ENOUGH TRAFFIC MOVEMENT AS IT IS. THE ROAD IS NOT VERY WIDE, THERE IS AMPLE ROOM AT THE STATION (QUEENS ROAD) TO PLACE A NUMBER OF THESE CYCLE HANGARS. HOWEVER, CYCLE HANGARS ARE A GOOD IDEA. THERE IS ALREADY A MOTOR CYCLE SCHOOL ON THE ROAD, PARKING MOTOR BIKES ON THE ROAD. THESE CYCLE HANGAR SHOULD BE PLACED WHERE THERE IS SUFFICIENT SPACE AND NOT ADD TO CONGESTION.
3.
  1. Parking spaces on Astbury are already very limited due to the free parking and all the shopfront business on the main road.
  2. Dumping is a real problem on Astbury road lodge side of the road, having a hanger will create a centre point for rubbish to be dumped at. Rubbish isn't picked up every day on the streets, especially on weekend. Foxes and other animals open the rubbish and in high winds the open rubbish spread along the road.
  3. People urinating (Daytime and night time) on the wall on the Astbury lodge side of the road is also a problem, as lighting is low, a hanger create an attractive place to urinate on, and will also bring the smell of urine to the area, which is unpleasant to live around.
  4. Smaller on path railings to protect cyclists and pedestrians
  5. View from my house, A hang will inevitable affect the view from my flat, as will bring prices down due to the rise in dumping and antisocial behaviour, which will make hard to sell
  6. Creating a target for thieves, To have a concentrated place for bikes, in such a low light, confined area, away from any shopfront or houses will create the perfect opportunity for thieves to steal, which in turn makes surrounding properties and belongings at risk more so.

Where my flat is situated at No.1 I see a lot of what happens being the first house at a junction, I've seen people urinate and



defecate in peoples and my own front garden. That added to the rubbish made from local businesses customers and tenants dumping, is enough to deal with , without creating more conjection.

4. 1) USAGE - MANY PEOPLE DON'T RIDE BIKES WE ARE SO CLOSE TO STATION SO MAYBE A HANGAR OUTSIDE TESCO OR AT SQATION. 2) SPACE - PARKING ON ROAD W FREE AND VERY BAD, ONE LESS PACE WILL MAKE THE SITUATION WORSE. 3) SAFETY - MANY DRUNK PEOPLE URINATE ON THAT SIDE OF THE ROAD DUE TO POOR LIGHTING, GIVE AN OBSTACLE TO HIDE BEHIND WILL INCREASE THIS BEHAVIOUR (I SUGGEST BIKE RAILINGS TO BE CHEAPER AND MORE SPACE/SAFETY EFFECTIVE (EVERYONE WITH A BIKE HAS A LOCK). 4) FLY TIPPING - SIMILAR TO THE URINATING, THIS GIVES PEOPLE A POINT AT WHICH TO DUMP ITEMS, ALREADY A PROBLEM AS PEOPLE DUMB BY A TREE. 5) A TARGET - HAVING A CONCENTRATION OF BIKES, NOT OUOTSIDE A BRIGHT SHOP FRONT, OPEN SPACE OR HOUSE GIVES THIEVES A TARGET. MY BIKE INSIDE MY GARDEN HAS BEEN A TARGET OF THEFT BEFORE, TO HAVE AN UNMANED TARGET IN PUBLIC IS NOT WISE AT ALL. 6) PERSONAL VIEW/PROPERTY VALUE - THIS WILL AFFECT VALUE OF MY OROPERTY BEING OPPOSITE AND WILL DAMAGE THE VIEW. THESE ARE MY 6 REASONS TO OPPOSE.
5. STRUGGLING FOR SPACE ON ASTBURY ROAD AS IT IS WHY NOT PUT IT ON QUEENS ROAD, MUCH MORE SPACE. IT MAY ALSO ENCOURAGE MORE PEOPLE TO DRIVE PART OF THE WAY AND THEN PARK ON ASTBURY ROAD WITH 3 DISABLED BAYS WE DO NOT HAVE THE SPACE.

Response:

The cycle hangar will only take up half a parking space and will allow for the parking of 6 bikes. The hangar will be monitored and should it not be well used then it will be relocated.

**Azenby Road:**

1. PARKING SPACES ARE AT ABSOLUTE PREMIUM AND AS THERE IS AN ENORMOUS FORECOURT IN FRONT OF THE HOUSES IN AZENBY AND A PARK WITH HARD STANDING RIGHT NEXT TO THE SITE I CAN SEE NO JUSTIFICATION IN REMOVING YET MORE PARKING SPACE.

Response:

The cycle hangar will only take up half a parking space and will allow for the parking of 6 bikes. The hangar will be monitored and should it not be well used then it will be relocated.

**Bird In Bush Road:**

No comments.

**Carden Road:**

1. I commute daily by cycle but I am opposed to this hangar.

The houses on Carden Rd are all semi detached so there is enough room to lock cycles at each house. There is already a lack of parking for cars on Carden road due to the popular church which runs services several days a week so any structure that reduces the on street parking would be negative.

A hangar could be installed between Carden road and Waveney on the pavement so that no parking spots are lost. However I would not be interested in renting a spot and will continue locking my bike at home.

2. Parking is already difficult. Anything which decreases the parking capacity of the street, even by just one space, does not get my vote.

3. Whilst I am a keen cyclist and member of a local cycling club I am opposed to this proposal wholeheartedly, for the following reasons;

Firstly I understand that Carden Rd is a conservation area and as such protected. The proposal will ruin the appeal of the local environment. Homeowners are not allowed to deviate from these policies so I do not see why the proposal stands at all.

Secondly, there is already a couple of bike spaces on the adjacent road. I have never seen anyone use these - where is the demand for such a lock up, not least who will pay for it with free spaces nearby.

Thirdly, the item will become a trip hazard both on the road and on the pavement. The area is very congested as the church is always in use and would mean it is very difficult to access and dangerous.

Fourthly, the road is already oversubscribed for parking and the loss of one space will make matters even worse - not least the church is expanding its capacity which will further compound the problem. I am aware of over ten young families on the street that sometimes have to park on other roads while trying to access their homes with very young children.

Finally, many of the homes have garden access on Carden Road so can use their own facilities to park their bikes. This is not a commercial district that needs daytime cycle parking and if it is to service demand for the church, this should be facilitated on their extensive private grounds.

Overall, dangerous, will become a magnet for litter and discarded bikes and destroy the conservation area.

4. Personally I do not feel there is a need for one on the road. All the houses have a side return where the majority of people store

their bikes.

A bike hangar would also use up a much needed parking space on the street which over the past year has become more and more of a problem. Can I ask why Southwark Council are happy to consult with residents about the proposals of a bike hanger but not on the (now) approved proposals to increase the capacity of the church on our street. Surely as this is something that we will all be affected by we should have been notified and been given the opportunity to voice our option!

A better alternative would be to have a bike rack by the (mainly) unused garage space that separates Carden and Waveney Road. A flower bed was planted some time ago but it is unloved, messy and looks an eye sore so could be put to better use.

5. WE WOULD OPPOSE THE PROPOSED CYCLE HANGAR AS IT WOULD TAKE UP A PARKING SPACE ON A ROAD ALREADY TIGHT FOR PARKING RESIDENT'S VEHICLES. THE CHURCH ALREADY CREATES INCREASED TRAFFIC AND PROBLEMS PARKING ON SUNDAYS AND TUESDAYS PARTICULARLY. WE DON'T BELIEVE CARDEN ROAD RESIDENTS WOULD WELCOME LOSING ANOTHER SPACE. ALSO WE DO NOT FEEL THERE IS DEMAND FOR THE HANGAR. MOST RESIDENTS ON CARDEN RD WOULD HOUSE THEIR BIKES IN SECURE SHEDS WITHIN GARDENS AND THEREFORE NOT UTILISE THE HANGAR. WE ALSO FEE CHARGING FOR IT WILL PUT PEOPLE OFF USING IT.
6. Potentially will block valuable parking space. THERE IS A LONG SPACE OF UNUSED LAND OUTSIDE COUNCIL FLATS FROM PECKHAM RYE AND NUNHEAD LANE INTERSECTION. THIS WOULD BE THE PLACE TO PUT MANY CYCLE HANGARS WITHOUT PROBLEMS.
7. PARKING ON THIS STREET IS DIFFICULT ENOUGH FOR RESIDENTS TO FIND A SPACE TO PARK THEIR VEHICLE AFTER 6PM. I OBJECT TO THE PROPOSAL AND DO NOT THINK BICYCLES SHOULD BE REGARDED AS A SPECIAL CASE. EVERY HOUSE ON CARDEN ROAD HAS A FRONT GARDEN, SO WHY CAN YOU NOT DEVISE A SCHEME TO ACCOMMODATE THIS EXISTING FACILITY SINCE YOUR PROPOSAL IS INTENDED FOR THE EXCLUSIVE USE OF RESIDENTS WHO WISH TO CYCLE? THE LOSS OF EVEN ONE PARKING SPACE WILL PROVE VERY INCONVENIENT
8. ALL OF THE HOUSES IN THIS ROAD HAS SUFFICIENT SPACE FOR CYCLE STORAGE. I HAVE 4 CYCLES ALL STORED IN A CYCLE STORE IN THE GARDEN OR IN THE SIDE PASSAGE. TO SITE THIS RIGHT OUTSIDE THE CHURCH WHEN THE CHURCH HAS A DROP OFF FOR DISABLED PEOPLE AND ELDERLY IS DEMONSTRATING POOR KNOWLEDGE OF THE COMMUNITY LIVING IN CARDEN ROAD. WE CYCLE REGULLARLY AND DON'T NEED A HANGAR IN THIS ROAD. PARKING IN THIS ROAD IS VERY DIFFICULT.  
THE RESIDENTS IN THIS ROAD DON'T WANT OR NEED IT. I DON'T KNOW ANYONES WHO ATTENDS THE CHURCH WHO CYCLES IN AND IN ANY EVENT THEY HAVE SECURE SPACE ON SITE. PEOPLE WANT SECURE PLACES TO PUT THEIR CYCLE NEAR THEIR HOME, ALL THE HOMES IN CARDEN ROAD HAVE PLENTY SPACE (FRONT AND REAR) FOR CYCLE STORAGE, MUCH MORE SECURELY.

WHAT I BELIEVE YOUR COUNCIL OFFICERS ARE DOING IS FINDING A SPACE ON THE ROAD WHERE THIS CAN BE DONE EASILY AND CHEAPLY WITHOUT ANY CONSIDERATION OF IS IT NEEDED HERE. NO ONE IN CARDEN ROAD IS GOING TO PARK THEIR CYCLE OUTSIDE THE CHURCH AT THE END OF THE ROAD. THE AREA THAT NEED THIS FACILITY ARE PLACES LIKE BLOCKS OF FLARTS WHO CAN'T TAKE THEIR CYCLES INDOORS OR SECURE EASILY. I COULD WALK YOUR OFFICERS AROUND NUNHEAD AND SHOW YOU WHERE THESE CYCLE HANGARS WOULD ACTUALLY BE USEFUL.

9. THE LOCATION SUGGEST IT WILL BE OF BENEFIT TO THE CHURCH ATTENDEES ONLY RATHER THAN RESIDENTS OF THE STREET WHO IN THE MOST PARK OR ARE ABLE TO STORE THEIR BIKES OFF THE STREET. IT IS UNSIGHTLY AND APPEARS UNNECESSARY.
10. THE ONE ALREADY NO PARKING SPACES ON CARDEN ROAD. PUT IT SOMEWHERE ELSE.
11. WE ARE ELDERLY COUPLE AND OUR RELATIVES WHO COME TO VISIT US CAN RARELY GET A PARKING SPACE ON THIS ROAD. THIS HANGAR WILL TAKE UP VALUATION PARKING SPACE
12. We are opposed to the proposal to install a bicycle hanger in Carden Road. We would require further evidence that the need for the hanger outweighs the need for on street parking. The residents of Carden Road do not have sufficient on street parking as things currently stand and the removal of one parking space to accommodate the hanger would be of further detriment to residents. The majority of residents in Carden Road own cars and they, together with streets in the immediate vicinity have a constant problem with parking, particularly on days and evenings when the church situated at 2A Carden Road is in session. This will be further exacerbated when the church begins work to erect their mezzanine seating level which will inevitably lead to additional members of the church, the majority of which attend by car. For those reasons we regrettably oppose the proposals.
13. I WOULD SUPPORT THIS IF THE PARKING ON CARDEN ROAD WAS NOT ALREADY SO DIFFICULT BECAUSE OF THE CHURCH. I RARELY PARK ON THE ROAD AND NEVER NEAR MY FLAT. THIS LOSS OF ONE PARKING SPACE WOULD NOT HELP.
14. IT'S VERY HARD TO FIND A PARKING SPACE ON CARDEN ROAD NOW, AS PEOPLE THAT LIVE ON NUNHEAD LANE AND BANFIELD ROAD WHICH HAS RESIDENTS PARKING PERMITS AND THOSE THAT ATTEND THE CHURCH 5 TIMES A WEEK UNTIL MIDNIGHT ALL PARKING ON THIS ROAD. IF YOU HAVE PUT IT SOMEWHERE, USE ST JAMES ROAD OUTSIDE THE SCHOOL OR THE EMPTY LAND ON NUNHEAD LANE OPPOSITE BANFIELD ROAD, BEHIND THE BUS STOP.

Response:

There were 9 responses to the consultation confirming that they would like to rent a space. As a result of the comments concerning

the church and pedestrians, it is proposed to amend the original location to the opposite side of the road just south of the raised table. Due to the number of requests a second hangar is proposed at the southern end of Carden Road on Forester Road outside No. 59. This location is on a future Cycle Quietway.

**Choumert Road:**

1. I AM OPPOSED TO PRIVATE BICYCLE PARKING, BUT THINK THE COUNCIL SHOULD PROVIDE MORE FREE BICYCLE PARKING FACILITIES. THERE IS A HUGE SPACE OUTSIDE THE THOMAS CARLTON CENTRE ON CHOUMERT ROAD WHICH WOULD BE IDEAL FOR CYCLE RACKS. CURRENTLY THIS SPACE IS VACANT AND ACTS AS A DUMPING GROUND FOR RUBBISH. ALTERNATIVELY, PROVIDING 'PLANT LAOCKS' AS SEEN OUTSIDE CAFE VIVA (44 CHOUMERT ROAD) PROVIDING FREE BICYCLE PARKING AS WELL AS SOME MUCH NEEDED GREENERY TO THE AREA.  
IF WE ARE TO ENCOURGAE MORE PEOPLE TO CYCLE INSTEAD OF DRIVING, CHARGING FOR PARKING IS NOT THE SOLUTION.
2. CYCLE HANGARS WILL PREVENT OUR CUSTOMERS FROM PARKING TO SHOP

Response:

The cycle hangar will only take up half a parking space and will allow for the parking of 6 bikes. The hangar will be monitored and should it not be well used then it will be relocated.

**Choumert Road (Bellenden Road):**

1. THE ROAD TOO NARROW TO PUT IN. SAFETY IS IMPORTANT FOR US.
2. THIS IS OPPOSITE THE VICTORIA PUB AND WILL TAKE UP ONE OF THE LOADING BAYS WHICH ARE USED TO SERVICE DELIVERIES FOR THE WHOLE OF BELLENDEN ROAD RETAIL. THAT PART OF CHOUMERT ROAD ALREADY SUFFERS WITH INADEQUATE PARKING DUE TO ONLY BEING ALLOWED TO PARK ON ONE SIDE OF THE STREET- THIS WILL IMPACT THE ROAD FURTHER. THIS PROPOSAL SHOULD BE MOVED TO THE OTHER SIDE OF CHOUMERT ROAD AND BELLENDEN ROAD TO BE OUTSIDE THE SIDE ENTRANCE OF BEGGING BOWL. PARKING IS AVAILABLE ON BOTH SIDES OF THE STREET HERE AND PLACING THE UGLY BIKE HANGAR THEY WOULD BE NOT BE DIRECTLY OUTSIDE SOMEONES HOUSE. WE NEED MORE PARKING IN THE AREA, ESPECIALLY OUR STREETS AND LESS

BUSES HURLING AROUND NARROW RESIDENTIAL STREETS.

3. THERE ARE INSUFFICIENT PARKING SPACES FOR CARS IN AROUND THE BELLENDEN AND CHOUMERT ROAD AREA AND THIS CYCLE HANGAR WILL NOT DOUBT OCCUPY AN AREA THAT CAN BE USED FOR A MOTOR VEHICLE TO PARK.

Response:

The cycle hangar will only take up half a parking space and will allow for the parking of 6 bikes. The hangar is 2.05 metres wide and will not narrow the road any more than a parked vehicle. The hangar will be monitored and should it not be well used then it will be relocated.

**Commercial Way:**

1. MANY WHO HAVE BIKES ALSO HAVE CARS, SO THEY STILL NEED TO PARK, IN A SPACE. PUT BIKES RACKS, STANDS OR POSTS NEAR UTILITIES LIKE SHOPS WHILE REMEMBERING THAT MOST PEOPLE ON BIKES ARE TRYING TO SAVE TIME AND MONEY, IT IS HARD ENOUGH TO FIND PARKING SPACES FOR MOTOR VANS, CARS WITHOUT ADDING TO THE PROBLEM FOR THE SAKE OF MAKING MONEY OUT OF PEOPLE ALREADY STRUGGLING TO MAKE ENDS MEET.  
PEOPLE WHO ONLY HAVE CARS TEND TO NOT TOLERATE BIKERS AND VI-SA VER-SA, PLEASE DON'T ADD TO THE PROBLEM.
2. THIS IS A RESIDENTIAL AREA WHERE PEOPLE STORE THEIR BIKES IN THEIR HOMES. IT'S NOT AN AREA WHERE PEOPLE COMMUTE TO FOR WORK PURPOSES (LIKE IN THE CITY). HAVING THE CYCLE HANGAR WOULD BE ANOTHER EYE SORE AND GIVE THE YOUTHS IN THE AREA SOMETHING ELSE TO CLIMB ON AND DEFACE. THE MONEY WOULD BE BETTER SPENT INVESTING IN THE YOUTHS OF THE AREA BY GIVING THEM PLACES WHERE THEY CAN GO AFTER SCHOOL OR DURING THE HOLIDAYS.

Response:

This is in direct response to a local request, the cycle hangar will only take up half a parking space and will allow for the parking of 6 bikes. The hangar will be maintained and monitored and should it not be well used then it will be relocated.

**Ferris Road:**

1. IT DOESN'T AFFECT ME EITHER WAY BUT I KNOW THERE ISN'T ENOUGH ROOM SOMETIMES TO PARK A CAR AND TO LOSE A SPACE WILL MAKE IT MORE DIFFICULT. I NEVER SEE ANYONE IN FERIS ROAD WHO HAS A BIKE AND I CAN'T IMAGINE ANYONE WOULD WNT TO PARK THEIR BIKE HERE TO GET TO THE RAIL STATIONS!!!

Response:

This is in direct response to a local request, the cycle hangar will only take up half a parking space and will allow for the parking of 6 bikes.

#### **Nutbrook Street:**

1. 1) PARKING SPACES AT A PREMIUM AS IT IS DON'T WANT TO LOOSE ANOTHER. 2) BIKES CAN EASILY BE ATTACHED TO RAILINGS/STORED IN GARDENS/HOUSES BUT CARS CAN'T. 3) THINK THIS CYCLE HANGAR WILL ATRTRACT CRIME - ATTEMPTED THEFT/GRAFFITI - UNSIGHTLY. 4) NO ONE WILL USE IT - WASTE OF MONEY AND SPACE AS AREA ALREADY PLAGUED BY COMMUTER PARKING
2. A SOLUTION FOR JUST 6 BIKES IS NOT ENOUGH FOR A WHOLE STREET, AND IT WOULD BE AN EYESORE TO HAVE MORE.

Response:

The cycle hangar will only take up half a parking space and will allow for the parking of 6 bikes. The hangar will be maintained and monitored and should it not be well used then it will be relocated.

#### **Peckham Rye:**

1. I AM OPPOSED TO THE PROPOSAL OF THIS INSTALLATION OF A CYCLE HANGAR, NOT SO MUCH BECAUSE OF THE PRINCIPLE (THOUGH IT IS A SERIOUSLY UGLY STRUCTURE) BUT ITS PLACEMENT I NOTE THAT IT WOULD OPEN ONTO THE PAVEMENT WHICH IS VERY NARROW ON THAT SIDE OF THE ROAD - INDED IT IS NECESSARY TO STAND ASIDE IF A CHILD'S BUGGY IS COMING IN THE OPPOSITE DIRECTION. I AM UNSURE WHO TECHNICALLY OWNS THE LAND IMMEDIATELY OUTSIDE HOWARDS COURT (WHERE THE PAVEMENT IS CONSIDERABLY WIDER AND WOULD ACCOMMODATE THE WHOLE THING) OR THE AREA BETWEEN THE NUNHEAD PUB AND SCYLLA ROAD, BUT I DO

WONDER WHETHER IT WOULD BE MORE SUITABLE TO POSITION IT WHERE THE OLD PHONE BOX USED TO BE. I CONFESS I AM BECOMING A LITTLE WEARY OF HOW THE DESIRES OF CYCLISTS APPEAR TO BE INCREASINGLY TO THE DETRIMENT OF PEDESTRIANS. FOR INSTANCE THE CYCLE STAND OUTSIDE 54-56 ON THE OTHER SIDE OF PECKHAM RYE SERIOUSLY IMPEDES PEDESTRIAN TRAFFIC WHEN USED BY SOMEONE CHAINING THEIR BIKE TO THE INSIDE OF IT.

Response:

A site assessment has been carried out and there is sufficient space on the footway for buggies and pedestrians to be able to pass safely.

**Queens Road:**

No comments.

**Rye Hill Park:**

1. THE HANGARS CAN ONLY STORE 6 BIKES AND ARE AN EYESORE. PEOPLE WITH BIKES ARE HAPPY TO KEEP THEM IN THE HALLWAY AND PARKING IS BAD ENOUGH AS IT IS, WITHOUT LOOSING ANOTHER PARKING PLACE.
2. THAT WILL BRING CRIMINALS TO THE AREA, AND TAKE A PARKING SPACE WHICH IS VERY VALUABLE IN THIS AREA, MAYBE YOU SHOULD SPEND THE MONEY ON PROPERTIES, LIKE FIXING LEAKING WINDOWS, DAMP, BLACK MOULD AND FUNGUS GROWING INSIDE PEOPLE'S HOMES INSTEAD OF WASTING MONEY ON STUPID CYCLE HANGARS.  
THEY ARE AN EYE SORE, ANDN THIS IS A NICE AREA WITHOUT ONE OF THEM UGLY LOOKING THINGS IN THE STREET, PEOPLE CAR'S AND PROPERTIES, WILL THEN BECOME A TAREGT FOR CRIMINALS, THAT WILL TARGET A CYCLE HANGAR. AND THE FACT THAT YOU HAVE TO PAY TO RENT IT IS A TOTAL DISGRACE, AND JUST STEALING FROM HARD WORKING CITIZENS, LIKE WE DON'T HAVE ENOUGH TO PAY, COUNCIL TAX, RENT, ETC.
3. THE ONLY CONCERN I HAVE IS THAT WE MAY HAVE PEOPLE TRYING TO OPEN THESE HANGARS TO TAKE THE BIKES AT NIGHT SO THEY MAY ATTRACT THE WRONGE PEOPLE IN THE AREA.
4. THE DESIGN OF THE HANGAR IS NOT PARTICULARLY ATTRACTIVE AND IF IT WAS SITUATED EVEN 20 YARS FURTHER ALONG THE ROADSIDE TWOARDS NUMBER 61 IE NOT DIRECTLY OPP NO. 59, IT WOULD NOT BE IN THE LINE OF SIGHT AND AN EYESORE FOR RESIDENTS FROM NUMBER 53-61. INSTEAD IT WOULD FACE THE BRICK



WALL BORDERING NUNHEAD RESERVOIR, WHICH SEEMS THE MOST LOGICAL LOCATION TO MINIMISE THE INCONVENIENCE AND LOSS OF A CLOSE PARKING SPACE FOR RYE HILL PARK RESIDENTS.

**Response:**

It is proposed to move the cycle hangar 20 metres along the road so that it is not directly outside No. 59 Rye Hill Park. The proposal is in direct response to a local request and the hangar will only take up half a parking space and will allow for the parking of 6 bikes. Due to the level of response it is proposed to install a second hangar on Rye Hill Park

**Tresco Road:**

1. I THINK THAT TO LOCATE A HANGAR IN TRESKO ROAD IS A WASTE. THERE ARE PEOPLE IN THE STREET WHO USE BIKES, BUT THEY ALL BRING THEIR BIKES INTO THEIR PROPERTY, EITHER STORING THEM IN THE SIDE ENTRANCES, THEIR BACK GARDENS, OR PURPOSE BUILT SHEDS IN THEIR FRONT GARDEN IN THE CASE OF ONE FAMILY. IT WOULD BE FAR BETTER TO SITE A HANGAR IN LINDEN GROVE WHERE IT WOULD BE MORE VISABLE AS IT HAS A GREATER FLOW OF PEOPLE AND TRAFFIC THAN TRESKO ROAD WHICH IS MORE A BACKWATER. FURTHERMORE, TRESKO ROAD HAS A BIGGER PROBLEM WITH CAR PARKING EVER SINCE THE OLD LCC FLATS IN LINDEN GROVE WERE DEMOLISHED AND REPLACED WITH NEW STYLE HOUSING, TRESKO ROAD HAS BEEN USED AS A PARKING AREA BY PEOPLE WHO WOULD NORMALLY HAVE USED THE LCC FLATS. THIS IS FURTHER EXACERBATED BY THE FLOCK FROM THE LIGHTSTONE CHURCH IN CARDEN ROAD WHO PARK EN MASS WHEN THERE IS A SERVICE. SO IN VIEW OF THESE CONSIDERATIONS, TO SACRIFICE A CAR SPACE TO A CYCLE HANGAR THAT'S NOT REALLY NEEDED, IS A NO BRAINER. YOU NEVER SEE CYCLISTS PEDALLING AROUND AT NIGHT LOOKING FOR A HANGAR, BUT YOU SEE CARS DOING THIS.
2. WE MOVED FROM LINDEN GROVE TO THIS ROAD BECAUSE YOU MADE THE PARKING TOO HARD WITH YOUR ROAD RESTRICTIONS, NOW YOU WANT TO PUT THIS OPPOSITE MY HOUSE, RESTRICTING PARKING AGAIN I REALLY DON'T WANT IT MY PARTNER IS DISABLED, I DIDN'T REALLY WANT TO APPLY FOR A DISABLED SPOT BUT IT LOOKS LIKE YOU ARE GIVING ME NO OPTION. WE DON'T APPRECIATE ALL THE BUMPS AND ROAD RESTRICTIONS YOU KEEP PUTTING EVERYWHERE AS A CAR DRIVER WE HAVE TO PAY ROAD TAX AND INSURANCE WHICH BIKES DON'T. MY CAR IS NECESSARY FOR MY PARTNER IF I HAVE TO TAKE HIM DOCTORS OR HOSPITAL OR PLACES HE NEEDS TO GO. WHEN WE HAVE TO KEEP GOING OVER ALL THESE BUMPS IT HURTS MY PARTNERS BACK. WE DON'T APPRECIATE ANYTHING ELSE THAT STOPS US PARKING.

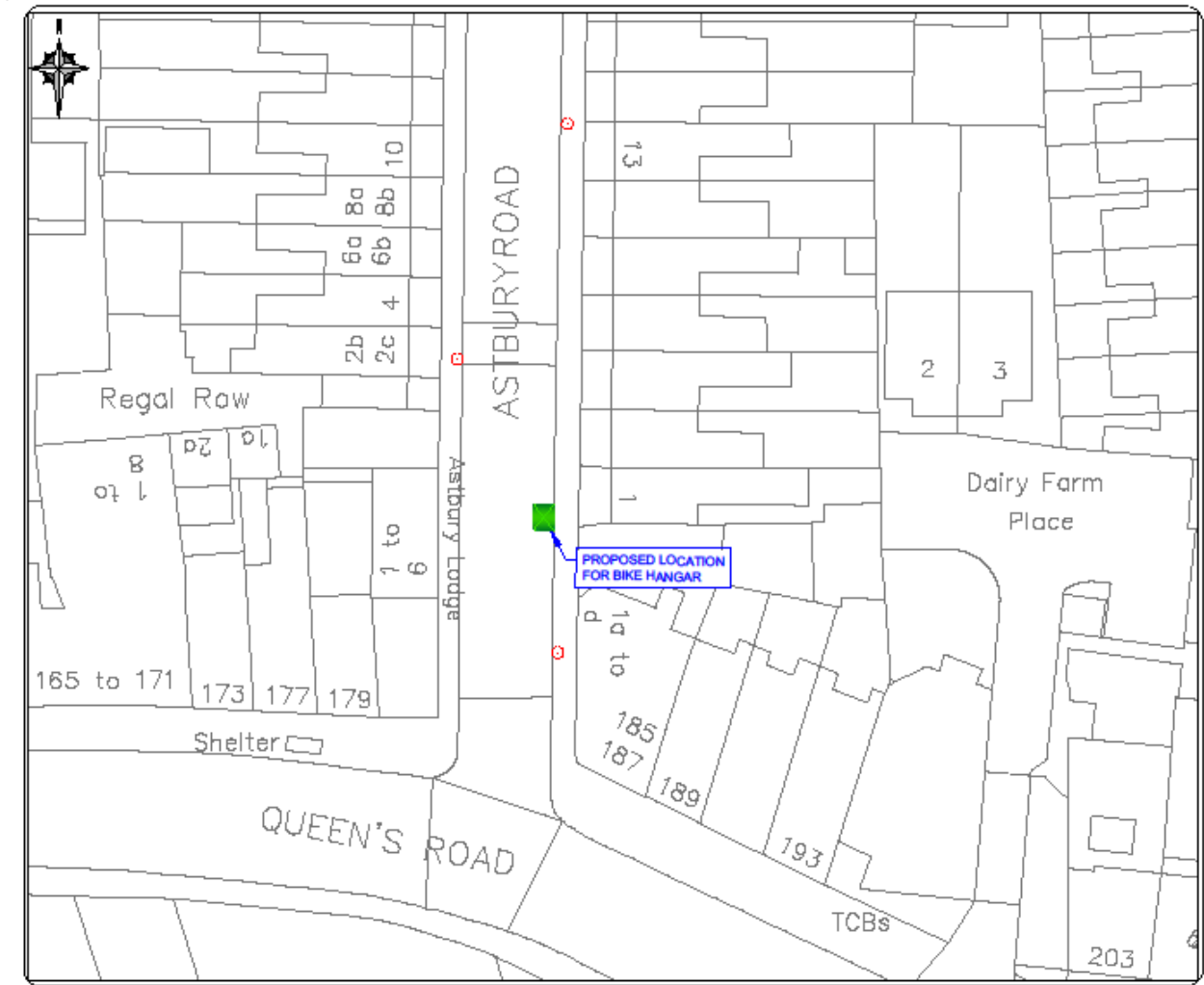
3. THERE ARE TOO FEW PARKING SPACES AS IT IS. IF IT IS NOT USED WILL YOU TAKE IT AWAY?
4. IN TRESKO ROAD EVERY HOUSE HAS A FRONT GARDEN TO KEEP A CYCLE IN, IT ALSO HAS A MAJOR PARKING PROBLEM. I FEEL TO TAKE THE PRECIOUS SPACE OF A PARKED CAR FOR A CYCLE HANGAR THAT MAY OR MAY NOT BE USED IS UNACCEPTABLE, AS WHEN I AND OTHER RESIDENTS COME HOME WE OFTEN CANNOT PARK OUR CARS, AS MORE PEOPLE PARK IN TRESKO ROAD THAN LIVE IN IT. I ALSO FEEL THAT HANGARS ARE OF MUCH MORE USE TO PEOPLE IN FLATS WITH NO OUTSIDE SPACE FOR STORAGE.
5. NO PLACE TO PARK ESPECIALLY AT WEEKENDS. THIS WOULD ALSO BE AN EYESORE FOR THE ROAD. CARS MAY TRY TO PARK IN FRONT OF THE HANGAR MAKING THE ROAD DANGEROUS. I LIVE NEAR THE BEND OF THE ROAD AND THERE IS ALWAYS CARS ESPECIALLY WEEKENDS CRAMPED TOGETHER ON THE BEND OF THE ROAD. A FEW PEOPLE (NOT ME) HAVE 2-3 VEHICLES SO THAT MAKES IT WORSE.

Response:

This is in direct response to a local request, the cycle hangar will only take up half a parking space and will allow for the parking of 6 bikes. The hangar will be monitored and should it not be well used then it will be relocated.

**APPENDIX 2 -**

**Cycle Hangar Location Plan**



**LEGEND / NOTES**

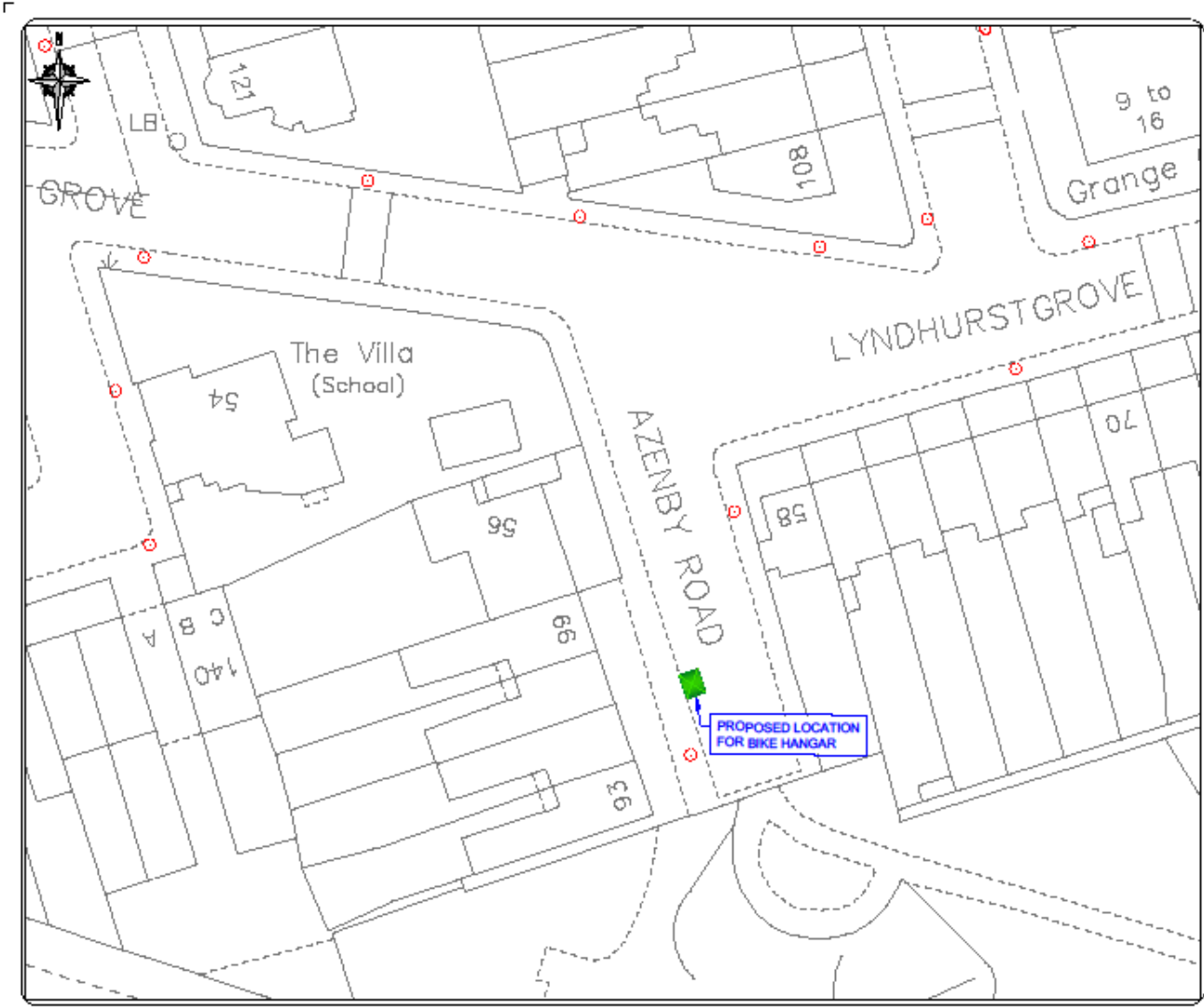
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 LENGTH 2550mm  
 WIDTH 2050mm  
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 8 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

| No. | Date | Revised |
|-----|------|---------|
|     |      |         |



| Title        |                 |
|--------------|-----------------|
| BIKE HANGARS |                 |
| Site         |                 |
| ASTBURY ROAD |                 |
| Project No.  | 62043287 - CD08 |
| Scale        | 1:500           |
| Sheet No.    | SP001428        |
| Issue        | NOV 2015        |



LEGEND / NOTES

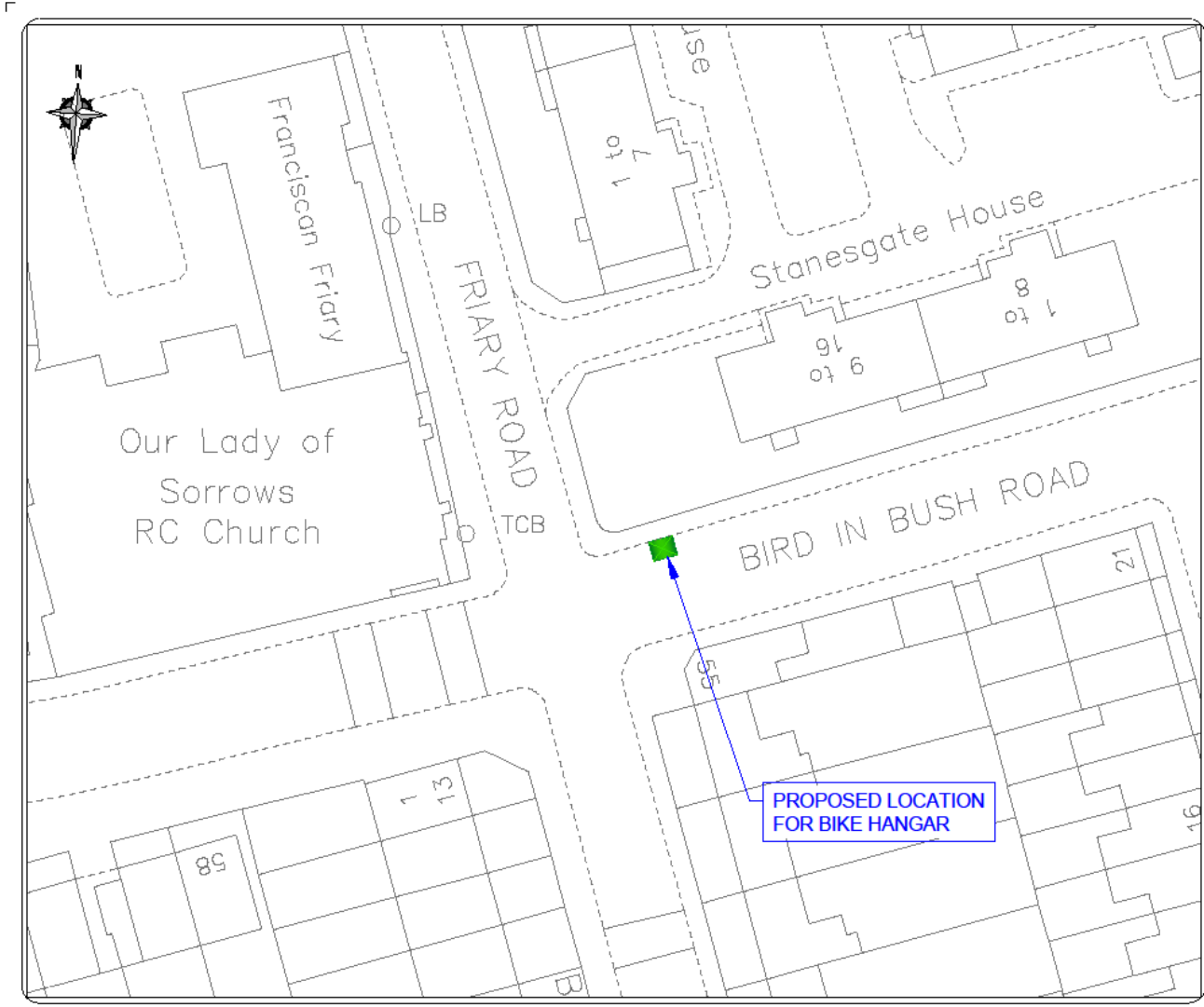
BIKE HANGAR - DIMENSIONS: LENGTH 2550mm, WIDTH 2050mm, HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

| No. | Date | Revised |
|-----|------|---------|
|     |      |         |



|                    |                 |              |   |
|--------------------|-----------------|--------------|---|
| <b>Project</b>     |                 | BIKE HANGARS |   |
| <b>Site</b>        |                 | AZENBY ROAD  |   |
| <b>Project No.</b> | 00343057 - 0008 | <b>Rev</b>   | 1 |
| <b>Scale</b>       | 1:500           | <b>Disc</b>  | A |
| <b>Drawing No.</b> | SP001-458       | <b>Rev</b>   | 1 |
| <b>Date</b>        | NOV 2015        | <b>Scale</b> |   |



LEGEND / NOTES.

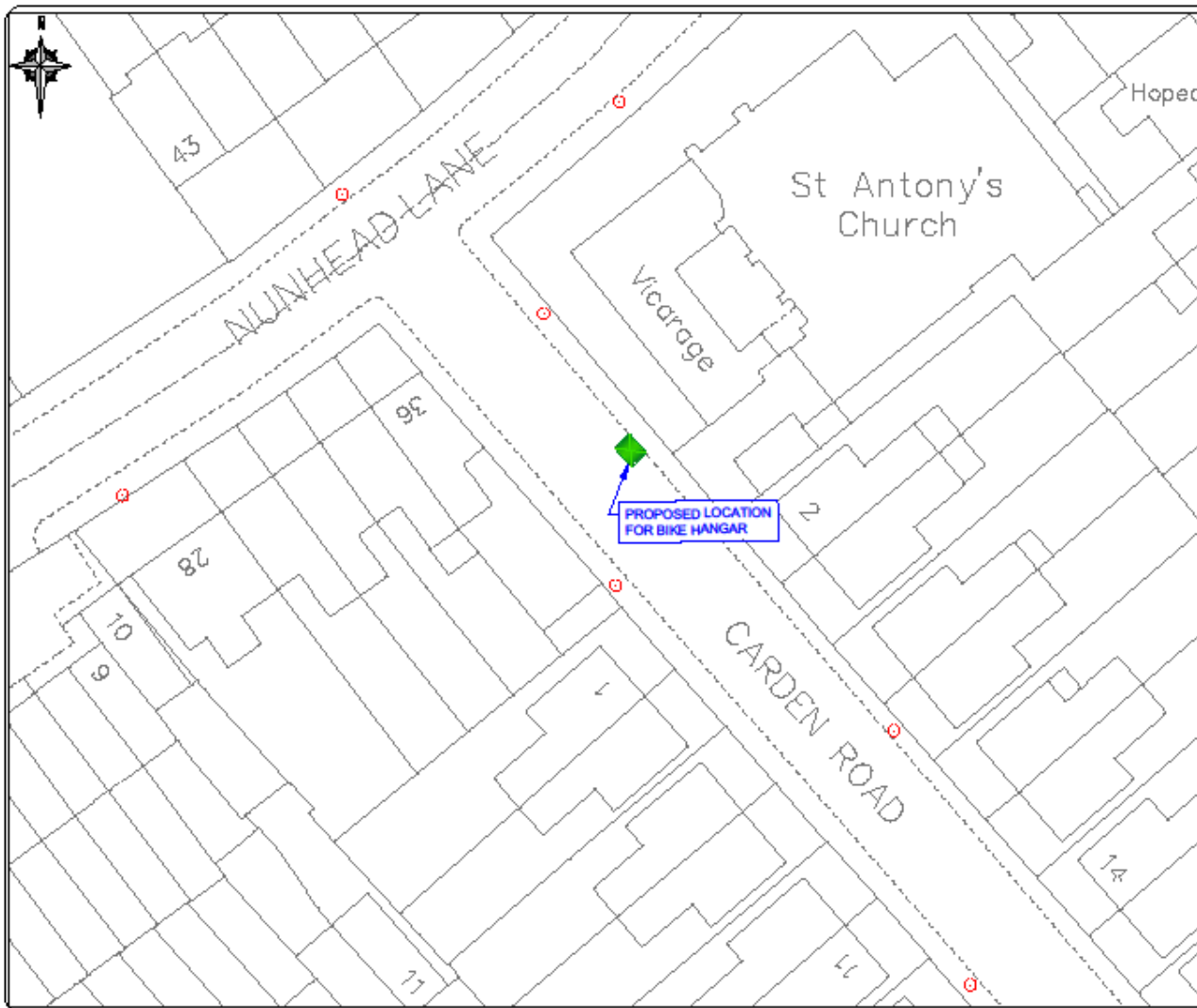
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DIMENSIONS:  
LENGTH 2550mm  
WIDTH 2050mm,  
HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

| No. | Date | Revision |
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|-------------|-----------------|-------------------|-----|
| Project     |                 | BIKE HANGARS      |     |
| Title       |                 | BIRD IN BUSH ROAD |     |
| Client No.  | 60343287- C0265 | Drawn             | 1/1 |
| Scale       | 1:500@A3        | Checked           | 1/1 |
| Drawing No. | SR75            | Approved          | 1/1 |
| Date        | DEC 2015        | Site Name         |     |



LEGEND / NOTES

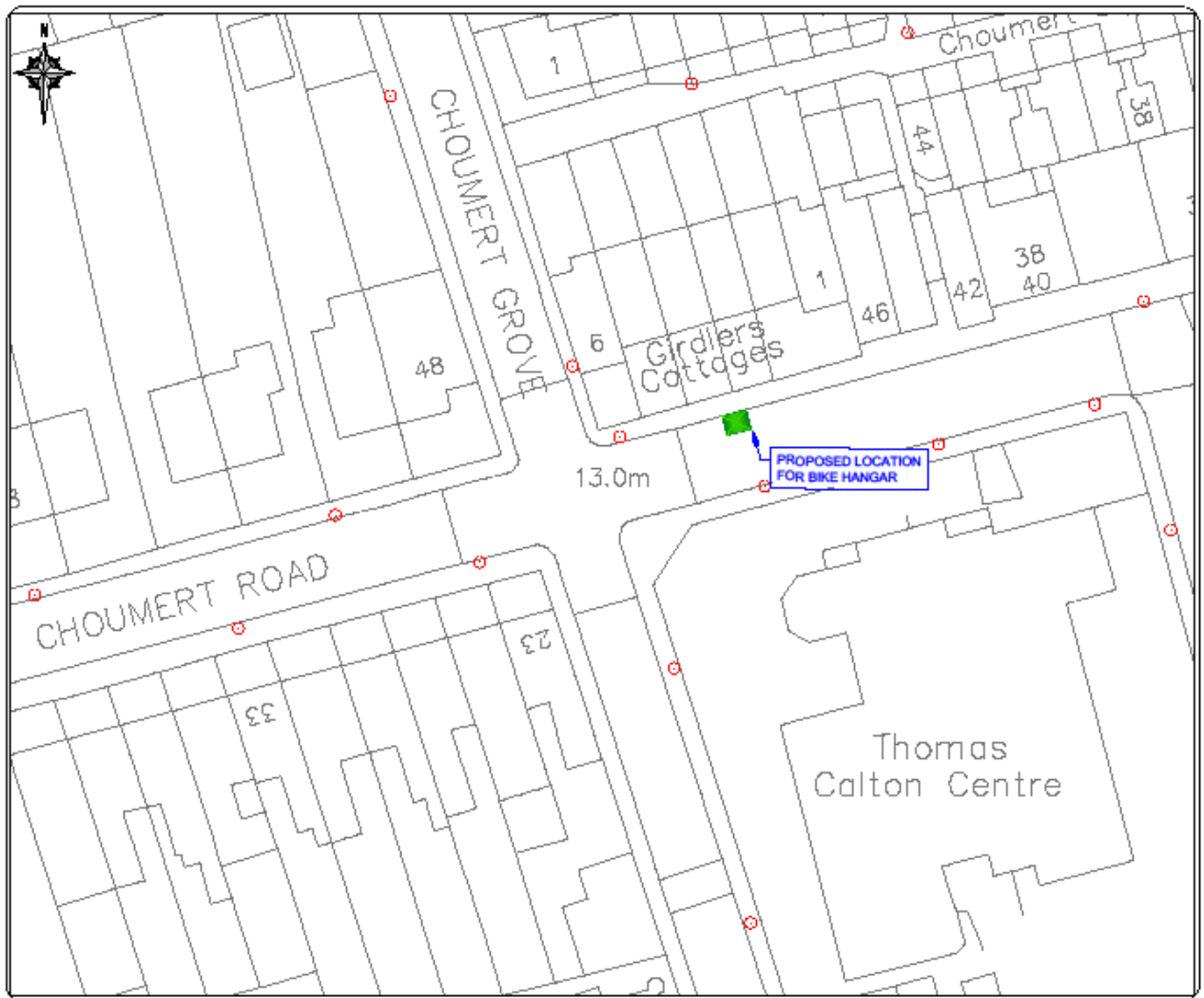
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 WIDTH 2050mm,  
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

| No. | Date | Revisions |
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| Title                          |                 |
|--------------------------------|-----------------|
| BIKE HANGARS                   |                 |
| No. NUNHEAD LANE - CARDEN ROAD |                 |
| Project No.                    | SD243287 - C028 |
| Scale                          | 1:500           |
| Drawing No.                    | SD201424        |
| Date                           | NOV 2015        |



LEGEND / NOTES

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 WIDTH 2050mm,  
 HEIGHT 1350mm

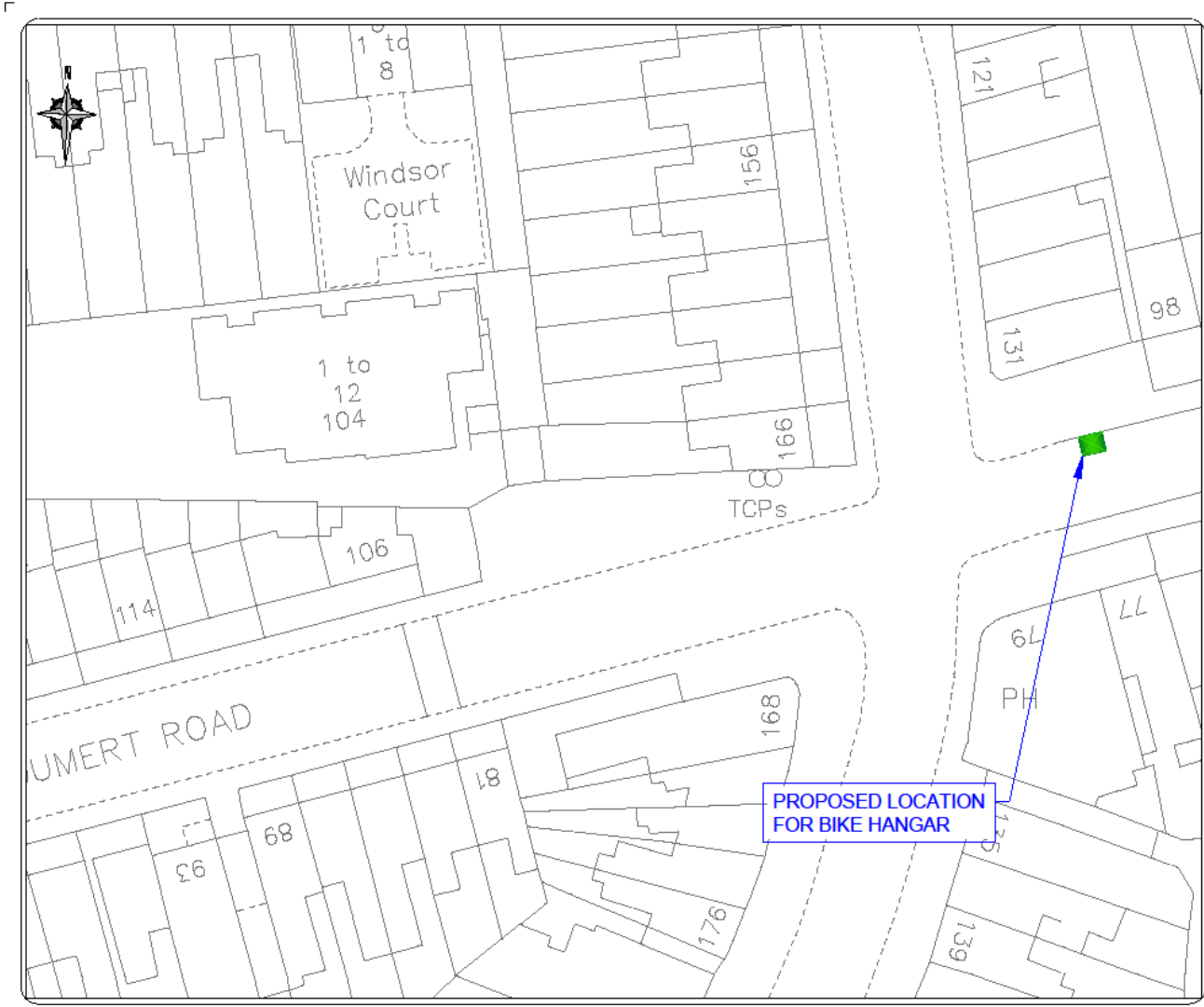
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2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

| No. | Date | Revisions |
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| <b>Project</b>     |                 | BIKE HANGARS   |       |
| <b>Site</b>        |                 | CHOUMERT GROVE |       |
| <b>Project No.</b> | 00343287 - 0028 | <b>Rev</b>     | 01    |
| <b>Scale</b>       | 1:500           | <b>Date</b>    | 11/11 |
| <b>Drawing No.</b> | 01001449        | <b>Author</b>  | A     |
| <b>Date</b>        | NOV 2015        | <b>Checked</b> |       |





LEGEND / NOTES.

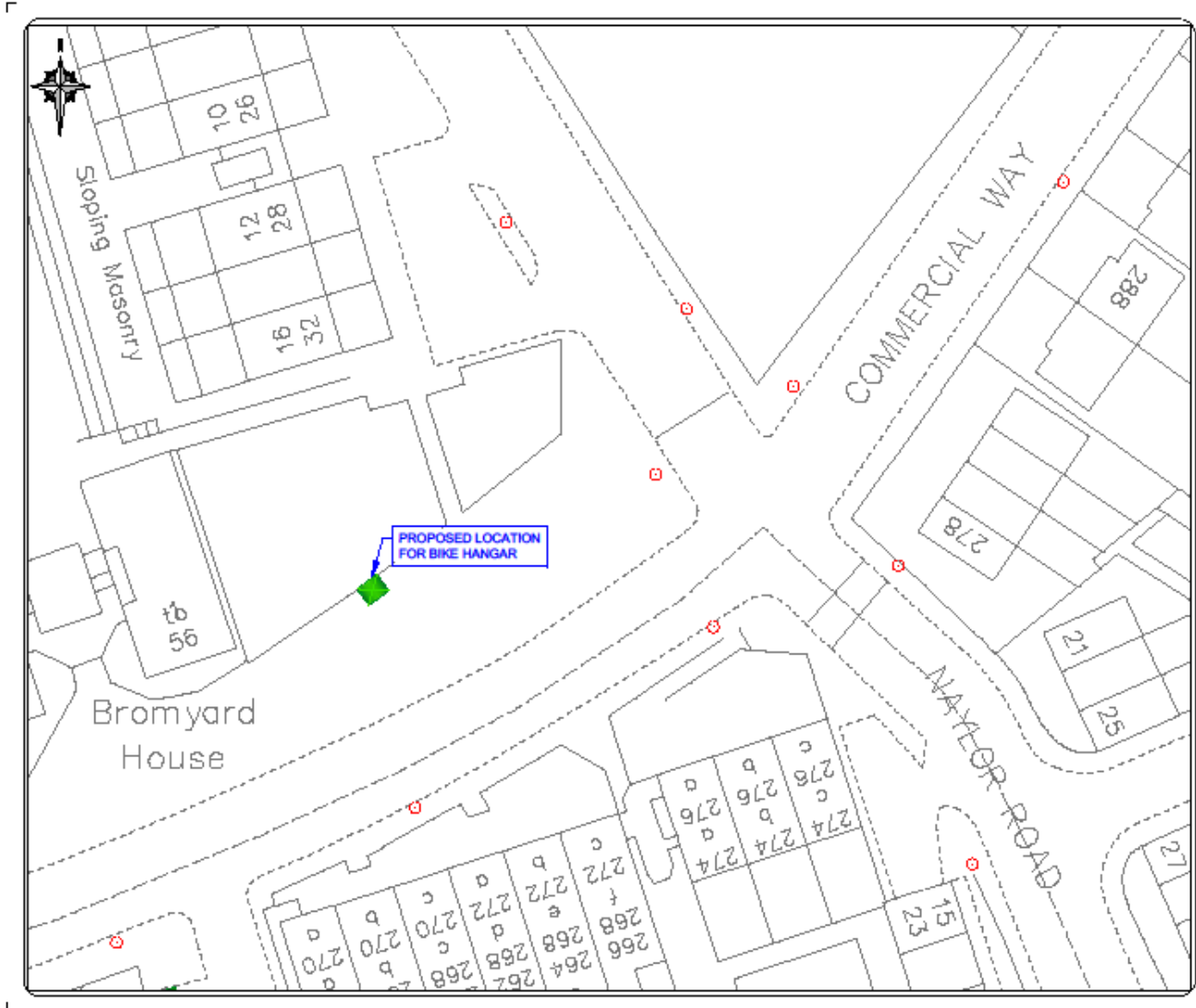
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 HEIGHT 1350mm

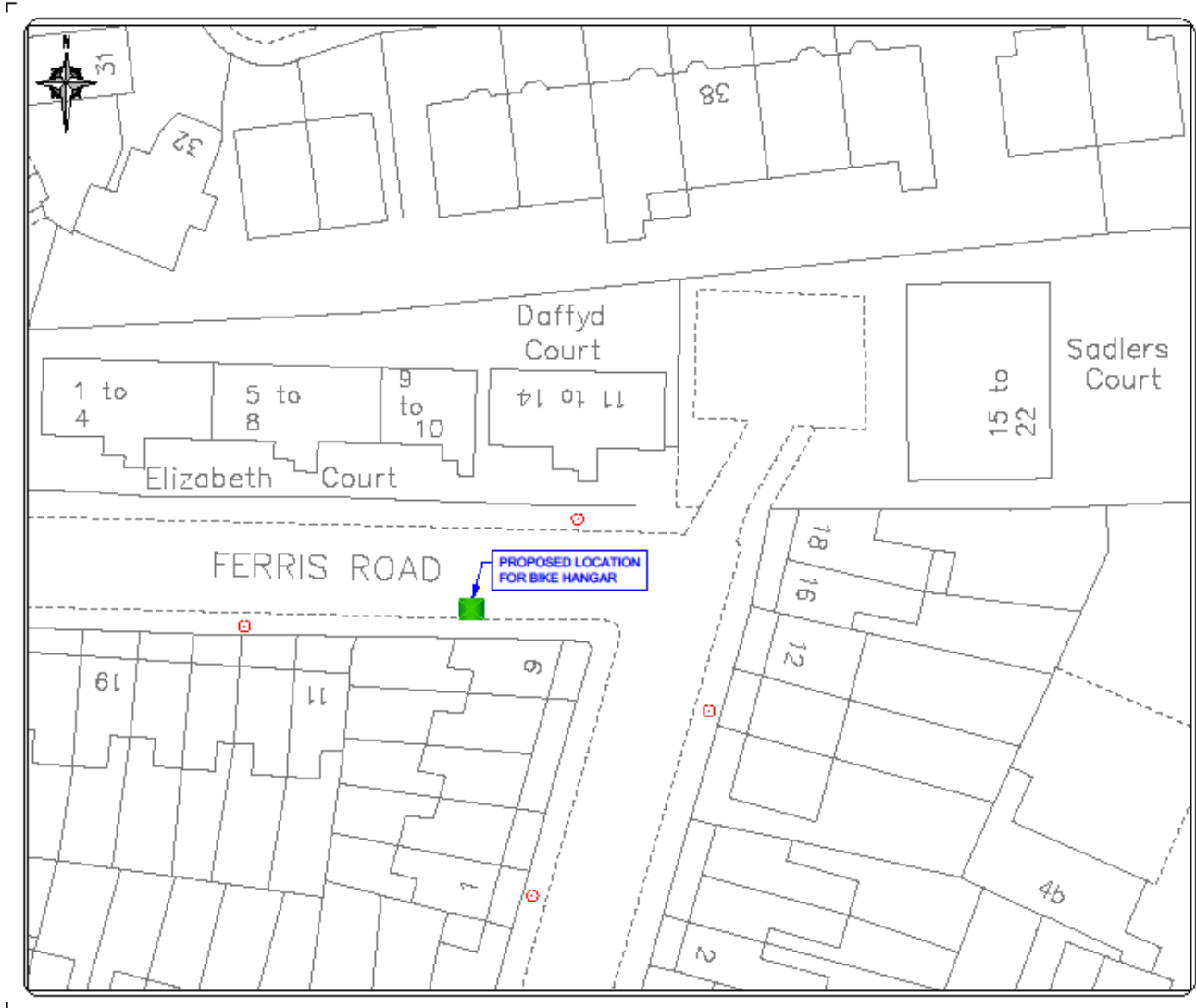
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2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

| No. | Date | Revision |
|-----|------|----------|
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|--------------|-----------------|---------------|-----|
| Project      |                 | BIKE HANGARS  |     |
| Title        |                 | CHOUMERT ROAD |     |
| Document No. | 60343287- C0265 | Sheet         | 10  |
| Scale        | 1:500@A3        | Number        | 10  |
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| Date         | DEC 2015        | Sheet         | 1   |





**LEGEND / NOTES**

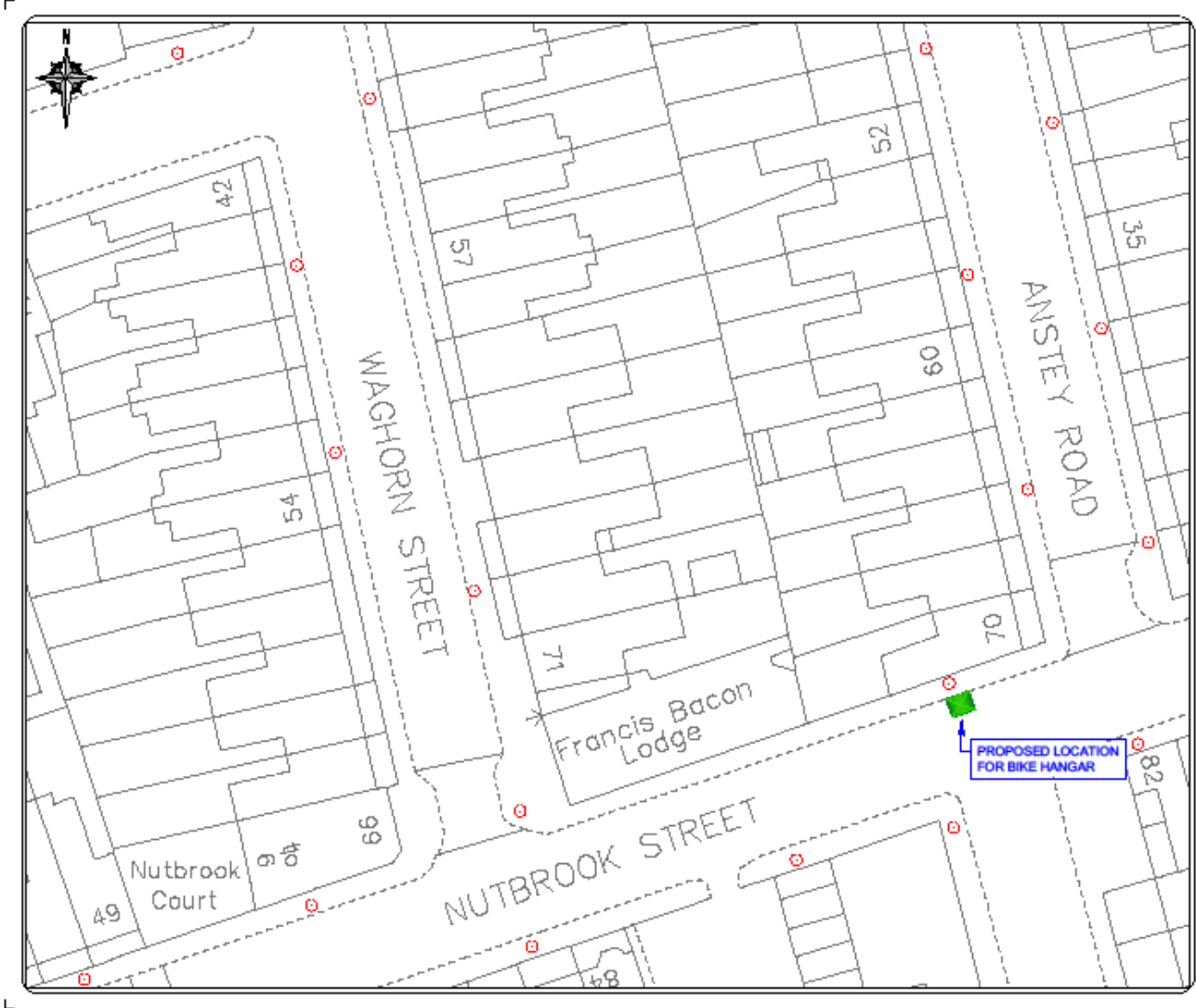
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| No. | Date | Revised |
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| <b>Project</b>     |                 | BIKE HANGARS     |       |
| <b>Site</b>        |                 | FERRIS ROAD      |       |
| <b>Project No.</b> | 60343267 - 0006 | <b>Scale</b>     | 1:500 |
| <b>Drawing No.</b> | 60343267-0006   | <b>Sheet No.</b> | A     |
| <b>Date</b>        | NOV 2015        | <b>Author</b>    |       |



**LEGEND / NOTES**

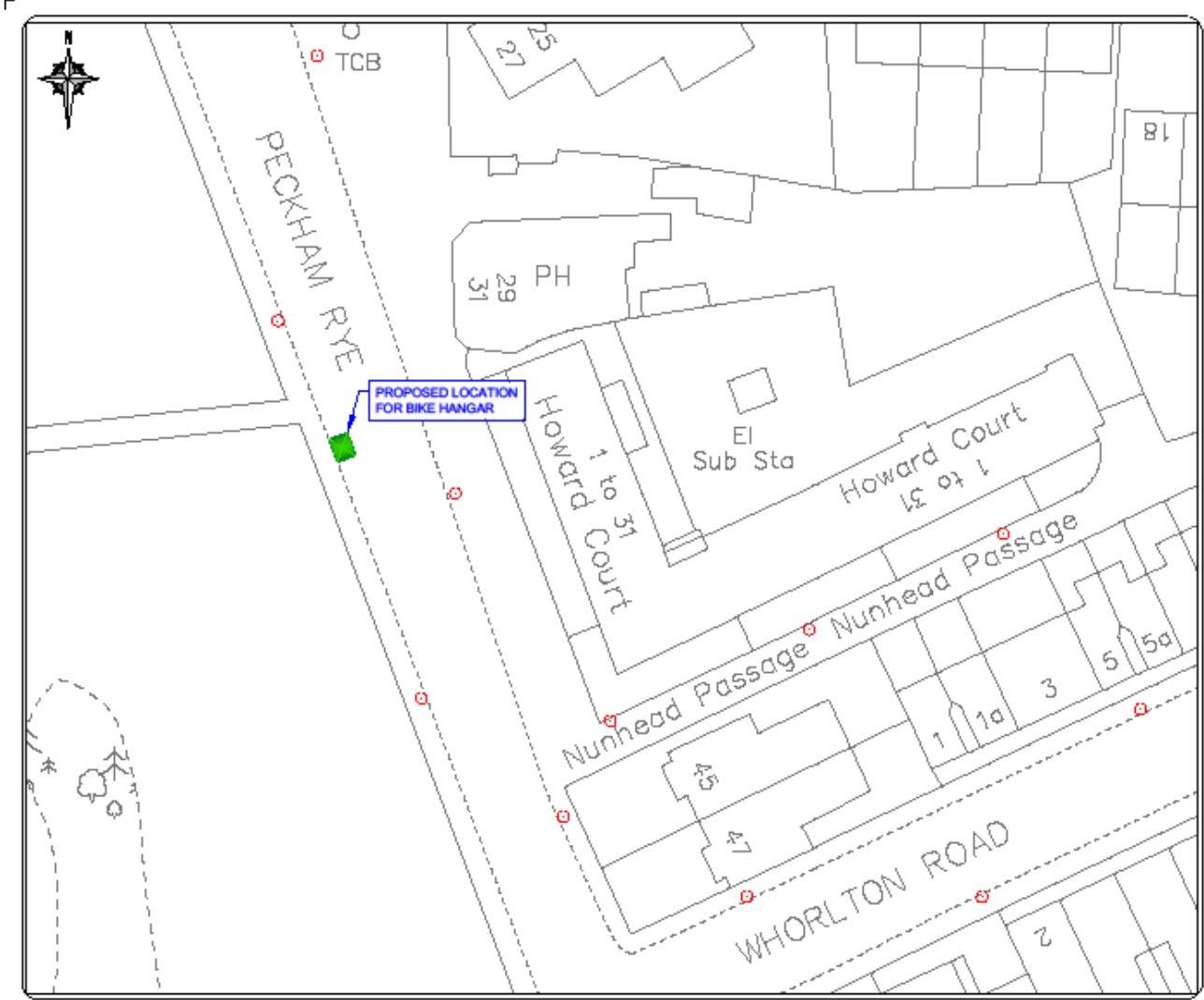
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**DIMENSIONS:**  
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 WIDTH 2050mm,  
 HEIGHT 1350mm

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4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

| No. | Date | Revisions |
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| <b>Project</b>     |                  | <b>BIKE HANGARS</b>    |          |
| <b>Site</b>        |                  | <b>NUTBROOK STREET</b> |          |
| <b>Project No.</b> | 60343297 - CD295 | <b>Date</b>            | 11/11/15 |
| <b>Scale</b>       | 1:500            | <b>Sheet</b>           | 1 of 1   |
| <b>Client</b>      | SFSI             | <b>Author</b>          | A        |
| <b>Date</b>        | NOV 2015         | <b>Checked</b>         |          |



LEGEND / NOTES

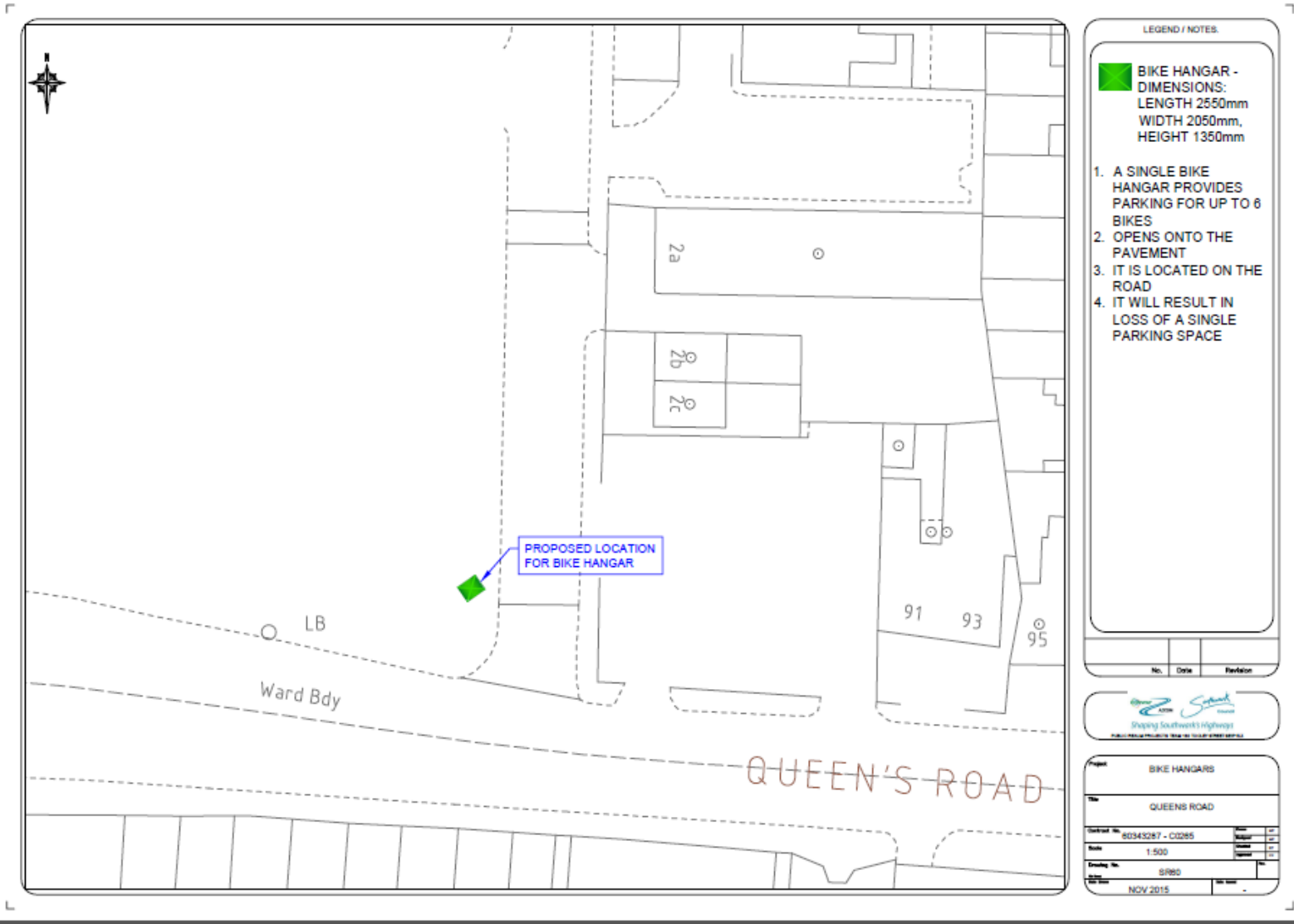
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 HEIGHT 1350mm

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| No. | Date | Revisions |
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| <b>Project</b>     |                  | BIKE HANGARS  |   |
| <b>Site</b>        |                  | PECKHAM RYE   |   |
| <b>Project No.</b> | 62343287 - 02285 | <b>Rev</b>    | 1 |
| <b>Scale</b>       | 1:500            | <b>Disc</b>   | 1 |
| <b>Drawn by</b>    | SR1              | <b>Check</b>  | A |
| <b>Date</b>        | NOV 2015         | <b>Author</b> |   |



LEGEND / NOTES

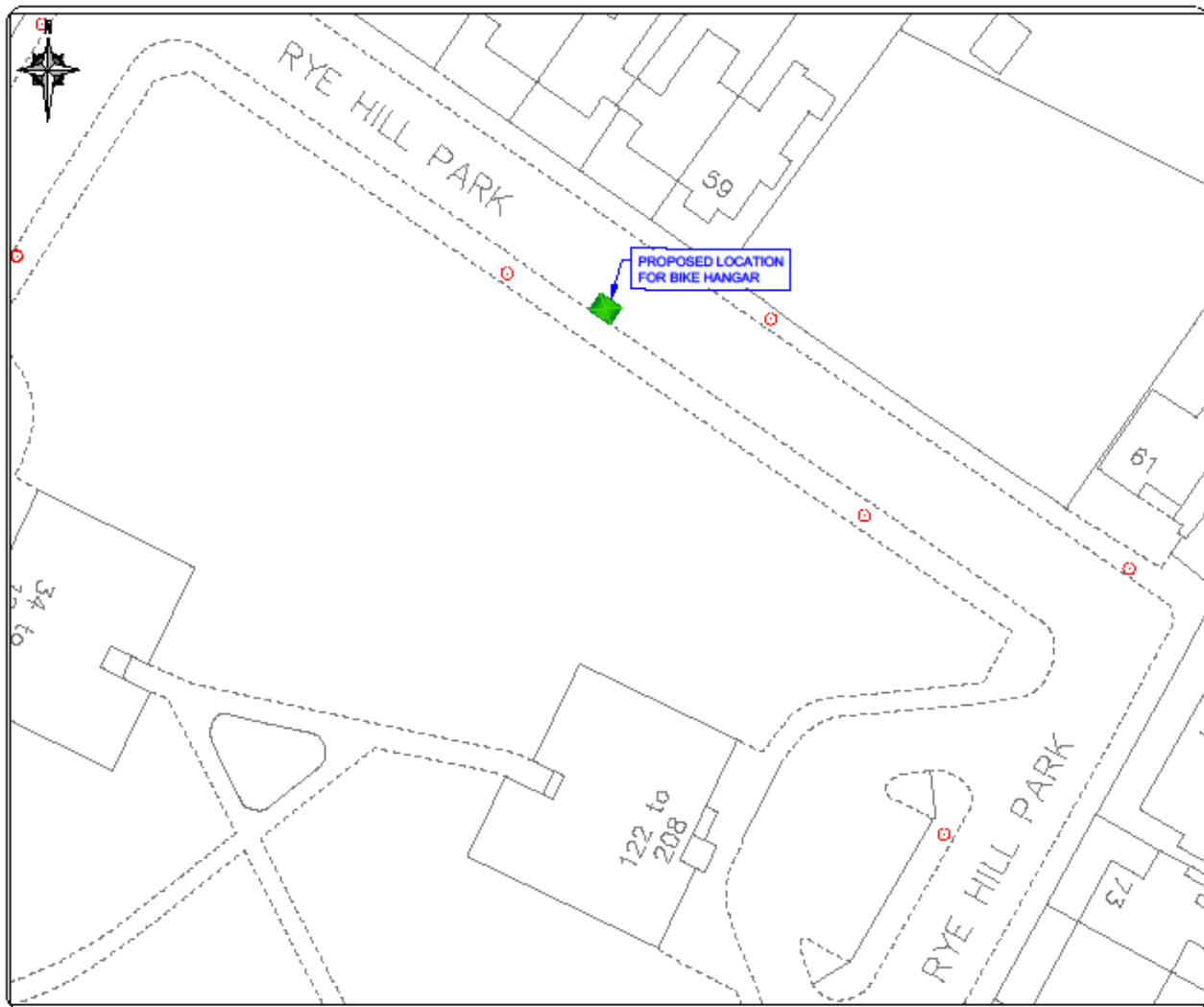
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| No. | Date | Revision |
|-----|------|----------|
|     |      |          |



|             |                  |              |       |
|-------------|------------------|--------------|-------|
| Project     |                  | BIKE HANGARS |       |
| Site        |                  | QUEENS ROAD  |       |
| Street No.  | 60343297 - C0285 | Scale        | 1:500 |
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| Drawing No. | SP80             | Check        |       |
| Date        | NOV 2015         |              |       |



LEGEND / NOTES

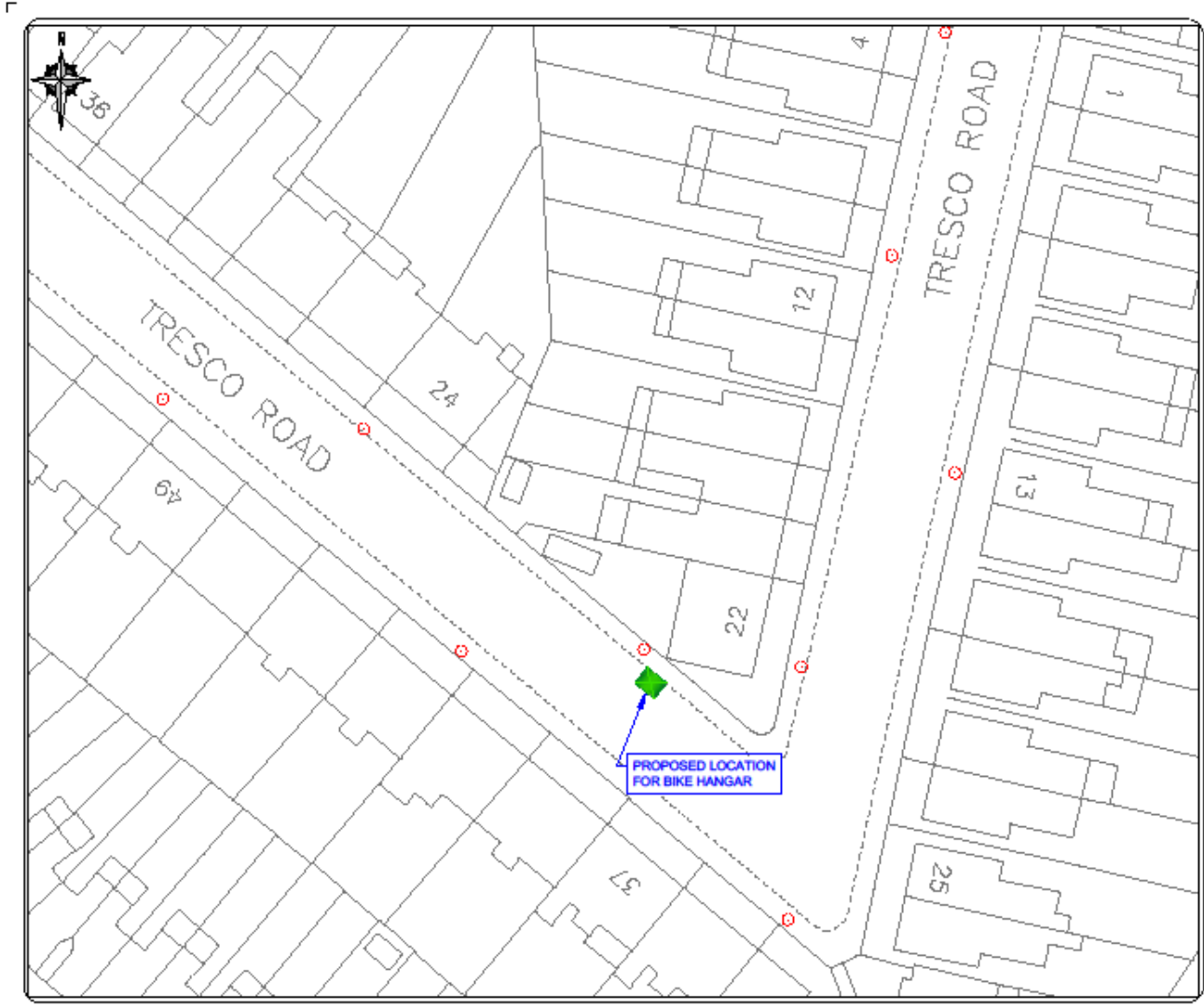
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| No. | Date | Revisions |
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| <b>Project</b>     | BIKE HANGARS    |
| <b>Site</b>        | RYE HILL PARK   |
| <b>Project No.</b> | 00043287 - 0005 |
| <b>Scale</b>       | 1:500           |
| <b>Drawing No.</b> | 0001435         |
| <b>Date</b>        | NOV 2015        |



**LEGEND / NOTES**

**BIKE HANGAR -**  
**DIMENSIONS:**  
 LENGTH 2550mm  
 WIDTH 2050mm,  
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

| No. | Date | Revised |
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| <b>Project</b>     |                 | <b>BIKE HANGARS</b> |          |
| <b>Site</b>        |                 | <b>TRESCO ROAD</b>  |          |
| <b>Project No.</b> | 20343287 - 0005 | <b>Scale</b>        | 1:500    |
| <b>Sheet No.</b>   | 0159            | <b>Date</b>         | NOV 2015 |



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**PECKHAM AND NUNHEAD COMMUNITY COUNCIL AGENDA DISTRIBUTION LIST (OPEN)  
MUNICIPAL YEAR 2015-16**

**NOTE:** Original held by Constitutional Team all amendments/queries  
to Beverley Olamijulo Tel: 020 7525 7234

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| Councillor Cleo Soanes (Vice-Chair)   | 1            | 160 Tooley Street                 | 1            |
| Councillor Evelyn Akoto   | 1            |                                   |              |
| Councillor Jasmine Ali  | 1            | <b>Total:</b>                     | 27           |
| Councillor Sunil Chopra   | 1            |                                   |              |
| Councillor Nick Dolezal   | 1            | <b>Dated:</b> 11 March 2016       |              |
| Councillor Gavin Edwards  | 1            |                                   |              |
| Councillor Renata Hamvas  | 1            |                                   |              |
| Councillor Barrie Hargrove  | 1            |                                   |              |
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| <b>Members of the community council receiving electronic copies only</b>                |              |                                   |              |
| Councillor Michael Situ   |              |                                   |              |
| Councillor Fiona Colley   |              |                                   |              |
| <b>Officers</b>   |              |                                   |              |
| Beverley Olamijulo  | 10           |                                   |              |
| Constitutional Officer Hub 4 2 <sup>nd</sup> Floor,<br>160 Tooley Street                |              |                                   |              |
| Gill Kelly  |              |                                   |              |
| Community Councils Development Officer<br>Hub 4 2 <sup>nd</sup> Floor 160 Tooley Street |              |                                   |              |