

Item No. 18.	Classification: Open	Date: 15 July 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Secure Cycle Parking (Bike Hangar)	
Ward(s) or groups affected:		Newington, Cathedrals and Faraday	
From:		Head of Public Realm	

RECOMMENDATION

1. That the Borough, Bankside and Walworth Community Council comment upon the following recommendations that are due to be made to the cabinet member for environment and the public realm:
 - Due to a majority of respondents supporting the introduction of a cycle hangar:
 - 58% in Sutherland Square
 - 61% in Silex Street (Webber Street)
it is recommended that the scheme proceeds to implementation subject to necessary statutory procedures, noting the revised location in Sutherland Square.
 - Due to split opinion on the introduction of a cycle hangar:
 - 33% support and 33% opposed and 33% no opinion in Horsley Street;
and Southwark's on-going commitment to improve and promote cycling and safety in the borough, it is recommended that in this road the scheme proceed to implementation subject to the necessary statutory procedures.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 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 A the 'Consultation Summary'.
5. The ward members were made aware of the scheme and the associated design in February 2015.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 30 March 2015 until the 24 April 2015.
7. Full details of the consultation responses can be found in Appendix A.
8. 58 % of respondents to the public consultation in Sutherland Square were in favour of the scheme (a total of 19 responses), however, there were comments regarding the specific location. An alternative location is proposed under the railway arch.
9. 61 % of respondents to the public consultation in Silex Street (Webber Street) were in favour of the scheme (out of a total of 19 responses).
10. In Horsley Street there were 3 responses, one in favour, one against and one 'no opinion'. This does not include the original requestor.
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 which precedes implementation. Any such objections will need to be formally considered by the cabinet member prior to implementation.

Recommendations to the cabinet member for environment and the public realm

13. On the basis of the results of the public consultation, the cabinet member is recommended to:
 - a. Approve the implementation of the proposed bike hangars on Sutherland Square subject to consideration of alternative location as proposed by the local residents forum. The proposed alternative location is under the railway bridge, on the west side of the square.
 - b. Approve the implementation of the proposed bike hangar on Silex Street in the location consulted.
 - c. Approve the implementation of the proposed bike hangar on Horsley Street in the location consulted.

Subject to completion of statutory procedures.

Policy implications

14. 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

15. 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

16. This report is for the purposes of consultation only and there are no resource implications associated with it.
17. It is, however, noted that this project is funded by the 2014/2015 LIP programme which has an allocated budget of £50,000 for the current financial year.

Consultation

18. Ward members were consulted prior to commencement of the consultation.
19. Informal public consultation was carried out in March / April 2015, as detailed above.
20. 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.
21. If approved for implementation all sites will be subject to statutory consultation required in the making of the relevant Traffic Management Orders. This gives further opportunity to comment and object given the amended proposals.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix A	Secure Cycle Parking (Bike Hangar) Consultation Report
Appendix B	Cycle Hangar location plans

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Matthew Hill, Public Realm Programme Manager	
Version	Final	
Dated	26 July 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Date final report sent to Constitutional Team	3 July 2015	

APPENDIX A

Secure Cycle Parking (Bike Hangar) Consultation Summary

SUTHERLAND SQUARE - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1			1		It is ridiculous, Iceland lorries and cars have a tough job passing each other as it is. To have a hangar on the road and 2 feet of it on the kerb which then opens onto the pavement is dangerous. This is a residential area with young children, plus it would ruin the appearance of a lovely square. Parking is in short supply as it is. I propose that an alternative location i.e. fielding Street (end leading to Carter Street), Carter Street or Penrose Street more viable.	X SUTHERLAND SQ
2	1				1		X SUTHERLAND SQ
3	1		1			I am in full support of this cycle hangar, but I live at No 3 Sutherland Walk so would like to have another hangar installed closer to our end of the street, perhaps under the bridge, or across the road from us in those parking bays. Many thanks.	X SUTHERLAND WALK
4	1			1		I do not like the look of the cycle hangars. I personally feel there is too much street clutter in Southwark and Sutherland Square, which is a beautiful and traditional square, will suffer aesthetically if one is installed. The big green steel box does not fit well. The homes in the square are quite large and I am sure residents could find room in their homes or gardens to store their bikes.	X SUTHERLAND WALK

5	1		1		Cycle parking provisions would improve the convenience of cyclists. However, I think that those who would use this shed are keen cyclists who are not keen on cluttering their homes with bikes. We will need more than one shed if you wanted to encourage new cyclists in the neighbourhood. Also, some may not like the visual impact it will have to the square. an alternative location(s) under the rail bridge would mitigate these visual impacts, provided that the existing pigeon waste issue is resolved!	X SUTHERLAND SQUARE
6	1			1	Car parking has become increasingly difficult in this area (even with a permit). I am a cyclist but feel the space would be better utilised with large, communal 'dumpster' bins, as opposed to the ludicrous number of wheelie bins littering the square.	X Sutherland Square
7	1		1		Brilliant idea to encourage cycling and storage is essential to keep bikes in good condition. We need these. Thanks.	X Sutherland Square
8	1			1	Elderly people who are unable to cycle need motor vehicles to bring in shopping and other needs. We already pay over £100. to park and finding a space near ones home is often difficult at weekends and evenings. therefore, I object to the loss of any parking space. If it is approved I feel it maybe the thin end of the wedge with so many people asking for some many cycle spaces which would result in the loss of even more parking.	X Sutherland Walk
9	1			1	Suggest locating cycle hangar opposite former shop at X Sutherland Square, a location favoured by Residents' Association consultation and nearby residents	X Sutherland Square
10	1			1	A hanger is proposed within the Sutherland Square Conservation Area. I do not support provision of one at this location as it would be at odds with the special historic character of the conservation area and the listed buildings. Sutherland Square sits at the heart of the Conservation Area and is included in the schedule of Squares protected by the London Squares Preservation Act (1931). It is a measure of the outstanding cultural and environmental importance of London's squares that they	X Sutherland Square

					<p>were protected by this Act 16 years before the first major Town and Country Planning Act. All of the terrace houses facing onto the Square are grade II listed buildings.</p> <p>The architectural and historic interest of the listed buildings is inalienably linked to the special character of the conservation area: with the formality of the Georgian/Regency style architecture sitting harmoniously within the traditional square. This is a formal composition, which unifies architecture; street plan and open space. The aesthetic value of the square comes from the clean lines and rigid hierarchy exhibited by the polite elevations of the listed terrace houses, formally arranged around the simple geometry of the garden square.</p> <p>Aside from issues of 'bin blight', the square currently remains largely uncluttered. The imposition of a fixed structure (roughly the size of a refuse skip and with a design typology reminiscent of a WWII Anderson Shelter) into the streetscape of this part of the Conservation Area would be harmful to its special character and have an adverse effect on those listed building whose setting is defined by the formality of the Square.</p> <p>Section 72 of the Planning (Listed Building and Conservation Area) Act 1990 requires your authority to pay special attention to preserving or enhancing the character or appearance of the conservation area. Similarly, Section 16 of the Act requires you to have special regard to preserving the setting of listed buildings. Under the NPPF, it is a core principle to conserve heritage assets and any harm or loss should require clear and convincing justification.</p> <p>For these reasons, I do not support a hanger here, or in front of any of the properties fronting onto the square garden. Nor would I support one at the entrances/exits to the square (such as opposite the former shop), as these provide important views into and out of the Square which would be compromised by such an incongruous structure.</p>	
11	1		1		the locations that we felt were more acceptable are 1) in one of the	X Sutherland

					parking bays opposite the former shop (each of the freeholders of the 3 properties there are supportive of a cycle hanger in this location) and 2) under one of the railway bridges.	Square
12	1		1		The Sutherland Residents Association suggests that the cycle hanger is not located where it is currently proposed (outside no 55) but in one of the locations that residents said they found more acceptable in the consultation that we did about this in autumn 2014. The preferred locations are 1) Opposite the site of the former shop where the three (30 minute) parking places that are still there are hardly ever used now that the corner shop has closed down. There are three properties that face on to that section of street - X S Sq, X S Sq and the shop itself. We have spoken to the freeholders of each of those three properties and each is supportive of a cycle hanger being placed on the site of one of these parking spaces; 2) Under or close to the railway bridge preferably on the northern arm of the square as that is close a couple of the households with the greatest stated demand for the cycle hangers and 3) Across the road opposite numbers 53 to 55 Sutherland Square where no houses front on to the street and where, for the residents of Penrose House, the wall that forms their boundary would help obscure any view of them.	X Sutherland Square
13	1			1	This street is already well served by local bike storage facilities. There are currently bike hangars in Lorrimore Square and dozens of green bike "lockers" on Pasley Estate and the estate on Carter Street. From what I can tell, almost all are empty and unused. Residents have already lost parking to a car club bay plus two bays lost recently to allow greater access for Icelands lorries. If we must have a bike locker - and I'm unconvinced of the need - then the selected location is also utterly inappropriate, plonking an Anderson Shelter outside someone's front door and within a conservation zone. We have two railway bridges in the square and the hangars would be far better placed there with less visual impact and less disruption to residents.	X Sutherland square

14	1		1			Cycle hangar to be in another place. Suggest opposite where the shop used to be which has been approved by nearest property owners. Our Residents Association will confirm this.	X Sutherland Walk
15	1		1			The locations that the local residents group think are better are 1) in one of the parking bays opposite the former shop and 2) under one of the railway bridges.	X Sutherland Square
16	1		1			I think cycle hangars in the square are an excellent idea. I don't cycle myself but would be proud to live in a square where cycling is encouraged. Good for the environment! And better than cars!	X Sutherland square
17	1		1			I think the cycle hangar is an excellent facility. A better place for it would be opposite the old shop, by number 33, or under one of the railway arches, as suggested when the residents' association consulted people in the square last year.	X Sutherland Square
18	1		1			Whilst I support the overall proposal, I wouldn't like to see the cycle hanger located where it is currently proposed (ie directly outside houses in the square). In line with feelings of the Sutherland Square residents committee, I would prefer the hangers to be located in either: 1) in one of the parking bays opposite the former shop; or 2) under one of the railway bridges.	X Sutherland Square
19	1		1			I have no objections.	X Sutherland Square
	19	0	11	7	1		

Response to opposed comments:

1. It is ridiculous, Iceland lorries and cars have a tough job passing each other as it is. To have a hangar on the road and 2 feet of it on the kerb which then opens onto the pavement is dangerous. This is a residential area with young children, plus it would ruin the appearance of a lovely square.

Response:

An assessment of the street is part of the design process and every proposed location has sufficient width for a vehicle to pass (3 metres). There are no dangers associated with the feet of the hangar being placed on the edge of the kerb.

2. I do not like the look of the cycle hangars. I personally feel there is too much street clutter in Southwark and Sutherland Square, which is a beautiful and traditional square, will suffer aesthetically if one is installed. The big green steel box does not fit well. The homes in the square are quite large and I am sure residents could find room in their homes or gardens to store their bikes.

Response:

The proposal is in direct response to a local request and support from people who do not feel that it is secure enough to store their bikes in private garden areas and therefore require a more secure facility. The cycle hangar is the only secure form of cycle parking that is included in the London Cycle Design Standards. The aesthetics have been a point of discussion but there are limits given that the security benefit comes from enclosing the bikes. It is proposed to relocate the hangar under the railway arch so that there is less aesthetic impact.

3. Elderly people who are unable to cycle need motor vehicles to bring in shopping and other needs. We already pay over £100. to park and finding a space near ones home is often difficult at weekends and evenings. therefore, I object to the loss of any parking space.

Response:

Only 2.5 metres of space, about half a car length will be lost for the gain of six cycle parking spaces. It is proposed to relocate the hangar under the railway arch so that there is no loss of space directly outside properties.

4. The Sutherland Residents Association suggests that the cycle hanger is not located where it is currently proposed (outside no 55) but in one of the locations that residents said they found more acceptable in the consultation that we did about this in autumn 2014. The preferred locations are 1) Opposite the site of the former shop where the three (30 minute) parking places that are still there are hardly ever used now that the corner shop has closed down. There are three properties that face on to that section of street - X S Sq, X S Sq and the shop itself. We have spoken to the freeholders of each of those three properties and each is supportive of a cycle hanger being placed on the site of one of these parking spaces; 2) Under or close to the railway bridge preferably on the northern arm of the square as that is close a couple of the households with the greatest stated demand for the cycle hangers and 3) Across the road opposite numbers 53 X Sutherland Square where no houses front on to the street and where, for the residents of Penrose House, the wall that forms their boundary would help obscure any view of

them.

Response:

It is agreed that the location of the hangar should be amended to option 2 proposed, under the railway arch on the northern arm of the square. A second hangar could be accommodated on the Square if the proposed one is fully booked once installed and this is something which the Area Committee may wish to consider as part of the recommendation. The second preferred location would be the former shop in the pay and display bays. This location is less favourable as it involves the removal of pay and display parking bay.

SILEX STREET - CYCLE HANGARS

SILEX STREET - CYCLE HANGARS							
REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1			1		These cycle hangars are ugly and unnecessary, surely there must be a better option that doesn't look like an eyesore to add to the many metal bins on every corner!!	
2	1		1			Support subject to satisfactory responses provided for the following queries - Please provide the details of costs per parking unit including labours, materials, plant, transportation etc. for review. Who will be paying the costs and why? Would the costs be funded from the unspent surplus of the budget? if not, why should this be funded by council?	X Webber Street
3	1		1			Good idea. My only concern would be the view from the ground floor flats. Their views should take priority over other residents.	X Webber Street
4	1			1		It is difficult enough now to find space to park a car as it is, another space taken from motorists is going to make it harder - I know it's only a space for 1/2 a car, but no one owns half a car!	X Patrick Court
5	1	1		1		We don't have enough residents parking, yet more space is being given to cyclists. Unbelievable, some Londoners actually DO	

					need a car we can't all ride bikes to work!!!	
6	1		1		Excellent idea. I live in Boyfield Street block of houses and have to carry my bike up and down three flights of stairs everyday. I now have a bad back.	X, Boyfield Street
7	1		1			X Webber Street
8	1		1			X Webber Street
9	1			1	There is no need. There is a "cycle hangar" in Webber Street already and it has been EMPTY since it was installed last year, several months ago. I cannot see a reason to have another one	
10	1		1		I love and am hugely supportive of this idea in principle, however it would be useful to understand the security design - my property (X) experienced no less than 4 break-ins to our secure (key locked) cycle store located within the fob-controlled basement car park within it's first 18 months, where numerous bikes, including my own, were stolen and never returned. (I now only use a Boris bike, no good however for charity rides!) This I would need to be reassured of what deterrents/preventative measures have been implemented to deter/prevent thieves, which are notorious in Southwark. It would also be useful to understand the theft incidence statistics for some of the other cycle hangars which have been installed in the local areas over the past few months, or in other areas of London. This would likely play a part in any decision I would make to apply for the use of one of the hangars.	X Webber Street
11	1		1		I would be interested in a parking bay for bay bicycle	X Webber Street
12	1		1		I welcome your encouraging people to cycle. I walk and use public transport but I support cycling as one way to cut pollution and congestion in London. The loss of one parking space seems a small price to pay. It would be great to have more trees in the area and fewer building sites. I really appreciate the beautiful public gardens and small parks which already exist in the area, however, and the general cleanliness - thank you Southwark	X Webber Street

						Council!	
13	1		1			I support the idea of cycle hangars but not on Silex Street, as I am not in favour of removing the parking bay, as it is we are short of parking on our street and because of constant work taken place, we have people from other parts of the area parking, it makes it difficult for people living on Silex Street to get parking space on our street.	X Webber Street
14	1		1				X Webber Street
15	1	1	1			Great idea, would love more!	X Webber Street
16	1			1		Opposed to proposed location. 1) Silex Street is often full with no available car parking spaces overnight, your proposal would reduce available parking space. 2) Why not locate bike hangar on pavement space in front of cycle hire station where space is available, or locate on roadside by the cycle hire station, not on Silex Street	X Webber Street
17	1			1		There is no real need for a cycle hangar in Silex Street, the cycle hire station nearby is always well furnished and easy to use. One can hire a bicycle at any time day or night, furthermore I do not see many residents nearby with a personal bicycle. Silex Road is not that long anyway unless the aim is to get rid of the little parking space for cars that are available there!	X Webber Street
	17	2	11	6	0		

Response to opposed comments:

1. These cycle hangars are ugly and unnecessary, surely there must be a better option that doesn't look like an eyesore to add to the many metal bins on every corner!!

Response:

The cycle hangar is the only secure form of cycle parking that is included in the London Cycle Design Standards. The aesthetics have been a point of discussion but there are limits given that the security benefit comes from enclosing the bikes.

2. It is difficult enough now to find space to park a car as it is, another space taken from motorists is going to make it harder - I know it's only a space for 1/2 a car, but no one owns half a car!

Response:

Half a car space will be lost for the net gain of six cycle parking spaces. By far the majority of kerbspace on the square will still be set aside for car spaces.

3. There is no need. There is a "cycle hangar" in Webber Street already and it has been EMPTY since it was installed last year, several months ago.

Response:

The proposal is in direct response to a request and several local people who have confirmed that they will rent a space. The hangar in Webber Street is fully rented.

4. Opposed to proposed location. 1) Silex Street is often full with no available car parking spaces overnight, your proposal would reduce available parking space. 2) Why not locate bike hangar on pavement space in front of cycle hire station where space is available, or locate on roadside by the cycle hire station, not on Silex Street.

Response:

This was one location originally considered. There were concerns raised that this would lead to a further loss of pavement (in addition to the loss as a result of the cycle hire station), and that for this reason it is better located on the road.

HORSLEY STREET - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1			1		I feel these cycle hangars are too large and in area where it will be placed as parking is at a premium in this area.	X Westmoreland Rd
2		1			1		X Westmoreland Road
3	1		1			Excellent proposal. Would like to see more in the area. I will apply to rent one on this street - have just moved in. Would be great to have more zipcars as well.	X Horsley Street
	2	1	1	1	1		

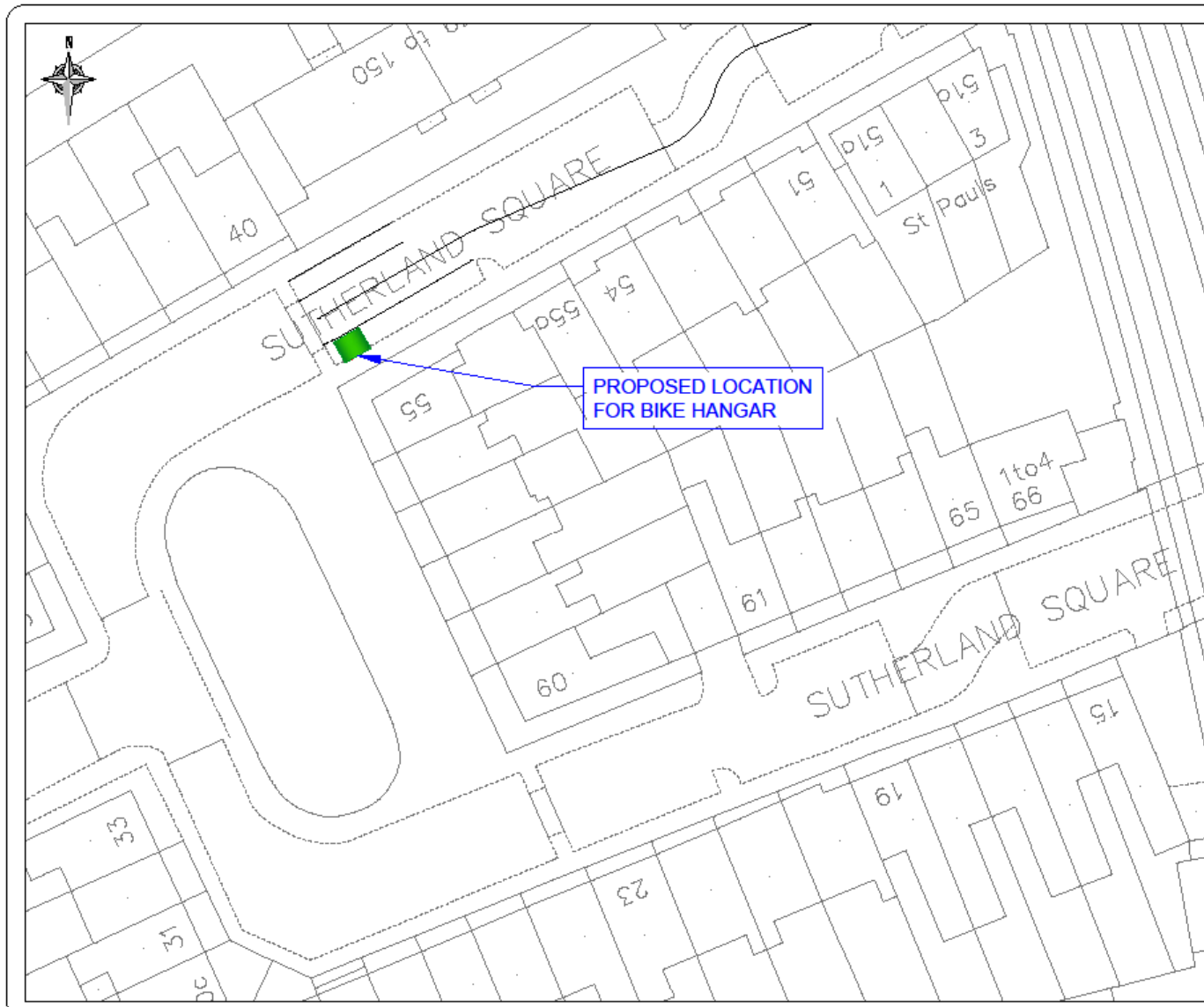
Response to opposed comments:

5. I feel these cycle hangars are too large and in area where it will be placed as parking is at a premium in this area.

Response:

The size of the cycle hangar is determined by the dimensions of a standard bike and being able to lock these to the stand inside. The hangar could be made smaller in terms of fitting less than six bikes but the cost benefit diminishes as the installation cost is not directly proportional to the number of bikes a hangar can take.

Cycle Hangar Location Plans



LEGEND / NOTES.

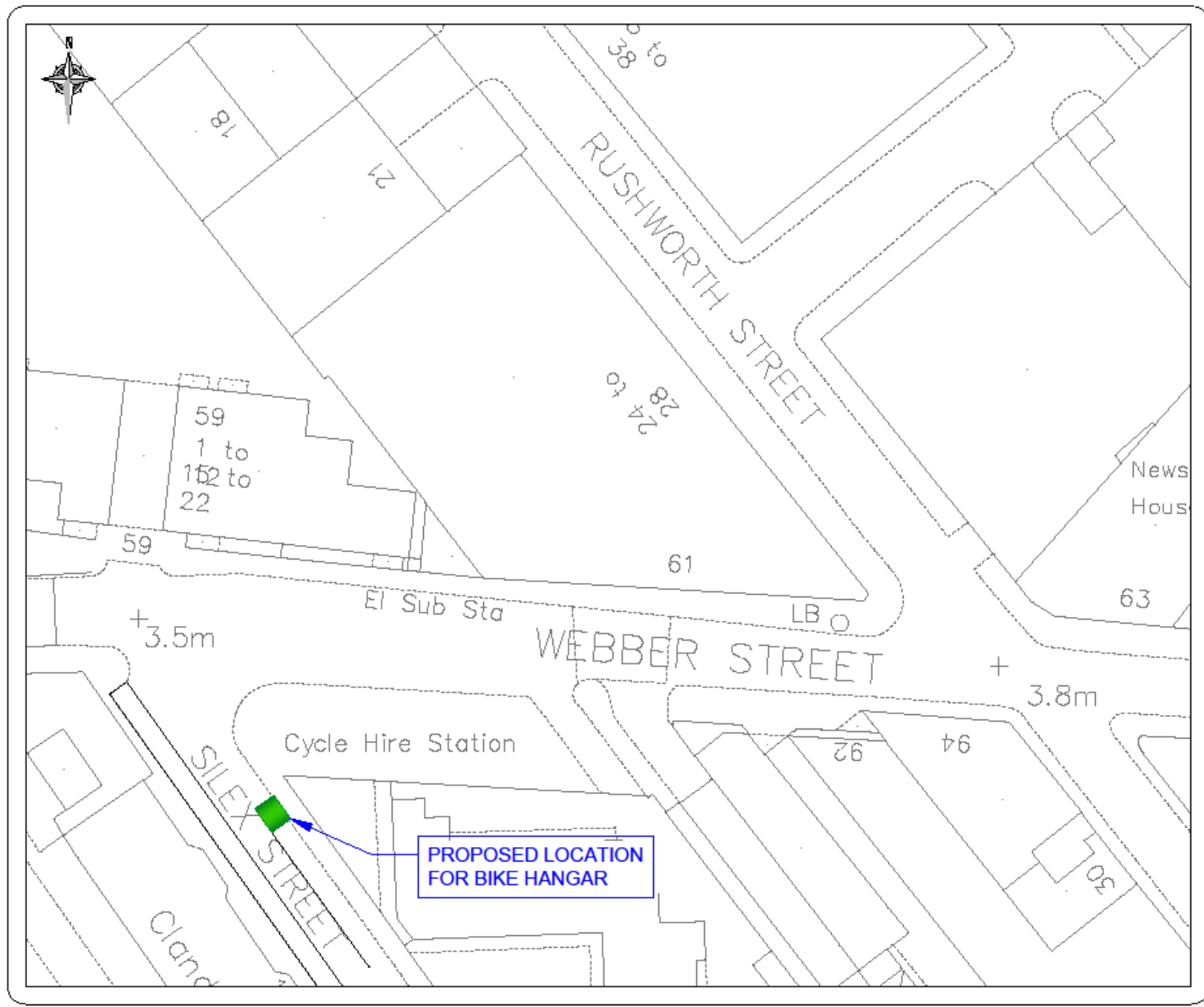
BIKE HANGAR -
 DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

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	Revision

PUBLIC WORKS PROJECTS TEAM | METRO CITY COUNCIL

Project		BIKE HANGARS	
Title		SUTHERLAND SQUARE	
Version No.		Scale	1:500@A3
Drawn No.	2014-15-SR03	Sheet	A
Date	FEB 2015	Revised	13/02/2015



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
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No.	Date	Revision

PUBLIC REAL PROJECTS TEAM (6) TODAY STREET 88 014

Project		BIKE HANGARS	
Title		WEBBER STREET	
Project No.		Scale	
Date	1:500 @ A3	Author	
Drawn No.	2014-15-SR01	Checker	
Date	FEB 2015	Issue	13/02/2015

