

Item No. 16.	Classification: Open	Date: 6 February 2016	Meeting Name: Peckham and Nunhead Community Council
Report title:		Secure Cycle Parking (Bike Hangar)	
Ward(s) or groups affected:		Peckham	
From:		Head of Highways	

RECOMMENDATION

1. That 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:
 - Due to a majority of respondents supporting the introduction of a cycle hangar, 54% in Burcher Gale Grove, and Soutwark's on-going commitment to improve and promote cycling and safety in the borough, it is recommended that in this road the scheme proceeds to implementation subject to necessary statutory procedures.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 of the Soutwark 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 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 A.
8. 54 % of respondents to the public consultation in Burcher Gale Grove were in favour of the scheme (a total of 13 responses).
9. 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.
10. 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 of the experimental traffic order. 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

11. On the basis of the results of the public consultation, the cabinet member is recommended to approve the implementation of the proposed bike hangar on Burcher Gale Grove subject to completion of statutory procedures.

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 Public Realm following this community council meeting.
19. If approved for implementation this 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.

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 Summary
Appendix B	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	15 January 2016	

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

Burcher Gale Grove

REF	Resident	Business	Support	Opposed	No opinion	Comments	Address
1	1		1			As an individual who is currently actively seeking to change my commuting to cycling, I fully support the proposed hangar, to ensure that bikes are stored securely and protected by the elements. The single car space that will be lost is of limited significance as there is always plenty of parking space available in the street, and most properties feature driveways, alongside generous gated parking spaces in the developments.	Flat X, X Burcher Gale Grove
2	1		1			GOOD FOR RESIDENTS USING A BICYCLE	FLAT X
3	1		1			GREAT IDEA! ASAP WOULD BE BEST! IF IT COULD BE FOR MORE THAN 6 BIKES, IT WOULD BE EVEN BETTER!	X BURCHER GALE GROVE
4	1		1			AN EXCELLENT IDEA AND FULLY SUPPORTED AFTER SEEING THEM IN USE ELSEWHERE IN THE BOROUGH. AS A HOUSEHOLD WE CYCLE AND IT IS OF GREAT INTEREST TO BE ABLE TO USE A CYCLE HANGAR. PARKING SPACE IS NOT AT A PREMIUM AND I BELIEVE THE BENEFITS IN THE LOSS OF A SMALL LENGTH OF KERB FOR A HANGAR WON'T BE AN ISSUE.	X BURCHER GALE GROVE
5	1		1			Good to encourage more cycling, space in houses and along the road are limited. It's a relatively quiet street with little throughput except for the start and end of the school day of the school on the road.	X Calypso Crescent

6	1		1			This is a much needed facility for the area. There are lots of cyclists in the area. Is there any scope to have 2?	Flat X, X burcher gale grove
7	1		1			THIS AREA REALLY NEEDS THESE FACILITIES. THIS IS A GREAT OPPORTUNITY TO ENCOURAGE MORE SUSTAINABLE TRAVEL.	FLAT X, X BURCHER GALE GROVE
8					1	DON'T OWN ANY CYCLE OR OTHER VEHICLES.	FLAT X
9	1			1		ALREADY HAVE LIMITED PARKING SPACES DUE TO YELLOW ZIG-ZAG LINES OUTSIDE SCHOOL. THERE IS ALSO CONGESTION CHAOS AND CONTENTION WHEN PARENTS ARRIVE AT THE SCHOOL TO DROP PFF AND PICK UP THEIR CHILDREN AND PARK IN RESIDENT DRIVEWAYS. WHEN I ARRIVE HOME DURING THESE TIMES I CANNOT GO STRAIGHT INTO MY HOME AND RELAX ETC. HAVE TO PARK SEVERAL STREETS AWAY MANY TIMES UNTIL PARENTS HAVE GONE.	X BURCHER GALE GROVE
10	1			1		UGLY - COSTLY AND TOTALLY UNNECESSARY!	FLAT X
11	1			1		I BELIEVE THIS IS A GREAT IDEA AS I FULLY SUPPORT USING BICYCLES FOR COMMUTE RATHER THAN USING CARS, HOWEVER BURCHER GALE GROVE IS A BUSY ROAD CLOSE TO PRIMARY SCHOOL AND GETS VERY CONGESTED AND THE SIZE OF THE HANGAR WILL OBSTRUCT THE ROAD WHERE CARS NEED TO TURN TO RIGHT (OPP TUKE SCHOOL) THIS IS A POTENTIAL HAZARD FOR CAR USERS.	NO ADDRESS

12	1			1	<p>We are opposed to the cycle hanger for the following grounds:</p> <ul style="list-style-type: none"> - inappropriate location - inappropriate for the area - it would take up a parking space in an area where parking spaces are already at a premium - would be a target for dumping/waste - it would get vandalised - uncertain where the demand has come from - it would not get used (people in the flats opposite should approach their managing agent to have secure cycle storage) - extremely poor design - it is 'clutter' in the street - unclear how users would access without obstructing the narrow pavement or the narrow road 	Flat X
13	1			1	<ul style="list-style-type: none"> - inappropriate location - inappropriate for the area - it would take up a parking space in an area where parking spaces are already at a premium - would be a target for dumping/waste - it would get vandalised - uncertain where the demand has come fr 	X Chandler Way
	12	0	7	5	1	

Response to opposed comments:

1. BURCHER GALE GROVE IS A BUSY ROAD CLOSE TO PRIMARY SCHOOL AND GETS VERY CONGESTED AND THE SIZE OF THE HANGAR WILL OBSTRUCT THE ROAD WHERE CARS NEED TO TURN TO RIGHT (OPP TUKE SCHOOL) THIS IS A POTENTIAL HAZARD FOR CAR USERS.

Response:

The site has been assessed and vehicles are able to pass safely with the cycle hangar being installed in the proposed location. The school transport plan should directly address concerns relating to this.

2.
 - would be a target for dumping/waste
 - it would get vandalised
 - it would not get used (people in the flats opposite should approach their managing agent to have secure cycle storage)

Response:

Each hangar is maintained by the provider to ensure it is in good condition. Each space is rented on an annual basis and the uptake monitored. If it is the case that the bike hangar is not well used then it will be reallocated to another street.

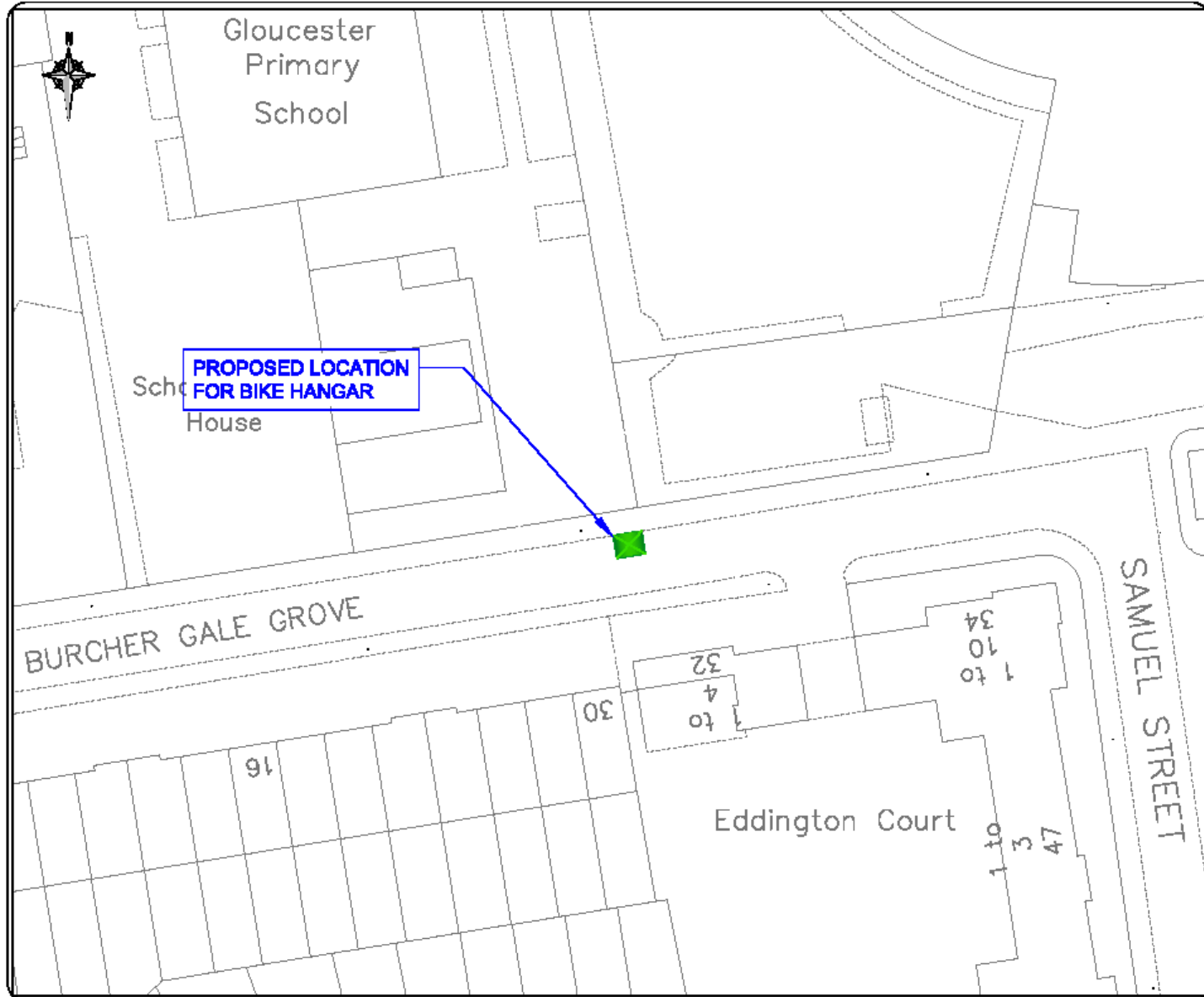
3. Unclear how users would access without obstructing the narrow pavement or the narrow road.

Response:

An assessment on street has been carried out to confirm that there is adequate width to enable a bike to be taken in and out of the hangar. The process only takes a few minutes and the potential disruption to pedestrians would be minimal and it is expected that users would be courteous to fellow road users.

Cycle Hangar Location Plan

APPENDIX B



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



Project		BIKE HANGARS	
Site		BURCHER GALE GROVE	
Version No.		Scale	
Date	1-9-2016	Author	
Drawing No.	2315-16-GR02	Check	
Issue	OCT 2016	Rev	02/10/2016