

| | | | |
|------------------------------------|--------------------------------|------------------------------------|--|
| Item No. 9. | Classification: Open | Date: 30 January 2016 | Meeting Name: Camberwell Community Council |
| Report title: | | Secure Cycle Parking (Bike Hangar) | |
| Ward(s) or groups affected: | | Brunswick Park | |
| From: | | Brunswick Park | |

RECOMMENDATION

1. That the Camberwell 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:
 - 53% in Crofton Road; and
 - 81% in Cross Road

it is recommended that the scheme proceeds to implementation subject to 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 1 the 'consultation summary'.
5. The ward members were made aware of the scheme and the associated design in October 2015.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 26 September 2015 until the 15 November 2015.
7. Full details of the consultation responses can be found in Appendix 1.
8. 53 % of respondents to the public consultation in Crofton Road were in favour of the scheme (a total of 19 responses).
9. 81 % of respondents to the public consultation in Cross Road were in favour of the scheme (out of a total of 21 responses).

10. 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.
11. 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

12. 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

13. 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

14. This report is for the purposes of consultation only and there are no resource implications associated with it.
15. It is, however, noted that this project is funded by the 2014/2015 LIP CGS programme.

Consultation

16. Ward members were consulted prior to commencement of the consultation.
17. Informal public consultation was carried out in October / November 2015, as detailed above.
18. 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.

19. 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

20. None.

BACKGROUND DOCUMENTS

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

APPENDICES

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

AUDIT TRAIL

| | | |
|---|---------------------------------------|--------------------------|
| Lead Officer | Matthew Hill, Head of Highways | |
| Report Author | Chris Durban, Cycle Programme Manager | |
| Version | Final | |
| Dated | 15 January 2016 | |
| Key Decision? | No | |
| CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER | | |
| Officer Title | Comments Sought | Comments Included |
| Director of Law and Democracy | No | No |
| Strategic Director of Finance and Governance | No | No |
| Cabinet Member | No | No |
| Date final report sent to Constitutional Team | 20 January 2016 | |