

<b>Item No.</b> 3.4	<b>Classification:</b> Open	<b>Date:</b> 14 March 2016	<b>Meeting Name:</b> Borough, Bankside and Walworth Community Council
<b>Report title:</b>		Secure Cycle Parking (Bike Hangar)	
<b>Ward(s) or groups affected:</b>		Cathedrals, Chaucer, East Walworth, Faraday and Newington	
<b>From:</b>		Head of Highways	

## 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:
  - 69% in Bagshot Street / Mina Road
  - 82% in Bath Terrace
  - 75% in Beckway Street
  - 73% in Browning Street
  - 83% in Cobourg Road
  - 62% in De Laune Street
  - 68% in Deverell Street
  - 100% in Dolben Street / Great Suffolk Street
  - 67% in Hillingdon Street
  - 67% in Manciple Street
  - 100% in Morecambe Street
  - 71% in Pocock Street
  - 100% in Rockingham Street
  - 50% in Rothsay Street
  - 79% in Searles Road; and
  - 64% in Sharsted Street

it is recommended that the scheme proceeds to implementation subject to necessary statutory procedures.

- Due to strong local demand for a cycle hangar:
  - 19 in support and 8 confirming a space in Aylesbury Road

- 19 in support and 12 confirming a space in Doddington Grove
- 9 no. in favour and 8 confirming a space in Gladstone Street
- 15 in support and 4 confirming a space in Merrow Street

and Southwark's on-going commitment to improve and promote cycling and safety in the borough, it is recommended that in these streets the scheme proceed to implementation with two cycle hangars on each street, subject to the necessary statutory procedures.

- Due to split opinion on the location of a cycle hangar:
  - 60% support, 35% opposed and 5% no opinion in Fielding Street
  - 54% support and 46% opposed in Larcom Street
  - 44% support, 44% opposed and 12% no opinion in Oswin Street
  - 60% support and 40% opposed in Penrose Street
  - 54% support and 46% opposed in Penton Place

and Southwark's on-going commitment to improve and promote cycling and safety in the borough, it is recommended that in these streets the scheme proceed to implementation at a revised location, subject to the necessary statutory procedures.

- Due to a minority of respondents supporting the introduction of a cycle hangar:
  - 39% in Austral Street / West Square
  - 36% in Brook Drive
  - 20% in Colnbrook Street
  - 25% in Heiron Street
  - 20% in Penrose Grove

it is recommended that in these roads the schemes do not proceed to implementation.

## **BACKGROUND INFORMATION**

2. In accordance with Part 3H paragraph 18 and 20 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 in Bagshot Street, Bath Terrace, Beckway Street, Browning Street, Cobourg Road, De Laune Street, Deverell Street, Dolben Street / Great Suffolk Street, Hillingdon Street, Manciple Street, Morecambe Street, Pocock Street, Rockingham Street, Rothsay Street, Searles Road and Sharsted Street 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 Aylesbury Road, Doddington Grove, Gladstone Street and Merrow Street it is recommended that in these streets the scheme proceed to implementation with two cycle hangars on each street.
10. The majority of respondents in Fielding Street, Larcom Street, Oswin Street, Penrose Street and Penton Place were in favour of the scheme but not the proposed location and it is recommended to implement the cycle hangars in an alternative location.
11. The majority of respondents in Austral Street/West Square, Brook Drive, Colnbrook Street, Heiron Street and Penrose Grove were opposed to the scheme and it is recommended not to implement a cycle hangar in these locations.
12. 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.
13. 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**

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 2015/2016 BCP and CGS programmes.

**Consultation**

18. Ward members were consulted prior to commencement of the consultation.
19. Informal public consultation was carried out in January / February 2016, 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 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 <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 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

<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>	2 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>	3 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
AUSTRAL STREET	59	22.0%	5	8		13	38.5%	61.5%
AYLESBURY ROAD	65	38.5%	19	6		25	76.0%	24.0%
BAGSHOT STREET / MINA ROAD	145	11.0%	11	4	1	16	68.8%	25.0%
BATH TERRACE	307	5.5%	14	2	1	17	82.4%	11.8%
BECKWAY STREET	118	3.4%	3		1	4	75.0%	0.0%
BROOK DRIVE	187	5.9%	4	7		11	36.4%	63.6%
BROWNING STREET	258	5.8%	11	3	1	15	73.3%	20.0%
COBOURG ROAD	90	6.7%	5	1		6	83.3%	16.7%
COLNBROOK STREET	25	40.0%	2	7	1	10	20.0%	70.0%
DE LAUNE STREET	279	5.7%	10	4	2	16	62.5%	25.0%
DEVERELL STREET	115	7.8%	6	1	2	9	66.7%	11.1%
DODDINGTON GROVE	359	5.8%	19	2		21	90.5%	9.5%
DOLBEN STREET	18	5.6%	1			1	100.0%	0.0%
FIELDING STREET	35	57.1%	12	7	1	20	60.0%	35.0%
GLADSTONE STREET	46	26.1%	9	3		12	75.0%	25.0%
HEIRON STREET	96	4.2%	1	1	2	4	25.0%	25.0%
HILLINGDON STREET	131	4.6%	4	1	1	6	66.7%	16.7%
LARCOM STREET	189	14.8%	15	13		28	53.6%	46.4%
MANCIPLE STREET	89	16.9%	10	4	1	15	66.7%	26.7%
MERROW STREET	158	12.7%	15	5		20	75.0%	25.0%
MORECAMBE STREET	89	3.4%	3			3	100.0%	0.0%
OSWIN STREET	85	18.8%	7	7	2	16	43.8%	43.8%

Street	no. of addresses	Response rate	Support	Opposed	no opinion	total	% support	% opposed
PENROSE GROVE	173	2.9%	1	2	2	5	20.0%	40.0%
PENROSE STREET	172	2.9%	3	2		5	60.0%	40.0%
PENTON PLACE	47	27.7%	7	6		13	53.8%	46.2%
POCOCK STREET	395	1.8%	5	1	1	7	71.4%	14.3%
ROCKINGHAM STREET	235	4.7%	11			11	100.0%	0.0%
ROTHSAY STREET	228	6.1%	7	7		14	50.0%	50.0%
SEARLES ROAD	125	15.2%	15	4		19	78.9%	21.1%
SHARSTED STREET	64	17.2%	7	4		11	63.6%	36.4%

Key:

2 hangars proposed

Alternative location

No hangar proposed

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

#### Aylesbury Road:

1. While I support the installation of a hangar in Aylesbury road, I oppose the location of the hangar outside number 15, immediately outside somebody's home.
2. I'm opposed to siting the cycle hanger in aylesbury road. If there is an overwhelming demand for one in the area, could I suggest moving the proposed location (outside no 15) to a position where it is not directly outside residents' front doors. Moving it to the end of the road, on Dawes street (opposite the old Queen Ann Pub) would mean it was away from anyone homes (i.e. next to a wall and grassy area). Failing that, moving to across the road, where it would abut the allotments would be less



intrusive.

3. Opposed to the proposed location, but in favour of a cycle hangar. The person responsible should get a severe rap on the knuckles, for a very lazy and insensitive proposal. If the person responsible is the one reading this, you should rap yourself severely on the knuckles, and learn to sharpen up. Directly across the road from the proposed location, there is a blank wall. DOH! And around the corner, on Brettell Street, the blank allotments' wall continues, and there is a further blank garden wall at the rear of 14/16 Aylesbury Road, so there are numerous options to place a Cycle Hangar where it is NOT DIRECTLY OUTSIDE A RESIDENT'S WINDOWS. DOH! Aylesbury Road is significantly busier with traffic than Brettell Street. So, the best location is on Brettell Street, along the allotments wall, directly opposite the garden wall of 14/16 Aylesbury Road. Got it??
4. I agree that there should be a Hanger cycle in the road, but it should be on the other side of the road.
5. As a resident I am opposed to the current plan due to the proposed location of the cycle hangar. It is unnecessary to position the hangar outside number 15 and right outside people's front door when the opposite side of the road does not have any residences. Placing the cycle hangar in front of the allotment fence would make so much more sense and not ruin the view out of our front windows and this beautiful conservation area.
6. AM NOT OPPOSED TO BIKE HANGARS PER SE - BUT I FEEL AYLESBURY ROAD IS TOO NARROW FOR A PERMANENT STRUCTURE. I AM AN ACTIVE CYCLIST WHO HAS LIVED IN STREET FOR 28 YEARS WITH NO NEED OF BIKE PARKING FACILITIES THOUGH I CAN SEE THIS WOULD BE USEFUL FOR PEOPLE WHO LIVE IN UPSTAIRS FLATS.

Response:

A site assessment has been undertaken and there is enough road width to allow for the installation of the hangar. The proposed location places the cycle hangar in a line of parked vehicles, which is intended to make it less intrusive. The evidence suggests that placing hangars in front of properties makes them less vulnerable to theft and better used. It is also proposed to locate a second hangar on the south side of the street outside No. 36-42.

**Bagshot Street / Mina Road:**

1. I CANNOT SEE WHY YOU NEED TO PUT THE HANGAR ON THE ROAD, WHEN YOU HAVE AN ESTATE IN WHICH IT COULD BE PUT, THAT WAY THE CYCLISTS WOULD BE COMPLETELY SAFE MOUNTING AND DISMOUNTING. YOU SAY IT WILL ONLY TAKE UP ONE PARKING SPACE, THE ROAD HAS ALREADY BEEN NARROWED BY SECTIONS OF THE PAVEMENTS COMING OUT INTO THE ROAD. WE CAN SEE MORE ACCIDENTS HAPPENING DUE TO CARS

- ALREADY SPEEDING ROUND THE CORNER YU SAY A LOCAL RESIDENT HAS ASKED FOR THIS, WHAT ABOUT THE RESIDENTS DOWN MINA ROAD WHO HAVE FOR YEARS BEEN ASKING ABOUT OUR ROAD BEING MADE INTO A ONE WAY, IT IS USED AS A RAT RUN AND THE SPEED AT WHICH THEY GO IS VERY DANGEROUS AND IT CAUSES A LOT OF CONGESTION AS NO ONE WIL GIVE WAY. MANY OF US HAVE HAD OUR CARS DAMAGED DUE TO THE SPEED OF THESE CARS, BUT WE HAVE BEEN IGNORED AND NO ONE HAS ASKED US HOW WE FEEL. BUT A) LOCAL PERSON HAS ASKED FOR THIS AND A QUESTINNAIRE IS SENT STRAIGHT OUT. SO NO WE DO NOT APPROVE OF THIS.
2. WE HAVE TO PAY £150 A YEAR TO PARK OUR CARS AND SOMETIME STIL UNABLE TO PARK NEAR OUR HOMES AND YOU WISH TO TAKE AWAY ANOTHER PARKING SPACE. WHTY ARE COUNCILS WILLING TO SPEND MILLIONS ON CYCLISTS WHO DON'T PAY A PENNY TOWARDS THESE THINGS. IF YOU DON'T FIND ENOUGH CYCLISTS TO RENT OUT THESE SPACES WILL YOU DISCONTINUE WITH THE HANGAR OR LIKE SO MANY THINGS THAT THE COUNCIL WISH TO DO JUST GO AHEAD WITH IT?

Response:

Only half a parking space will be removed as part of this proposal. There were 4 responses to the consultation from people wishing to rent a space. The usage will be monitored and should it be the case that the hangar is not well used then it will be re-located.

#### **Bath Terrace:**

1. BICYCLES HAVE DONE ENOUGH TO RUIN THIS AREA AND ITS ROAD SURFACE. PEOPLE CAN KEEP BIKES IN THEIR FLAT OR BUILDING AS I DO - PEOPLE CANN'T DO THIS WITH CARS. IT WILL PROBABLY BE USED BY COMMUTERS RATHER THAN LOCALS. WHY NOT USE THE WIERD CARPARK/WASTE LAND AREA BY TIVERTON ST - YOU COULD PUT LOADS OF BIKE HANGARS THERE, OR ARE YOU PLANNING TO SEE THIS TO LUXURY PROPERTY DEVELOPERS AS YOU HAVE WITH EVERY OTHER INCH OF SPACE IN THE ELEPHANT AND CASTLE? I KNOW WHAT YU ARE UP TO WITH ALL THIS NEW CYCLE STUFF AND UNNECESSARY PAVING WOR. IT IS NOT A SUBSTITUTE FOR AFFORDABLE HOUSING. SOON THERE WON'T BE ANYONE WHO ACTUALLY LIVES HERE.
2. THERE IS SO MUCH BEING DONE FOR CYCLISTS - THE GEGENERATION OF ELEPHANT AND CASTLE IS A PRIME EXAMPLE. HAVING YOUR OWN ROAD AND PATHWAY IS A LUXURY, AND NOW YOU WANT TO SPEND MORE OF THE COUNCIL'S MONEY ON BUILDING THESE CYCLE HANGARS. THIS MONEY COULD BE PUT TO USED IN AN ALTERNATIVE WAY - ESPECIALLY GIVEN THE CUTS THE COUNCIL HAVE UNDERGONE SINCE THE CRISIS. WHATS NEXT? SCOOTER HANGARS. THERE IS NO NEED TO WASTE MONEY ON SUCH A PROJECT. BORIS HAS DONE

ENOUGH FOR CYCLISTS IN LONDON, PUT THE MONEY TO BETTER USE - HELP FOOD BANKS, LOCAL HOMELESS INDIVIDUALS MAKE A REAL CHANGE. PS I'M NOT A CAR OWNER, I DONT HATE CYCLISTS - I ACTUALLY PREFER IT.

Response:

The cycle hangar is intended for use by local residents and is proposed on this basis. The proposed location is in direct response to a request.

**Beckway Street:**

No comments

**Browning Street:**

1. This area is already a busy street, with parking always being limited I oppose against the idea. Cyclists can use the Santander bikes located a short walk away on Rodney road. There is no need for this unsightly shed. Furthermore it will most likely be targeted by thieves to steal bicycles.
2. I OPPOSE THE PROPOSAL FOR A CYCLE HANGAR - MAJORITY OF THE RESIDENTS IN THIS AREA ARE FAMILIES. INSTALLING THE CYCLE HANGAR WOULD GREATLY REDUCE THE LIMITED CAR PARKING SPACE THAT IS AVAILABLE. THIS WOULD ALSO HINDER LOCAL TRADERS THAT WORK IN THE AREA/EAST ST MARKET. I UNDERSTAND THERE IS A NEED TO REDUCE OUR CARBON FOOTPRINT, BUT WITH FAMILIES THAT HAVE YOUNG CHILDREN PUBLIC TRANSPORT IS NOT ALWAYS POSSIBLE/CONVENIENT. I WOULD SUGGEST THAT THE INDIVIDUAL THAT REQUESTED THE CYCLE HANGAR TO CONSIDER USING THE BORIS BIKES INSTEAD - THESE ARE LOCATED AROUND THE AREA AND ARE EASILY ACCESSIBLE. I HAVE ALSO SEE STORAGE UNITS TO STORE BIKES - THESE IS SUCH A ONE LOCATED NEAR SURREY HOUSE.
3. THE IDEA IS GOOD BUT SHOULD BE FURTHER DOWN THE ROAD AT SPACE BETWEEN KINGS & QUEEN STREET AND MORECOMBE STREET. THERE IS NOT ENOUGH CAR PARKING SPACES FOR RESIDENTS AS IT IS, BECAUSE OF BUSINESSES PARK IN THE BAYS. I WAS TOLD A SURVEY HAD BEEN DONE WITH RESIDENTS, BUT I AND A FEW OTHERS IN BROWNING STREET WERE NOT CONSULTED WE PAY APPROX £100.00 TO PARK AND CANNOT AT MOST TIMES WHEN WE RETURN FROM WORK. WEEKENDS ARE A NIGHTMARE AS EVERY SHOPPER IN LONDON SEEMS TO PARK DOWN THE WALWORTH ROAD AND PARKS IN THE BAYS AS THERE IS NO MORE STEAD STREET PARKING.

Response:

The cycle hangar only takes up half a parking space for the provision of 6 bikes. It is designed to be secure and provide better protection against theft than leaving a bike on the street.

**Cobourg Road:**

No comments

**De Laune Street:**

1. I find it quite ridiculous that as just one resident has requested a cycle hangar, it is proposed to put this eyesore on De Laune Street. There is plenty of space for storage of cycles at homes on both sides of De Laune Street, so to add yet another obstacle, along with all the bins that now, sadly, line the pavement down one side of De Laune Street, is just too much. I strongly oppose this proposal.
2. This is strongly opposed. It is quite ridiculous that this is being proposed following the request of just one resident. It is an absolute eyesore and just another example of Southwark Council destroying the street scape in a purely residential area. A street scape which is currently ruined at the Kennington Park end of De Laune Street where numerous large recycling bins for houses are located on the pavement and brown food waste recycling bins are hanging on the railings. This looks appalling and also blocks the narrow pavement for walking and pushing pushchairs. The cycle hangar will also be an eyesore and will also undoubtedly attract graffiti and the dumping of loose rubbish around it. In addition, De Laune Street cannot afford to lose another parking space. All in all, this proposal is strongly opposed. You should concentrate on getting the houses down the Kennington Park end of the street to remove their/your recycling bins from the pavement. Your own site says that you will provide each house with suitable recycling containers for each property to avoid them being placed in the street/on the pavement which is a public space. Please can you arrange to do this as a priority. Thank you.
3. CONSIDERING DE LAUNE ST IS USED BY RESIDENTS FROM KENNINGTON PARK PLACE FOR PARKING UNTIL THE UNDERGROUND WORK IS COMPLETED AT KENNINGTON PARK, AT ALL TIMES IT IS IMPOSSIBLE FOR RESIDENTS FROM DE LAUNE ST TO FIND PARKING SPACES AS IT IS NEAR KENNINGTON TUBE, AS PEOPLE GOING TO WEST END AND THEATRES PARK IN THE STREET AND THEN TAKE PUBLIC TRANSPORT. WE NEED THE STREET LEFT WITH ENOUGH PARKING FOR RESIDENTS FOR WHICH WE HAVE TO PAY FOR. I AM ALSO SURPRISED AT YOUR REACTION FOR ONE BIKE OWNER ON ANOTHER NOTE THERE IS TWO SPACES OUTSIDE 38/39 DE LAUNE ST MARKED KEEP CLEAR EVEN THOUGH THE BUSINESSES HAVE MOVED OUT YEARS AGO AND RESIDENTS

REQUESTED THESE BE RETURNED TO RESIDENT PARKING AS THE PROPERTIES WERE CONVERTED TO RESIDENTIAL. WHY SHOULD MOTORISTS SUFFER EVEN MORE WHEN THEY PAY TAX, INSURANCE AS WELL AS RESIDENT PARKING. I HAVE SEEN THESE CYCLE HANGARS IN OTHER AREAS AND THEY ARE HIDIOUS AND PEOPLE DUMP RUBBISH BAGS AROUND THEM.

4. BICYCLES ARE LIGHT, THEY CAN EASILY CARRY IT INSIDE THEIR HOME CARS ON THE OTHER HAND ARE NOT. YOU CAN'T CARRY THEM INTO YOUR HOME. WHAT SOUTHWARK COUNCIL SHOULD DO IS TO HELP DISABLED DRIVERS. THERE SHOULD BE DISABLED CAR PARKING AREA. ANYWAY THERE ISN'T MUCH CAR PARKING SPACES IN THIS AREA.

Response:

There were 10 responses in support for the cycle hangar and of these 6 confirmed they wished to rent a space. Only half a parking space will be taken up by the hangar and it will be maintained by the provider.

#### **Deverell Street:**

1. I am against this proposal because there is already 16 green cycle containers with 50 feet of the proposed position of which only 5 are rented out. There is to be a development next to the proposed place for this cycle rack in the next 2/3 years with cycle places already in the plans. I also feel that this cycle rack will be a waste of money.

Response:

There were 4 respondents who confirmed that they would like to rent a space in the cycle hangar. Its usage will be monitored and if it is determined that it is not well used then it will be relocated.

#### **Doddington Grove:**

1. YOU ALREADY HAVE A PLACE WHERE CYCLES ARE KEPT (SANTANDER CYCLES) PLEASE SPEND THE MONEY TO BUILD MORE HOUSES/FLATS. REBUILD THE OLD HOUSES AT DODDINGTON GROVE BECAUSE THEY ARE NOT FIT TO LIVE IN. BATHROOMS, KITCHENS ARE ROTTING. IT IS NOT ONLY CYCLISTS THAT NEED TO BE CARED FOR. THE STATE OF THE FLATS ARE APPAULING AND UNINHABITABLE. IT IS A SHAME IF THEY ARE PRIVATELY OWNED (THE HOUSES) THE LANDLORD WOULD HAVE BEEN PROSECUTED.

2. THERE ARE ALREADY BICYCLE LOCKERS IN THE ESTATE. I AM SURE ALL THE SPACES HAVE BEEN USED UP, HOWEVER THERE IS A TFL BICYCLE HIRING DOC IN THE CARNAFE WAY WHICH HAS ALREADY DESTROYED THE ROADS BEAUTY. FIXING A CYCLE HANGAR WHICH ONLY ACCOMODATES FIX BICYCLES WOULD JUST REDUCE THE MUCH NEEDED SPACE.

Response:

The cycle hangar will only take up half a parking space and allow for the parking of 6 bikes. Due to 12 spaces being confirmed as part of the consultation it is proposed to install a second hangar in Doddington Grove.

**Dolben Street:**

No comments

**Fielding Street:**

1. I WOULD SUPPORT THIS PROPOSAL IF THE HANGAR WAS TO BE LOCATED IN A BETTER POSITION. FIELDING STREET IS VERY BUSY AND EXTREMELY CONGESTION EAST OF THE BRIDGE, DUE TO NARROW HIGHWAY. BOIND CORNER AND INADEQUATE PARKING RESTRICTIONS WHICH ENCOURAGE SHOPPERS AND GYM USERS TO PARK IN THE STRTEET. I WOULD SUPPORT INSTALLATION OF THE HANGAR IN EMPRESS STEET UNDER THE BRIDGE OR WEST OF THE BRIDGE IN FIELDING SREET.
2. I AM VEHEMENTLY AGAINST THIS PROPOSAL, FOR A NUMBER OF REASONS. IT WOULD BE A TERRIBLE EYESORE ON A BEAUTIFUL PERIOD STREET WHICH IS PART OF A CONSERVATION AREA, USED IN THE PAST FOR FILMING TV DRAMAS. THE PROPOSED LOCATION IS VIRTUALLY OPPOSITE MY HOUSE. I DO NOT WANT THIS STRUCTURE ON OUR STREET AND I DEFINITELY DO NOT WANT TO SEE IT FROM MY WINDOW. I AM A VEHICLE USER, AND I PAY A LOT OF MONEY EVERY YEAR FOR PARKING PERMITS. PARKING IS ALREADY A NIGHTMARE ON FIELDING STREET. THERE ARE SO MANY BOGUS RESIDENTS PERMITS, ISSUED IT IS BEYOND A JOKE. I ALREADY COMPLAINED AND WAS TOLD BY YOUR COLLEAGUES THAT THERE IS NO LONGER A DEPARTMENT IN YOUR COUNCIL TO INVESTIGATE SUCH A PROBLEM. I OFTEN STRUGGLE TO GET A SPACE NEAR MY HOME. THE PEOPLE OF FIELDING STREET ALL HAVE AREAS TO STORE THEIR BIKES ALREADY - EITHER IN THEIR GARDENS AS WE DO, OR IN THEIR BASEMENTS. THEY DO NOT NEED A HANGAR. ALSO, YOU HAVE SELECTED THE WORST POSSIBLE PINCH POINT FOR THIS HANGAR. IF ANYONE CARES TO STUDY TRAFFIC FLOW, THIS IS THE EXACT LOCATION

THAT CARS WAIT TO ALLOW ONCOMING TRAFFIC FROM WALWORTH ROAD TO PASS, AND WHERE ARTICULATED LORRIES REGULARLY GET STUCK TRYING TO MAKE THE TURN AROUND THE CORNER! IF BEG YOU, THAT IF ONE OF THESE MONSTROUS HANGARS IS TO BE INSTALLED ON OUR STREET, PLEASE CONSIDER SITING IT UNDER THE RAILWAY BRIDGE - HER IT IS NOT IN ANYONES WAY, AND SECONDLY IT WILL NOT BLIGHT THE APPEARANCE OF ONE OF SOUTHWARKS PRIME EXAMPLES OF VICTORIAN ARCHITECTURE.

3. I OPPOSE THE PROPOSED LOCATION OF THE HANGAR. PARKING IS ALREADY VERY LIMITED FOR RESIDENTS ON THE STREET. IT IS IMPOSSIBLE TO PARK IN THE EVENING UNTIL LATE AND AT WEEKENDS DUE TO THE GYM USE AND SHOPPERS (AND POOR ENFORCEMENT OF RESIDENTS PARKING). THE HANGAR IS ALSO UNSIGHTLY AND DOES NOT FIT IN WITH ONE OF WALWORTHS MOST PICTURESQUE STREETS. I UNDERSTAND A PRIOR PROPOSAL TO PUT THE HANGAR UNDER THE RAILWAY BRIDGE AND WOULD BE MORE COMFORTABLE WITH THIS.
4. NOTE OUR OPPOSITION IS TO THE NOTION THAT THE HANGAR SHOULD BE SITUATED OUTSIDE A FIELDING STREET RESIDENCE. SE BELOW. FIELDING STREET HAS 38 RESIDENCES AND IS IN A CONSERVATION AREA. ERECTION OF A 6 CYCLE HANGAR WILL BENEFIT A MAXIMUM OF 6 RESIDENCES AND A MINIMUM OF 3 - 2 CYCLES IN EACH, BUT UP TO 32 OF THE RESIDENCES WILL SEE THE STREET DISPOILED THROUGH A DECISION WHICH RUNS CONTRARY TO THE SPIRIT OF CONSERVATION AREAS AND TO THE VIEWS EXPRESSED AT THE RESIDENTS ASSN LAST AGM WHEN THE MODD OF THE REISENTS WAS RECORDED IN THE MINUTES AS "IT WAS GENERALLY AGREED THAT WE DON'T WANT SUCH HANGARS TO BE SITED IN FRONT OF OUR HOUSES" AN OBVIOUS ALTERNATIVE TO THE LOCATION PROPOSED OUTSIDE NO. 24 IS TO PUT THA HANGAR UNDER THE RAILWAY BRIDGE. WE TAKE PRIDE IN OUR STREET AND OBJECT SERIOUSLY TO THE LOCATION PROPOSED. APART FROM ENVIORNMENTAL CONCERNS THE LOSS OF EVEN ONE PARKING SPACE IN THE RESIDENTIAL PART OF THE STREET NO 24 WILL BE TO THE DISADVANTAGE OF ALL 38 RESIDENCES WHEN THERE IS ALREADY LITTLE SPACE FOR DELIVERY VEHICLES AND, EME4RGENCY SERVICES. WE PAY FOR THE PERMISSION TO PARK SO SHOULD BE ALLOWED TO PARK
5. I would like to draw your attention to some important points and my objection to it being situated on Fielding Street. 1. Fielding Street has very limited parking; it is only restricted during the day for residents and therefore used by shoppers and more particularly gym users in the evening. During Saturdays when the single yellow passing point is used there are numerous altercations between drivers who cannot pass each other. Therese are often heated. Last week a driver was punching his hand in the face of another driver. 2. Fielding Street is one of the few remaining pretty streets in SE17. There are period lampposts for instance and is used by film companies. This would end with the permanent installation of this tin shed. 3. We live in 3 story victorian houses. Amongst the local population we are least in need of more space. Bicycles can be stored in always, back

yards, basements or on our railings as I and many do. 4. Bicycle hangers do not encourage cycling. They encourage bicycle storage. If an individual is going to address the challenging situation of travelling by bicycle in Central London they will have done this anyway. The issue of injury or death overrides the issue of storage. 5. There are only spaces for six bicycles therefore the negative impact on traffic, safety and the appearance of the street far outweighs the debatable positive impact. 6. The bike shed could be sited under the railway bridge. Few cars ever park here mainly due to pigeon droppings (bicycles would be protected from this). It would not add to congestion and would only be detrimental to the appearance of the street in a small way. There is a precedent for this on Sutherland Square (the conservation area Fielding Street is part of). If were to be sited, this location would be most diplomatic and avoid the potential long term bad feeling that will undoubtedly become a permanent fixture (like the shed) on this otherwise very pleasant and peaceful street. The distance to walk for users is insignificant. 7. Perhaps the most significant point. This issue was previously discussed by the residents association and was documented that the general opinion was whilst there may be some in favour of the installation of a shed on the street the majority would like this sited under the bridge if it were to be sited at all. It would appear that there has been unilateral action on the part of resident/s to over-ride this decision.

6. I'M ENVIRONMENTALLY OPPOSED TO THE SITING OF THIS UGLY TIN SHED ON ONE OF THE FEW REMAINING BEAUTIFUL STREETS IN THE NEIGHBOURHOOD. IT WILL DAMAGE THE APPEARANCE ON THE STREET FOR A LONG TERM BASIS. IT WILL NOW DEPRIVE RESIDENTS OF A MUCH NEEDED PARKING SPACE THERE IS NO CLARIFICATION FO RESIDENTS OF THREE STORY HOUSES TO REQUIRE ADDITIONAL SPACE AT OTHERS COST. THE SHED COULD BE STORED UNDER THE BRIDGE WHERE PARKING SPACES. IN ADDITION LOOKING BACK AT FIELDING STREET THIS IDEA IS NOT SUPPORTED.
7. There seem to be two sites proposed for the cycle hangar on Fielding Street, on the online map it is west of the railway bridge, and on the map received by post, the proposed site is outside no. 24 Fielding Street, east of the bridge. I oppose to the site outside no. 24 Fielding Street. I am a cyclist and think that bikes can be stored below the stairs or locked behind the fence. My reasons for opposing:- The proposed cycle hangars are rather ugly. - Quite a few people walk home late at night along Fielding Street and there is a chance that the hangar will get kicked and dented; it would become an eyesore. - Fielding Street is one of the few surviving Victorian streets in SE17 and is intact on both sides of the streets; for this reason it has been used as a set by film companies. A fixed cycle hangar might put an end to this. -There are only spaces for 6 bikes in a street with 32 houses, almost all of them with multiple occupants.  
Proposal: Could the cycle hangar be placed just west of the railway bridge, outside the allotments - perhaps closer to the bridge than the site proposed on the online version of the map?
8. I am opposed to the location of a cycle hangar outside of 24 fielding street, but have no objection to the original proposal which



was for the hangar to be located further up Fielding street adjacent to the walworth allotments. This is because the proposed location is in a congested, narrow street with parking on both sides and to lose a parking space or passing space could impede on traffic flow. Further up Fielding Street, this is not such a problem and I believe therefore, a much better location than having a fixed hangar outside no. 24. The hangar would still be on Fielding street but not where traffic is such an issue, especially in the evening and at weekends.

Response:

It is proposed to amended the location of the proposed cycle hangar so that it closer to the Walworth allotments.

**Gladstone Street:**

1. GLADSTONE STREET IS A STREET OF B LISTED VICTORIA PROPERTIES. IT APPEARS HYPOCRITICAL THAT WHEN RESIDENTS CANNOT MODIFY A SASH WINDOW THAT THE COUNCIL IS CONTEMPLATING PUTTING IN SUCH UGLY STRUCTURES. MOREOVER DOING SO ON A STREET WHERE EVERYONE SHOULD HAVE SUFFICIENT STORAGE SPACE. WOULD A MORE APPROPRIATE LOCATION NOT BE EITHER ON ST GEORGES ROAD IN THE NEW PEDESTRIAN WALKWAY OR LAMBETH ROAD WHICH IS A DEAD END WITH MINIMAL HOUSING.
2. THINK THESE ARE VERY UGLY AND NOT IN KEEPING WITH AN HISTORIC NEIGHBOURHOOD SUCH AS THIS ONE. ADDITIONALLY, THIS IS A STREET WITH MAINLY SINGLE FAMILY HOMES WHICH SHOULD BE ABLE TO STORE BICYCLES IN THEIR INTERIOR. ALSO THIS PART OF THE ROAD IS DARK AND CARS ARE OFTEN VANDALISED HERE DUE TO LACK OF TRAFFIC. THINK THERE WOULD BE A HIGH RISK OF THIS ALSO BEING VANDALISED.
3. GLADSTONE STREET DOES NOT HAVE PROPERTIES WITH MULTIPLE OCCUPANCY THEREFORE, RESIDENTS HAVE PRIVATE STORAGE WITHIN THEIR PROPERTY. FURTHERMORE, THE PROPOSED LOCATION IS OUTSIDE A SCHOOL WHICH IS SUBJECT TO SIGNIFICANT TRAFFIC AT PEAK TIMES AND THE PROPOSED SHELTER COULD POSE AN INCREASED RISK TO PEDESTRIANS. ALSO, A DROP IN CENTRE IS NEXT TO THE SHELTER. RESIDENTS ALREADY HAVE TO ENDURE PUBLIC NUISANCE BY PREDOMINANTLY DRUNK HOMELESS URINATING OUTSIDE PROPERTIES, PROVIDING ADDITIONAL POTENTIAL FOR PUBLIC URINATION IS NOT WELCOME. THE PROPOSED HANGAR IS UGLY WILL BE SET WITHIN A CONSERVATION AREA, IS NOT NEEDED AND IS A WASTE OF PUBLIC FUNDS.

Response:

The cycle hangar is proposed on the road and not on the pavement so will not affect pedestrians. The intrusion of the structure will

be minimized by it being placed in the centre of a row of parked cars. As a result of 8 residents confirming that they would like to rent a space, it is also proposed to locate a second hangar outside no. 34 Gladstone Street.

### **Hillingdon Street:**

1. I THINK THAT IF PEOPLE HAVE BIKES THEY SHOULD KEEP THEM IN THEIR HOUSE OR A GARAGE. STOP CLUTTERING UP THE STREETS WITH OBJECTS. PEOPLE THAT OWN CARS PAY TAXES AND CANT EVEN PARK THEIR CARS BECAUSE YOUR PUTTING THINGS ON THEIR STREET BUT I SUPPOSE YOUR GOING TO PUT IT ANYWAYS.

Response:

The proposal is in direct response to a request for secure cycle storage and the hangar will only take up half a parking space.

### **Larcom Street:**

1. Reasons for opposing:
  1. Loose a car parking space – in an already busy street with many of the car parking spaces already taken up by NHS cars.
  2. There are plenty of “Boris bikes” available within 5 minute walking distance.
  3. It is not aesthetically appealing and the look of the cycle hanger may devalue the properties on the road.
  4. All the residents on the street have a gated area in front of their house where four bicycles can fit easily. They can chain their bicycle against the railing for safety.
  5. Many of resident cyclist on the road do not abide by road traffic rules (i.e. this is a one way street yet many of the resident cyclists ride against the one way traffic). As a result I am opposed to all forms of cycling on our street until there are clear regulations and penalties for these cyclists.
  6. There is a resident motorcyclist who keeps his motorbike parked in the gated area in front of his house – why cannot cyclists do the same?
  7. During the morning and afternoon school run the road becomes incredibly busy and the size of the cycle hanger would add to the congestion.
2. LARCOM STREET IS IN A CONSERVATION AREA. THIS HANGAR WILL BE AN EYESORE AND NOT COMPATABLE WITH THE VICTORIAN SURROUNDINGS. LARCOM HOUSE WHICH IS OPPOSITE TWO LARCOM STREET HAS A LOT OF

ANTISOCIAL BEHAVIOUR, IE YONG ADULTS CONGREGATING OUTSIDE MOKING AND BLOCKING THE PAVEMENT SO YOU MUST WALK IN THE PROPOSED PAVEMENT WHERE THIS HANGAR WILL CAUSE A BLOCKAGE FOR THE PEDESTRIANS. THE LOSS OF ONE PARKING SPACE WILL CAUSE FURTHER PROBLEMS WITH CAR PARKING FROM RESIDENTS AS WELL AS THE MULTITUDE OF NHS CARS FROM THE HEALTH CENTRE. TO SUMMARISE THIS ADDITIONAL STREET FURNITURE WILL CAUSE MORE PROBLEMS THAN IT WILL SOLVE ON LARCOM STREET'S NARROW PAVEMENTS.

3. THIS IS A ONE WAY STREET. THIS WILL JUST ENCOURAGE THE CYCLISTS USING THIS SHELTER TO CYCLE THE WRONG WAY TO REJOIN WALWORTH ROAD AFTER RETRIEVING THEIR BIKES. ALSO IT LOOKS LIKE A NEW CLANKY METAL STRUCTURE RIGHT OUTSIDE MY HOUSE. CURRENTLY THERE ARE A HANDFUL OF CAR USERS WHO REGULARLY PARK OUTSIDE MY HOUSE AND ARE ALWAYS RESPECTFUL AND QUIET EG NO ALARMS OR LOUD REVVING OF ENGINES LATE AT NIGHT ETC. THEY DESERVE TO CONTINUE USING THIS STREET. THIS BOROUGH NOT TO SAY ALL OF LONDON BEND OVER BACKWARDS TO ACCOMMODATE CYCLISTS, OFTEN AT THE EXPENSE OF BUS USERS. FOR EXAMPLE AT THE NEW LAYOUT BEING BUILT AT THE ELEPHANT OUTSIDE THE METROPOLITAN TABERNACLE WHERE A CYCLE LANE DIVIDES THE PAVEMENT INTO TWO NARROW STRIPS. CURRENTLY TRANSPORT POLICY HERE IS COMPLETELY ONE SIDED.
4. THE MAIN PROBLEM IS THE LOSS OF A PARKING SPACE. AS A RESIDENT WITH A CAR I ALREADY HAVE MAJOR PROBLEMS PARKING OUTSIDE MY PROPERTY. THE NHS OFFICES OPPOSITE ALREADY TAKE UP LOADS OF PARKING SPACES, SO THE PROBLEM WOULD ONLY GET WORSE WITH ONE LESS SPACE. THERE IS NO BENEFIT HERE FOR US RESIDENTS WE ALREADY PAY FOR PARKING AND THIS WILL JUST MAKE IT MORE DIFFICULT.  
THANKS.
5. THIS IS DISGUSTING! I STRONGLY OPPOSE THIS SCHEME AND FEEL IT IS TOTALLY UNFAIR TO TAKE A RESIDENTS PARKING SPACE FROM RESIDENTS WHO HAVE TO PAY TO PARK IN THE VICINITY OF THEIR HOMES AND CONSTANTLY BATTLE WITH NHS VEHICLES WHO HAVE PERMISSION TO PARK IN OUR BAYS WHEN THEY ARE AT WORK. THIS IS A DISGRACE WHICH I HAVE SPENT OVER A YEAR FIGHTING THE COUNCIL FOR THEM TO BE GIVEN OTHER MEANS OF PARKING AND YET THEY NOW PARK NOT ONLY ON RESIDENTS BAYS BUT, LOADING BAYS, DISABLED BAYS, YELLOW LINES IN FACT ANYWHERE THEY LIKE WITH NO RECOURSE FROM WARDENS. TO NOW WANT TO HAND A RESIDENTS SPACE TO CYCLES IS ADDING INSULT TO INJURY. CYCLES LIKE NHS WORKERS DO NOT PAY AND RESIDENTS CONSTANTLY FIGHT FOR SPACES TO PARK. I, THEREFORE, FEEL THAT YOU SHOULD CONSIDER AN ALTERNATIVE STREET FOR YOUR CYCLE HANGAR. I WILL CONTINUE TO OPPOSE THIS SCHEME FOR AS LONG AS IT TAKES!

6. IT WOULD TAKE UP ONE CAR SPACE YHET IT IS EVEN HARDER TO PARK DOWN LARCOM STREET WITH NOW SO MANY NHS CARS PARKED DOWN HERE NOW.
7. TOTAL WASTE OF MONEY BY COUNCIL YET AGAIN
8. AS A CAR OWNER ALREADY FINDING IT HARD TO PARK IN LARCOM STREET, WITH ALL THE NHS CARS PARKING DOWN LARCOM STRET, EVEN THOUGH I PAY FOR PARKING PERMIT SO THIS WOULD MAKE IT EVEN HARDER TO PARK.
9. WHAT WITH THE MEDICAL CENTRE SOMETIMES USING 4-5 SPACES FOR WORK VEHICLES, THIS WILL BE ANOTHER CAR SPACE LOST. SINCE THE CAR PARK IN STEAD STREET HAS BEEN BUILT ON WEEKENDS WHEN PARKING LAWS ARE RELAXED LARCOM STREET IS USED BY NON RESIDENTS WHO USE WALWORTH ROAD. ALSO PLEASE UPDATE RECORDS (I HAVE ASKED BEFORE) 3 COPIES OF THIS HAVE BEEN SENT - 13A LARCOME STREET, FLAT A, 13 LARCOM STREET, GROUND FLOOR FLAT. IT'S A WASTE OF MONEY AND RESOURCES. THANK YOU.
10. MAY I ASK YOUR REASONS AS TO WHY YOU HAVE NOT CONSIDERED UTILISING OTHER OPTIONS. THERE ARE A NUMBER OF SINGLE YELLOW LINES 1) OUTSIDE HOUSE NUMBERS 34-38, 2) OUTSIDE SHOP 56A TO 60, 3) OUTSIDE HOUSE 75 AND ALONG THE ROAD BY THE BLOCK OF FLATS AT 75D. THERE ARE ALSO TWO SHORT TERM PARKING SPACES BESIDE ST JOHN'S VICARAGE AND ON THE OPPOSITE SIDE. ALL THE ABOVE HAVE SUITABLE SPACE FOR THE HANGAR. WHY IS THERE THE NEED TO TAKE AWAY A RESIDENT PARKING SPACE WHEN WE MUST PAY £125 PER YEAR FOR THE PRIVILEGE? THIS DOES NOT TAKE INTO CONSIDERATION THE PARKING OUTSIDE LARCOM HOUSE WHEN SELDOC DOCTORS AND NURSES CANNOT PARK THERE THEY USE THE RESIDENT PARKING SPACES.
11. RATHER THAN TAKE A VALUABLE PARKING SPACE WHICH RESIDENTS HAVE TO PAY FOR, WHY NOT LOCATE YOUR CYCLE HANGARS AT THE OTHER END OF LARCOM STREET WHERE AN AREA IS PAVED OVER AND ON AN OFFICIAL CYCLE ROUTE. WHY A CYCLE HANGAR IS NEEDED AT ALL, WHEN ALL RESIDENTS HAVE A FRONT AREA WHERE THEIR BIKES ARE SECURED AT PRESENT.
12. THERE IS SIGNIFICANT DIFFICULTY IN PARKING IN THE STREET. THERE ARE MANY DISABLED PARKING BAYS AND LOTS OF TRAFFIC PARKING UP AT WEEKEND WHICH CREATES A SITUATION WHERE I CANNOT PARK OUTSIDE OF MY HOUSE AND OFTEN NOT IN MY STREET. I DO NOT THINK THERE SHOULD BE ADDITIONAL CAR PARKING SPACE USED FOR THIS INSTALLATION. ALL OF THE HOUSES IN THE STREET HAVE FRONT GARDENS (BE THEM SMALL) AND WITH WHEELIE BINS BUT THERE ARE RESIDENTS WHO CAN SECURE MOTORISED BIKES SO THEY ARE NOT SMALL AREAS. THE PARKUP IN LARCOM STREET IS UNDER SEVERE DEMAND WITH DOZENS USING THE SPACS E.T.C PLEASE DO NOT USE UP ANY CAR PARK FOR SUCH SMALL NUMBERS OF CYCLES.

Response:

Only half a parking space will be lost as a result of this proposal. The cycle hangar is proposed on the road and not on the pavement so will not affect pedestrians. The intrusion of the structure will be minimized by it being placed in the centre of a row of parked cars. It is proposed to amend the location so that the proposed hangar is closer to centre of road outside No. 21 Larcom Street.

**Manciple Street:**

1. THE PAVEMENT IS TOO NARROW AS IS THE ROAD.
2. THE CYCLE HANGAR WILL BE OUTSIDE MY PROPERTY. IT WOULD BE BETTER LOCATED OUTSIDE HANKEY GARDENS AWAY FROM RESIDENT HOUSING BUT STILL IN AN ACCESSIBLE AREA. I AM CONCERNED THAT A PARKING BAY WILL BE USED AS IT IS SOMETIMES DIFFICULT TO FIND A RESIDENT PARKING SPACE. I DO NOT OBJECT IN PRINCIPLE BUT I DO THINK THE HANGAR SHOULD BE LOCATED AWAY FROM RESIDENT ENTRANCES WHERE POSSIBLE. I AM ALSO CONCERNED ABOUT THE NOISE LEVELS WITH ACCESS TO AND FROM THE HANGAR.
3. WILL ATTRACT ATTENTION AND THEFT. THIS AREA ALREADY HAS DRUNKS / DRUG USERS THAT USE THE GARDENS ON MANCIPLI STREET.
4. I believe this is a waste money,. I do not think this would be a benefit for my area and will take up space on the road.

Response:

The cycle hangar will only occupy half a parking space. The door of the cycle hangar is pneumatic, reducing the noise when it is opened and closed. There are 5 confirmations for rental as part of response to consultation and its use will be monitored.

**Merrow Street:**

1. I AM STRONGLY OPPOSED TO THE MOVE AS I AM CERTAIN IT WILL CAUSE NOISE AND CONSTRUCTION MESS IN AN AREA THAT IS CONSTANTLY BEING WORKED ON ALREADY AND I STRONGLY OPPOSE THE DESTRUCTION OF ELEPHANT AND CASTLE ROUONABOUT FOR PEDESTRIANS AND PUBLIC TRANSPORT IN THE SAME MANNER.
2. THE STREET IS RESIDENTIAL AND THE PROPERTIES WHICH ARE MAINLY FLATS HAVE GARDENS.YARDS WITH BIKE RACKS PROVIDED BY THE LANDLORD. THE HANGAR WOULD TAKE UP VALUABLE CAR PARKING SPACE WHICH IS

ALREADY AT A PREMIUM. AS WE ALREADY HAVE THE FACILITY IT WOULD BE A WASTE OF MONEY THAT COULD BE BETTER SPENT ELSEWHERE. I WOULD SUGGEST IF IT IS NECESSARY TO OFFER THIS FACILITY IT WOULD BE FOR BUSINESSES IN THE AREA DN WOULD BE BETTER PLACED IN ONE OF THEIR CARPARKS SUCH AS THE COUNCIL OFFICES CAR PARK ON THURLOW STREET OR SOMEWHERE SIMILAR, WHERE IT DOES NOT IMPACT ON THE LOCAL RESIDENTS. I AM STRONGLY OPPOSED AS IT IS A DUPLICATION OF A FACILITY WE ALREADY HAVE AND IT WOULD TAKE UP A VALUABLE PARKING SPACE. ALSO IN A ROAD OF LISTED BUILDINGS IT IS ALSO AN EYESORE.

3. MERROW STREET, BOTTOM END IS ONE WAY TRAFFIC ALREADY USED AS RAT RUN. TOP END ONE WAY ONLY LEADING ONTO WALWORTH ROAD WITH HEAVY TRAFFIC, WE NEED A CYCLE HANGAR LIKE A HOLE IN THE HEAD. WHOEVER HAS REQUESTED (ONE PERSON) DOES NOT LIVE IN MERROW STREET.
4. I LIVE IN MERROW STREET, WE HAVE NO PARKING SPACES NOW WITHOUT TAKING ANOTHER SPACE IN THE ROAD FOR BIKES, AND ONLY ON RESIDENT REQUESTING IT. THERE ARE MANY RESIDENTS WANTING MORE PARKING PLACES FOR OUR CARS
5. I AM ONLY OPPOSED TO THE LOOK OF THE HANGERS ITSELF. (IT CERTAINLY COULD BE A GREAT DEAL MORE ATTRACTIVE). I AM A CYCLIST, AS IS MY WIFE, SO I LIKE THE IDEA OF A SECURE PLACE TO KEEP OUR TWO BIKES BUT NOT IF IT IS TO THE DETRIMENT OF THE STREETS LOOK PLUS FEEL. ADDITIONALLY. ADDITIONALLY I FEEL THAT IF EXECUTED 6 TOTAL SLOTS WOULD BE INADEQUATE FOR THE WHOLE OF MERROW STREET. LASTLY A SINGLE KEY TO ACCESS ALL 6 BIKES FEELS VERY EXPOSED TO ABUSE, EVEN IF ADDITIONAL LOCKS ARE DEPLOYED ON EACH BIKE.

**Response:**

The cycle hangar is installed using metal pins within a few hours so there is little construction on site. The hangar would be located within a line of parked vehicles, helping to minimize the visual intrusion. As a result of the large response rate it is proposed to also install a second hangar north of Portland Street.

**Morecambe Street:**

No comments

**Oswin Street:**

1. THERE IS SPACE IN FRONT OF THEIR HOUSES BEHIND THEIR WALLS FOR THEIR BIKES, SOME HAVE PUT IN A BAR

TO HOLD THE BIKE SAFELY FROM THIEVES. WE CANNOT LOOSE ANY CAR PARKING PLACES. COMMENTS FROM PROF. TOM BOYDE ARE NO WAY! WE HAVE HAD ENOUGH OF CYCLE NUISANCE IN THE STREET ALREADY AND WILLNOT ACCEPT THESE EYESORES - THERE ARE 2 OR 3 RESIDENT CYCLE USERS IN THE ENTIRE STREET. ALSO - THIS IS A CONSERVATION AREA. YOU CANNOT REVOKING THAT COVENANT, GAIN PLANNING PERMISSION FOR THESE HORRIBLE THINGS. ALSO - AESTHETICS - THEY RESEMBLE COAL BINS AND RUBBISH DUMPS. ALSO IMPACT ON HOUSE VALUES.

2. XX Oswin Street oppose the placing of a Cycle Hanger to be placed out side no XX Oswin Street. The reason for our opposition is that we cannot afford to loose one parking space. Half of the car parking spaces are taken up by residents from Peronet House. The St Georges Rd end of Oswin Street has two large Cycle Hangers that are often broken into. The houses in Oswin St have an outside enclosed space that is Ideal for bikes and bins. Four houses have their own secure bike fastening, I have asked and no other house owners have bikes. Six others oppose the placing of the Cycle Hanger and would not like one to be placed outside their home because of the noise it will make at night and the wrong crowd hanging around it.
3.
  1. Your proposal reduces car spaces and is entirely opposed.
  2. The Council has allowed excessive multiple occupancy of properties which has by default increased the density of cars to parking spaces available.
  3. The Council has reduced the zone areas over time increasing the difficulty in finding space due to higher congestion.
  4. With the extensive building currently underway, and the new Leisure Centre these parking problems will increase, which has not been adequately addressed.
  5. There has been no regard by the Council to owner/occupiers needing to use parking spaces.
  6. Hayles Street residents are attempting to have their hangar removed and yet the Council is trying to extend this programme further.
  7. The fees are being geared up by such a proposal since parking fees are not reduced yet there would be again less parking space.
4.
  1. Liable to cause rubbish/debris build up.
  2. Reduces number of available car parking spaces.
  3. Adequate space on pavements around Elephant Centre already exist off road which should be further used for this type of facility.
  - 4 Graffiti potential.
  5. Number of spaces in zone area is further reduced by this proposal.
5. Oswin Street is too narrow for the Cycle Hanger to be placed. The street is rarely patrolled by policy and therefore, the stored

bicycles will be targeted by gangs of youth who are hanging around the Elephant & Castle area. I believe they are an eyesore and could be left unlocked or easily broken. Car parking is difficult on our road for traders (plumbers, gas engineers etc) and causing arguments and abusive behaviour. A bike hangar will intensify the existing parking problem and a target for burglaries. You didn't say about the costs to park a bicycle.

6. While I myself am a keen cyclist and supportive of measures that help cyclists in the capital, I really don't see the need for one on Oswin Street. Car parking space is already finite on the road (given we can only park along one side, and that four spaces are already set aside for people's garage entrances, and a disabled space) so I think the addition of a bike shelter would only cause further problems. As a cyclist and a resident, I have no issue finding nearby places to lock my bike, and so wholeheartedly object to its installation.
7. I strongly oppose the proposal to erect a cycle hangar outside XX Oswin Street. I live at XX Oswin Street; no one from XX Oswin Street has requested the cycle hangar. I strongly feel that the cycle hanger will reduce the enjoyment of my property. The pavement on Oswin Street is narrow and usually only two people can pass by at a time, it is not wide enough to allow access to the hangar and for pedestrians to pass by. The cycle hangar on Brook drive works well at that location, as the pavement is much wider than that at Oswin Street. I also object to the hangar due to the noise that it will bring with people accessing it all times of the day and night as well as the people trying to break into it to steal the bicycles stored in the hangar. All of the properties on Oswin Street have enough space in the front of the property to store a reasonable amount of bicycles, for example no XX Oswin Street has a rail on which two bicycles are stored. I also object to the loss of potentially two car park spaces on a street where residents already struggle to find sufficient spaces to park. As a car owner I regularly struggle to park outside XX Oswin Street and on numerous occasions I have to find a space in the neighbouring streets. We are already dealing with the effects of losing parking spaces when the development of One The Elephant and the new leisure started. I doubt very much that when the works are completed we will get those spaces back. There are other far more suitable areas for the hangar to be erected such as the area on Brook Drive past Oswin Street opposite the leisure centre and the area on Pastor Street. I sincerely hope that my views will be considered and an alternative location will be found the cycle hanger.

Response:

The proposal is in direct response to a local request and 3 respondents confirmed that they wish to rent a space. As a result of concerns regarding the location it is proposed to site the cycle hangar in the alternative location at the northern end of Oswin Street on the single yellow line. A site assessment has been carried out and it has been confirmed that there are no physical constraints to locating a cycle hangar in the proposed location. Use of the hangar will be monitored and should it not be well used then it will be



relocated.

**Penrose Street:**

1. THIS WILL TAKE TOO MUCH ROOM FOR A NARROW TURNING.
2. I MYSELF THINK THAT THEY WILL BE A WASTE OF TIME AND COUNCIL MONEY DUE TO THE FACT THAT THEY WILL GET VANDALIZED OR JUMPED ON PLUS NO ONE WILL USE THEM AS WE ALREADY HAVE BIKE SHEDS ON OUR ESTATE AND NOT IN USE, PLUS THEY TOO HAVE BEEN VANDALISED AS WELL, I THINK TO PAY OUT SO MUCH MONEY IT WOULD BE A COMPLETE WASTE OF TIME AND THE MONEY COULD BE PUT TO BETTER USE SO I SAY NO TO THESE.

**Response:**

Only 3 responses were in favour of the proposal, one of which was from the Sutherland Square Residents Association. One hangar has already been installed in Sutherland Square but there is more demand identified. It is therefore proposed to amend the location to the south of Sutherland Square due to proven demand and to make spaces available to residents of Penrose Street.

**Penton Place:**

1. WASTE OF MONEY.
2. WASTE OF MONEY AND CAUSE VANDALS TO STEAL
3. IN PENTON PLACE WE ALREADY HAVE ENOUGH TRAFFIC GOING THE WRONG WAY. HANGARS WILL ONLY CAUSE MORE HAZARDS IN THE PLACE PLANNED. WOULD PREFER TO BE PLACED IN AREA ON PAVEMENT ON FRONT OF GREEN AREA AT EITHER END OF THIS BLOCK.
4. FOR SOME REASON YOU HAVE DECIDED TO PLACE A CYCLE HANGAR DIRECTLY OUTSIDE OF AN ELDERLY PERSONS HOME, WHO RELIES ON HOSPITAL TRANSPORT ON A REGULAR BASIS. THERE IS ALSO A WHEELCHAIR USER AND CARERS WHO NEED THE USE OF THEIR CARS AND SPACE ON THIS SIDE OF THE ROAD. THERE IS SPACE FURTHER DOWN THE ROAD TOWARDS PENROSE STREET WHERE THE CYCLE HANGAR WOULD NOT BE DIRECTLY OUTSIDE ANYONES HOME. ALSO THERE IS NO SUCH ADDRESS AS 106 WILLIAMSON COURT ON PENTON PLACE. THIS CYCLE HANGAR IS A CAUSE FOR CONCERN AS YOU SEEM TO WANT TO MAKE IT DIFFICULT FOR THE ELDERLY, DISABLED AND PARENTS OF YOUNG CHILDREN AND BABIES WHO LIVE ON THIS SIDE OF THE

ROAD TO BE ABLE TO LEAVE AND RETURN TO THEIR HOMES SAFELY.

5. AS A LOCAL RESIDENT I AM STRONGLY OPPOSED TO THE PROPOSED CYCLE HANGER BEING PLACED ON PENTON ROAD. PENTON ROAD IS A HEAVELY POPULATED ROAD WITH LIMITED PARKING SPACE AVAILABLE TO RESIDENTS, THE CYCLE HANGER WOULD FURTHER LIMIT PARKING AND CAUSE INCREASED TRAFFIC AND CONGESTION TO THE AREA. THE PROPOSED LOCATION FOR THE CYCLE HANGER WHICH WAS STATED AS WILLIAMS COURT DOES NOT EXIST MEANING THE PROPOSAL TO PLACE A HANGER ON PENTON PLACE WAS MORE THAN LIKELY NOT RESEARCHED PROPERLY. ON THE PROPOSAL FORM THE PLACEMENT OF THE HANGER LOOKED LIKE IT WOULD ACTUALLY BE PLACED OUT SIDE 116 PENTON PLACE WHICH IS USED AS THE MAIN ENTRANCE TO THE ESTATE WHICH IS USED BY MANY FAMILIES WITH CHILDREN, AND OLD AND DISABLED TENENANTS. ALSO WHEN THERE ARE MAINTENANCE WORKS AND DELIVERIES THROUGH THE BACK OF THE ESTATE. AS I HAVE STATED BEFORE I AM HEAVILY OPPOSED TO PLACING OF THE NEW CYCLE HANGER ON PENTON CLOSE.

**Response:**

It is proposed to relocate further south outside 6 to 9 Borrett Close in a parking bay.

**Pocock Street:**

1. DUE TO THE CYCLE SUPERHIGHWAY CREATED ON BLACKFRIARS ROAD PEOPLE DRIVING WILL RESORT TO USING THE SIDE ROADS COMING OFF BLACKFRIARS ROAD TO GAIN ACCESS TO THE POINTS WHERE THEY CAN CROSS THE ROAD. THIS WILL RESULT IN AN INCREASE IN TRAFFIC ON A NARROW ROAD WHERE THE ONLY PASSING AREA IS WHERE YOU ARE PROPOSING TO SITE THE CYCLE HANGAR. RESIDENT PARKING FOR THOSE IN THE FLATS IS MINIMAL AND SHOULD NOT BE REDUCED EITHER. THERE IS, HOWEVER, SPACE ON THE PAVEMENT AT THE END OF SURREY ROAD JUNCTION WITH BLACKFRIARS ROAD (ON BLACKFRIARS ROAD).

**Response:**

The proposed location is an existing parking bay and is therefore not a passing place. For clarity, the location is on top of the raised table.

**Rockingham Street:**

No comments.

## **Rothsay Street:**

1. I AM FIRMLY AGAINST HAVING ONE OF THESE HANGARS IN MY ROAD. I HAVE LIVED HERE FOR 30 YEARS AND I ALSO OPPOSED THE CYCLING ROAD HERE AS DID MY NEIGHBOURS BUT WE WERE ALL IGNORED AND OUR OPINIONS WERE JUST NOT TAKEN INTO CONSIDERATION. I THINK I WOULD BE RIGHT IN SAYING THAT I BELIEVE THE LOCAL RESIDENT THAT ASKED FOR THIS EYESORE IS A NEWCOMER IN THE PRIVATE NEW FLATS. AS ALL OF MY NEIGHBOURS HAVE OPPOSED IT ALL, THE ONES I HAVE SPOKEN TO SAID THEY WROTE TO OPPOSE WHEN ASKED AND FELT TOTALLY IGNORED.
2. PERHAPS YOU SHOULD RENAME ROTHSAY STREET TO CYCLISTS STREET. TO LOSE ONE PARKING SPACE FOR THE SAKE OF A CYCLE HANGAR IS SCANDALOUS, ESPECIALLY IN VIEW OF THE NUMBER OF CARS THAT PARK IN AND AROUND THE STREET. THE CYCLING PATH AT THE VERY BOTTOM OF THE STREET WAS A COMPLETE WASTE OF TIME AND MONEY CONSIDERING HOW MANY CYCLISES USE IT. IN FACT MORE HUMANS TAKE ADVANTAGE OF IT, AND WHERE WE HAD SHRUBS AND FLOWERS IT NOW LOOKS LIKE MUD PATCHES AND NEEDS TO BE TIDIED UP. PERHAPS THE COUNCIL/TFL WOULD LIKE TO DO SOMETHING ABOUT IT.
3. I AM PROBABLY WASTING MY TIME, BECAUSE YOU WILL JUST INSTALL THIS REGARDLESS. EVERY TIME IT GETS HARDER TO FIND A SPACE TO PARK, NOT ONLY FOR US BUT MY FAMILY ALSO. YOU HAVE ALREADY CLOSED THE ROTHSAY STREET ENTANCE/EXIT. NOW THERE IS OJNLY ONE WAY TO ENTER AND EXIT. I AM COMPLETELY AGAINST THIS. THERE IS NOT ENOUGH SPACE TO PARK ALREADY. IT'S BECOMING A JOKE, AND WE ALSO HAVE TO PAY CONGESTION FOR LIVING HERE, WHERE IS JUST ONE ENTRANCE/EXIT. I OPPOSE THE CYCLE HANGAR THERE ARE LOADS OF EMPTY SHED THE COUNCIL HAVE THERE IS ONE HERE ALREADY.
4. I DON'T THINK THIS IS A GOOD IDEA AT ALL. WE DON;T EVEN HAVE ENOUGH CAR SPACES AS IT IS! THERE ARE BIKE LOCK UP ON THE ESTATE WHICH PEOPLE CAN USE.
5. ON THE PROPOSAL OF A BIKE HANGAR I AM 100% TOTALLY AGAINST BECAUSE OVER THE LAST 5-6 YEARS WE HAVE HAD CHANGES TO OUR ROAD AND WE HAVE LOST APPROX 8-9 PARKING SPACES AND THIS HAS MADE IT HARD FOR RESIDENTS TO PARK, ALSO VISITORS TO PARK (RESIDENT FAMILY AND FRIENDS) ALSO DELIVERY LORRIES ETC, ALSO WE HAVE ALREADY GOT A BIKE RACK IN THE ROAD AND IN MEAKING ESTATES WE HAVE GOT 6 BIKE CUPBOARDS THAT HAVE BEEN THERE 5 YEARS, I HAVE NEVER SEEN THE BIKE RACK ADD CUPBOARDS USE AT ALL - TALK TO OTHER RESIDENTS FROM HARTLEY JAM FACTORY ESTATE ABOUT THE PROPOSAL ABOUT BIKE HANGAR, THEY DIDN'T KNOW ABOUT IT, THEY HADN'T BEEN GIVEN THE PROPOSAL FORM. I LIKE TO TAKE THIS

OPPORTUNITY TO AIR MY VIEW ON YUR BNEW CYCLIST SYSTEM IN ROTHSAY STREET AS I FEEL IT IS NOT WORKING AS NOT MANY CYCLISTS USE IT DAY AND NIGHT BECAUSE MOST CYCLISTS USE DECIMA STREET, BERMONDSEY STREET AND LONG LANE.

6. I AM VERY UNHAPPY THAT ROTHSAY STREET HAS BEEN TURNED INTO A CYCLIST ONLY WAY OUT WITH TOWER BRIDGE ROAD FOR CYCLISTS WHO DON'T EVEN LIVE ON ROTHSAY/ CAR PARK SPACE IS ALREADY SHORT AROUND HERE NO TO THIS PLAN FOR A CYCLIST HANGAR. GIVE US MORE CAR PARK SPACE AND TAKE AWAY THE CYCLIST ONLY ROAD THE START OF ROTHSAY STEET HAS BECOME.
7. I OPPOSE THIS CYCLE HANGAR - NOT ONLY ARE THEY GROTESQUE BUT WE NEED MORE PARKING SPACES FOR THE RESIDENTS AND NOT CYCLE HANGARS. WE HAVE LOST THE USAGE OF DRIVING DOWN ROTHSAY STREET AND HAVING TO DO DOW AN EXTREMELY NARROW ROAD TO GET OUT OF ROTHSAY STREET. I THINK THE CYCLE HANGARS SHOULD BE PUT NEXT TO THE BORIS BIKES OR ON ONE OF THE MAIN ROADS AND NOT ROTHSAY STREET I HAVE SEEN ALL THE CYCLISTS AROUND WHERE I LIVE PARKING THEIR BIKES IN THEIR GARDENS, PLUS THERE IS ALREADY A BIKE FACILITY TO PARK BIKE ON ROTHSAY STREET. THIS WILL CAUSE A PROBLEM TO PEDESTRIANS WHEN OPEN TO PUT BIKE AWAY AND TO GET BIKE OUT. WE DO NOT WANT A CYCLE HANGAR IN ROTHSAY STREET.

Response:

Only half a parking space would be lost as a result of the proposal and two cars would still be able to park in the existing inset bay. The use of the hangar will be monitored and should it not be well used then it will be relocated.

#### **Searles Road:**

1. IF THE PAY FOR PARKING FAIR ENOUGH. I PAY FOR A PERMIT IN SEARLES ROAD, SO WHY SHOULD THEY GET AWAY WITH PAYING NOTHING. THEY SHOULD PAY ROAD TAX, INSURANCE AND PARKING PERMITS. I THINK IT'S ONLY FAIR SHOULD CONTRIBUTE TO SOME FORM OF TAX. THEY SEEM TO HAVE COUNCILS BENDING OVER BACKWARDS TO ACCOMMODATE THEIR NEEDS. I DO OPPOSE THIS HANGAR.
2. I OPPOSE YOUR PROPOSAL FOR A HANGAR, ON THE GROUNDS THAT WE WOULD LOSE A MUCH NEEDED CAR SPACE. WE HAVE TROUBLE FINDING A SPARE SPACE TO PARK EACH DAY. I ALSO THINK THAT THIS WOULD BE A WASTE OF MONEY AND WOULD CAUSE GANGS OF KIDS TRYING TO BREAK INTO THE HANGARS AND STEAL THE BIKES. W DO NOT WANT THIS TROUBLE BROUGHT TO OUR STREET.

3. STRONGLY OPPOSE. DO NOT WANT TO LOSE A PARKING SPACE. NOT ENOUGH IN SMALL PART OF SEARLES ROAD, WRONG POSITION, NEEDS TO BE BY THE PARK OR PARK IN CHATHAM STREET. MORE RESIDENTS IN THESE STREETS THAT WOULD GET USE OF THEM
4. I OPPOSE THE HANGAR ON THE GROUNDS THAT IT WOULD TAKE UP THE SPACE OF A CAR IN THE STREET. WE NEED THIS SPACE FOR TRADESMEN TO DELIVER AND OFF LOAD. I ALSO THINK THAT THIS HANGAR WOULD CAUSE RUBBISH TO BE DUMPED AND CRIME TO BE COMMITTED. I SUGGEST THAT THIS CYCLE HANGAR IS RELOCATED AT THE WIDER END OF SEARLES ROAD.

**Response:**

The proposal is in direct response to a local request. The hangar would only take up half a parking space for the gain of 6 cycle parking places and will also be maintained by the provider.

**Sharsted Street:**

1. SHARSTED STREET CONSISTS MAINLY OF RESIDENTIAL HOUSES, MOST WITH LENTY OF FRONT OR BACK GARDEN SPACE TO STORE BICYCLES. THESE HANGARS ARE NOT THEREFORE NECESSARY OR DESIRABLE. IN ADDITION, THE HANGARS NEITHER LOOK ATTRACTIVE NOR ARE THEY SOMETHING THAT WE WANT. TFL BIKES CLOSER TO KENNINGTON TUBE WOULD BE PREFERABLE. THE HANGARS WILL ALSO ATTRACT CRIME AND/OR VANDALISM. WE DO NOT WANT THEM.
2. I HAVE SEEN THE CYCLE HANGARS IN OTHER STREETS (E.G. HANDFORTH ROAD IN LAMBETH/ OVAL) AND FIND THEM UNSIGHTLY. OUR STREETS ARE ALREADY FULL OF CLUTTER FROM BINS AND WHAT NO. THE STYLES- ESPICIALLY THE COVER- IS NOT EVEN REMOTELY SYMPATHEIC TO THE SURROUNDING VICTORIAN TERRACES. I WOULD ALSO QUETSION THE WIDER DEMAND...MOST OF THE PROPERTIES IN THE IMMEDIATE VICINITY ARE HOUSES WITH GARDENS WHERE BIKES CAN BE STORED OFF STREET. I'D BE MORE SUPPORTIVE OF 'CYCLE HOOPS' OR SIMILAR, LESS OBSTRUCITIVE STREET FURNITURE. THE PRINCIPLE OF ENCOURAGING CYCLING IS GOOD, BUT THE HANGARS LOOK AWFUL.
3. WE REALLY DON'T NEED THEM. SHARSTED STREET COMPRISES MAINLY WHOLE HOUSES AND WE SHARE OUR BIKES INDOORS. WE CANNOT AFFORD TO SACRIFICE MORE CAR PARKING SPACE.
4. THIS WOULD BE AN OBSTRUCTION FOR THE CARS THAT DRIVE ON THE STREET. THE STREET AT THE PROPOSED

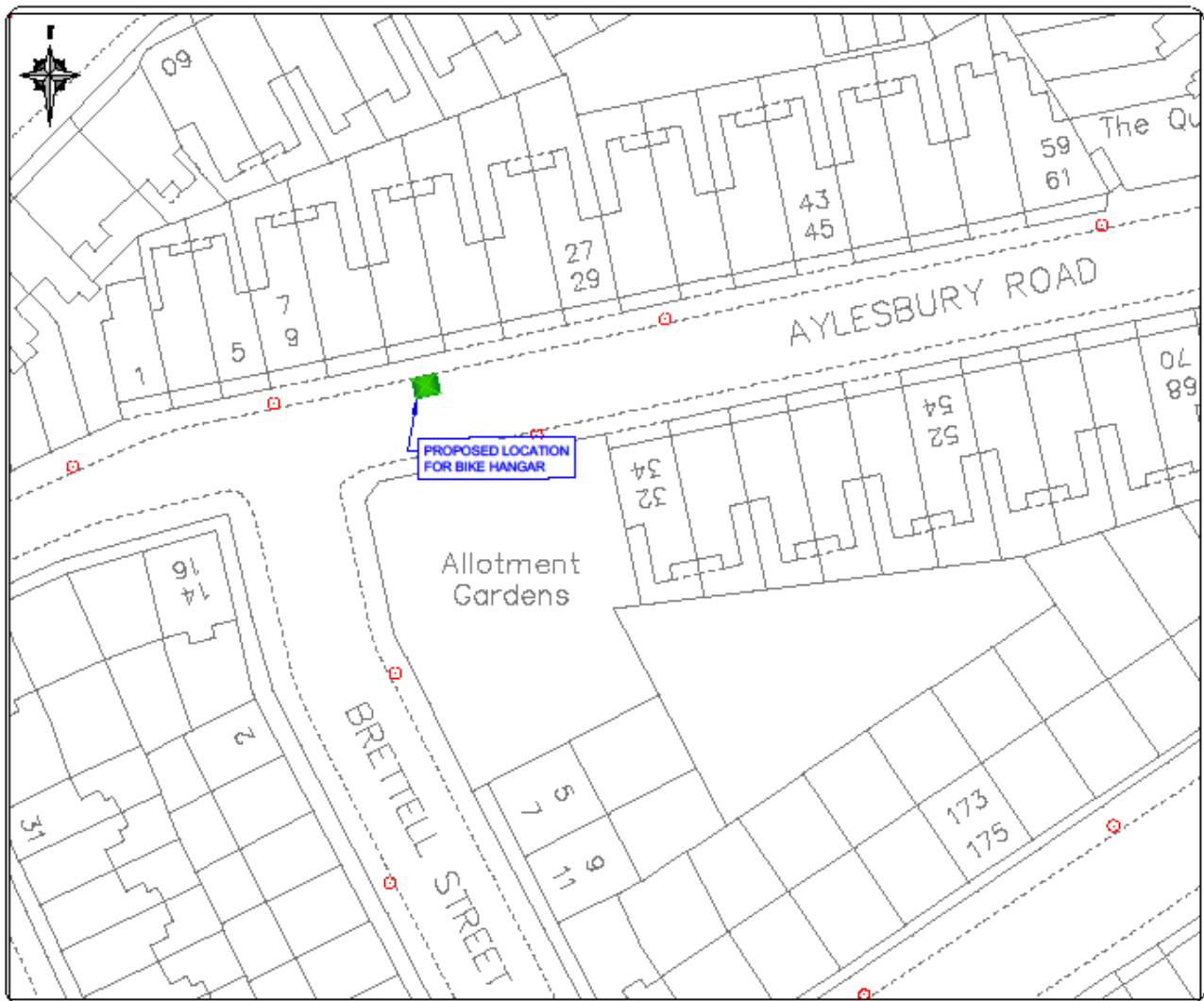
SPOT ALREADY GETS CONGESTED AT THAT CORNER. I WOULD STRONGLY OPPOSE THIS.

Response:

The hangar would only take up half a parking space for the gain of 6 cycle parking places. The hangar will be located in the middle of a row of parked cars, helping to minimize the visual impact, should the hangar not be well used then it will be relocated.

## **APPENDIX 2**

### **Cycle Hangar Location Plan**



LEGEND / NOTES

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

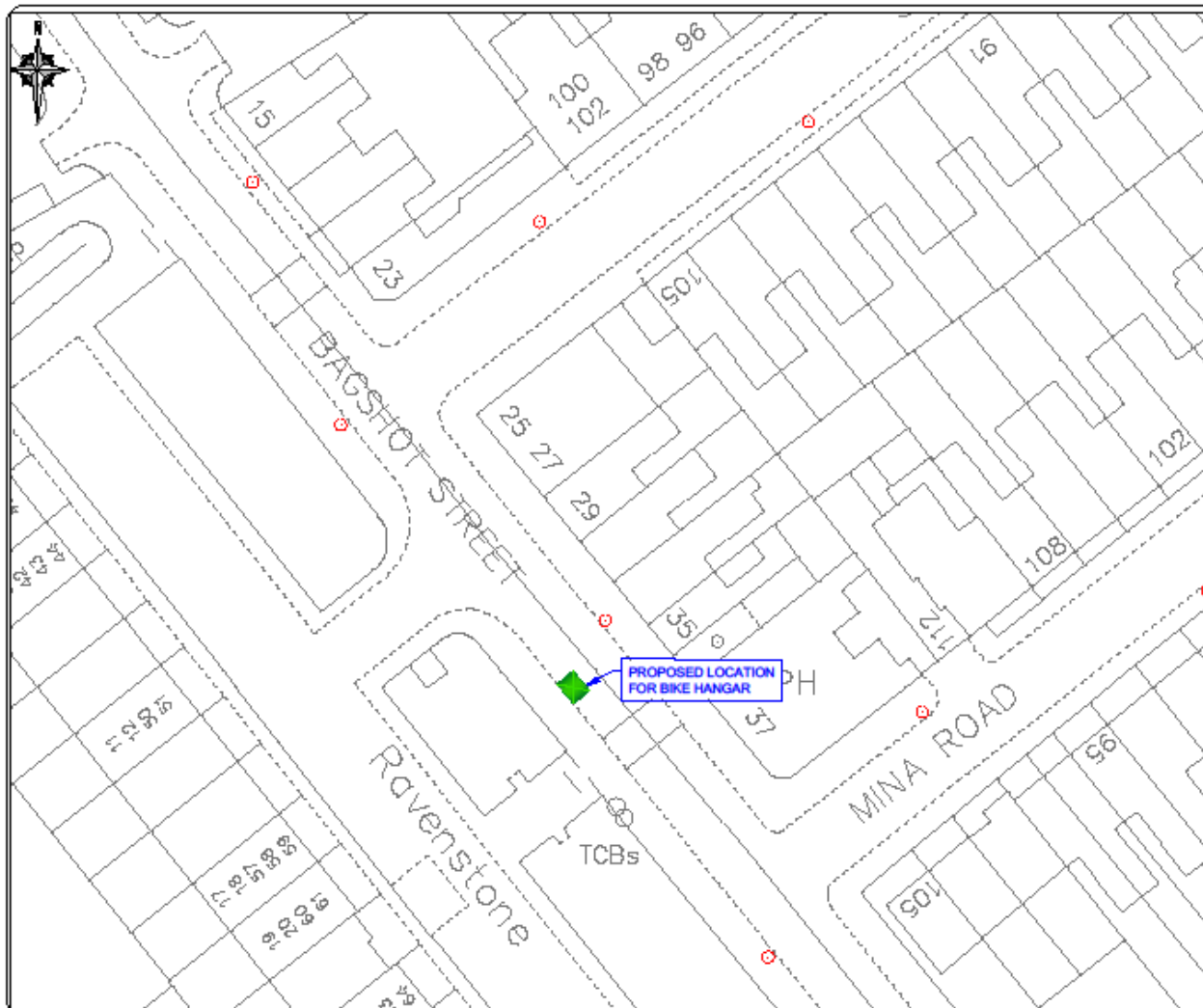
1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 8 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revised




<b>Title</b>	BIKE HANGARS	
<b>No.</b>	AYLESBURY ROAD	
<b>Project No.</b>	0043057 - 0005	<b>Rev</b>
<b>Scale</b>	1:500	<b>Drawn</b>
<b>Utility No.</b>	0045	<b>Checked</b>
<b>Date</b>	NOV 2015	<b>Author</b>





LEGEND / NOTES

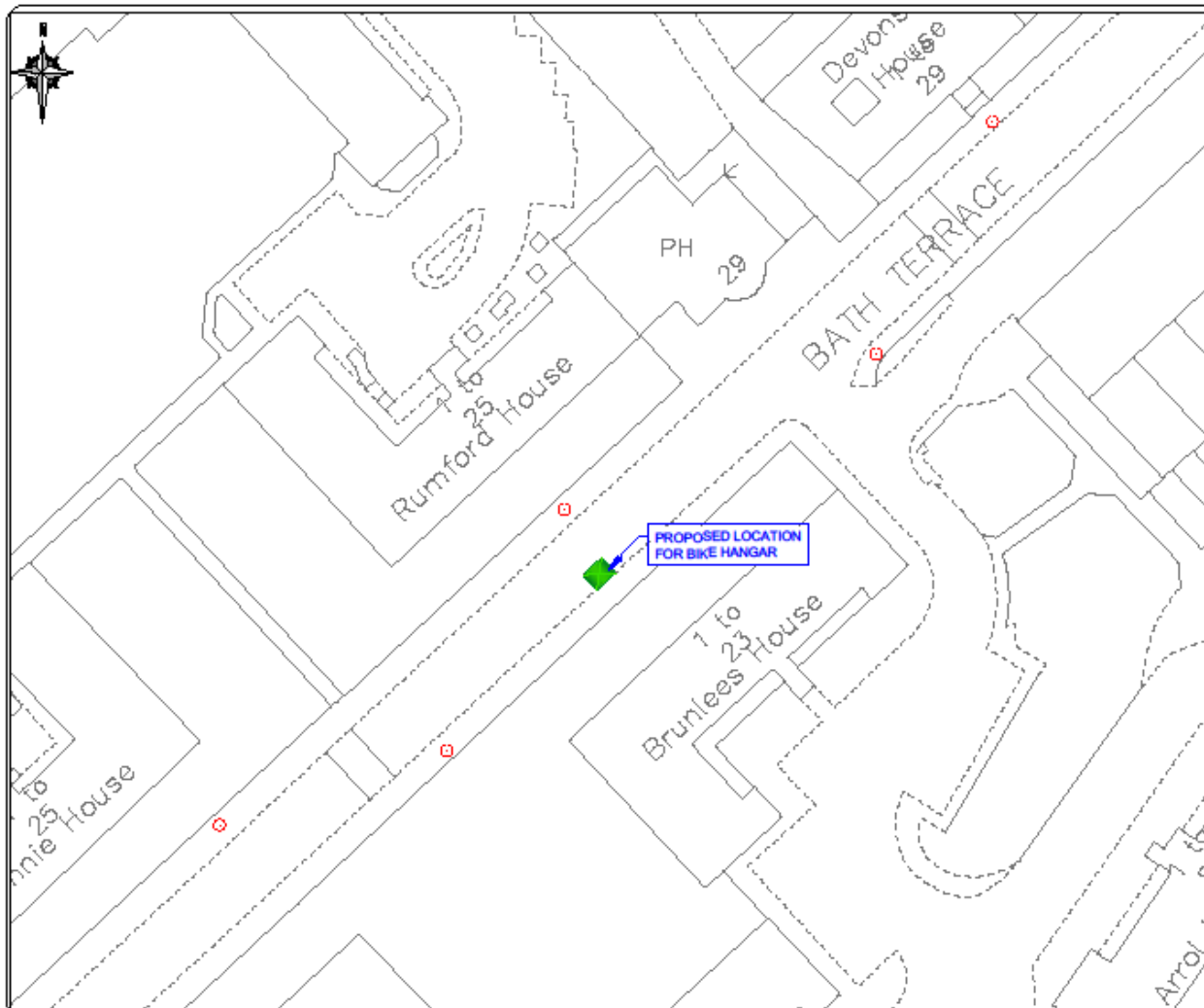
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WIDTH 2050mm,  
HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
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No.	Date	Revised



Project		BIKE HANGARS	
Site		MINA ROAD	
Project No.	Client	Scale	Sheet
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Drawn by	Checked by	Date	Scale
GIS			A
Issue No.	Issue Date	Issue Description	
NOV 2015			



LEGEND / NOTES

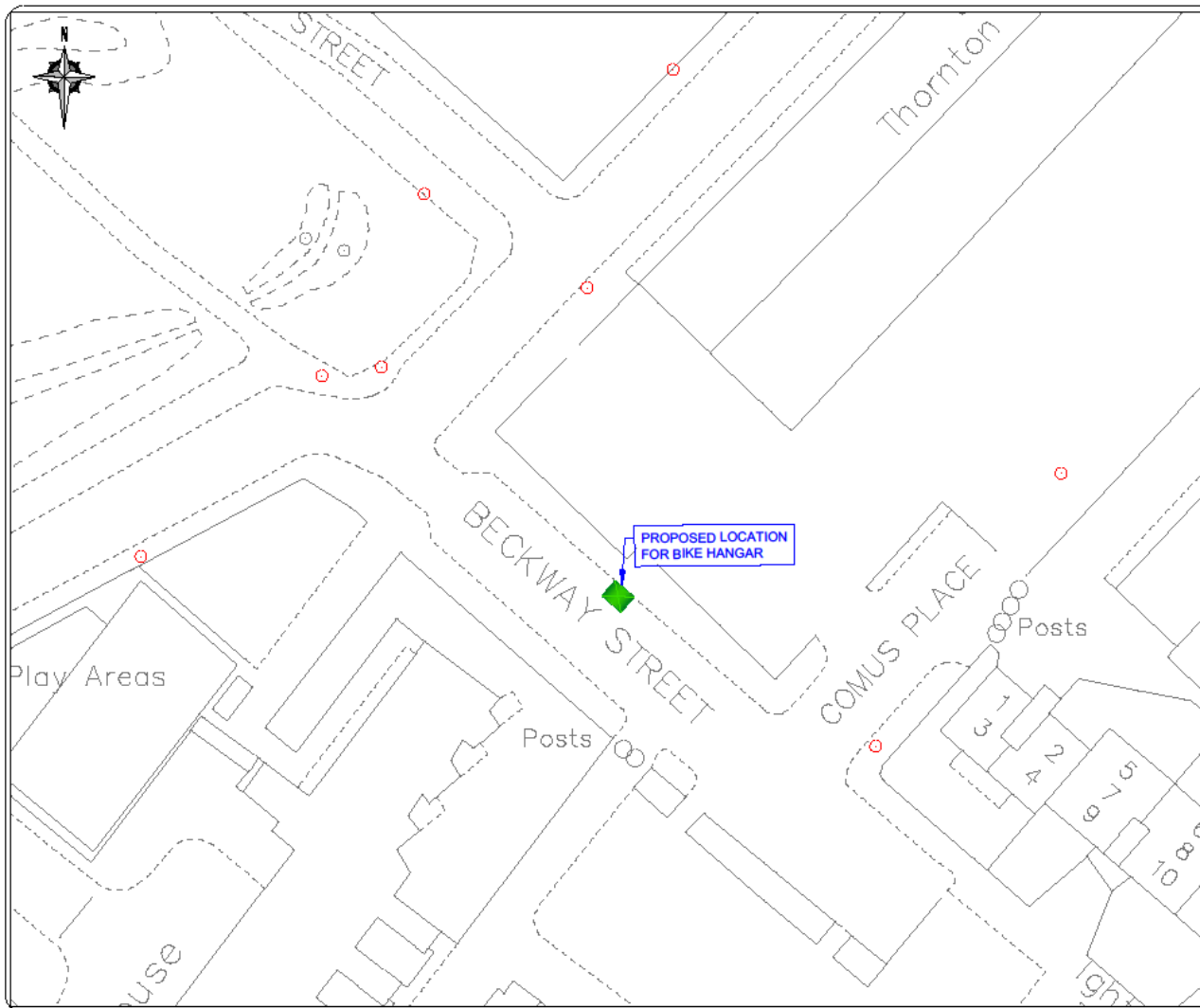
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 WIDTH 2050mm,  
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
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No.	Date	Revisions



<b>Project</b>		BIKE HANGARS	
<b>Site</b>		BATH TERRACE	
<b>Project No.</b>	SC240287 - C008	<b>Rev</b>	01
<b>Scale</b>	1:500	<b>Sheet</b>	01
<b>Client No.</b>	SR72	<b>Author</b>	A
<b>Date</b>	NOV 2015	<b>Checked</b>	



LEGEND / NOTES.

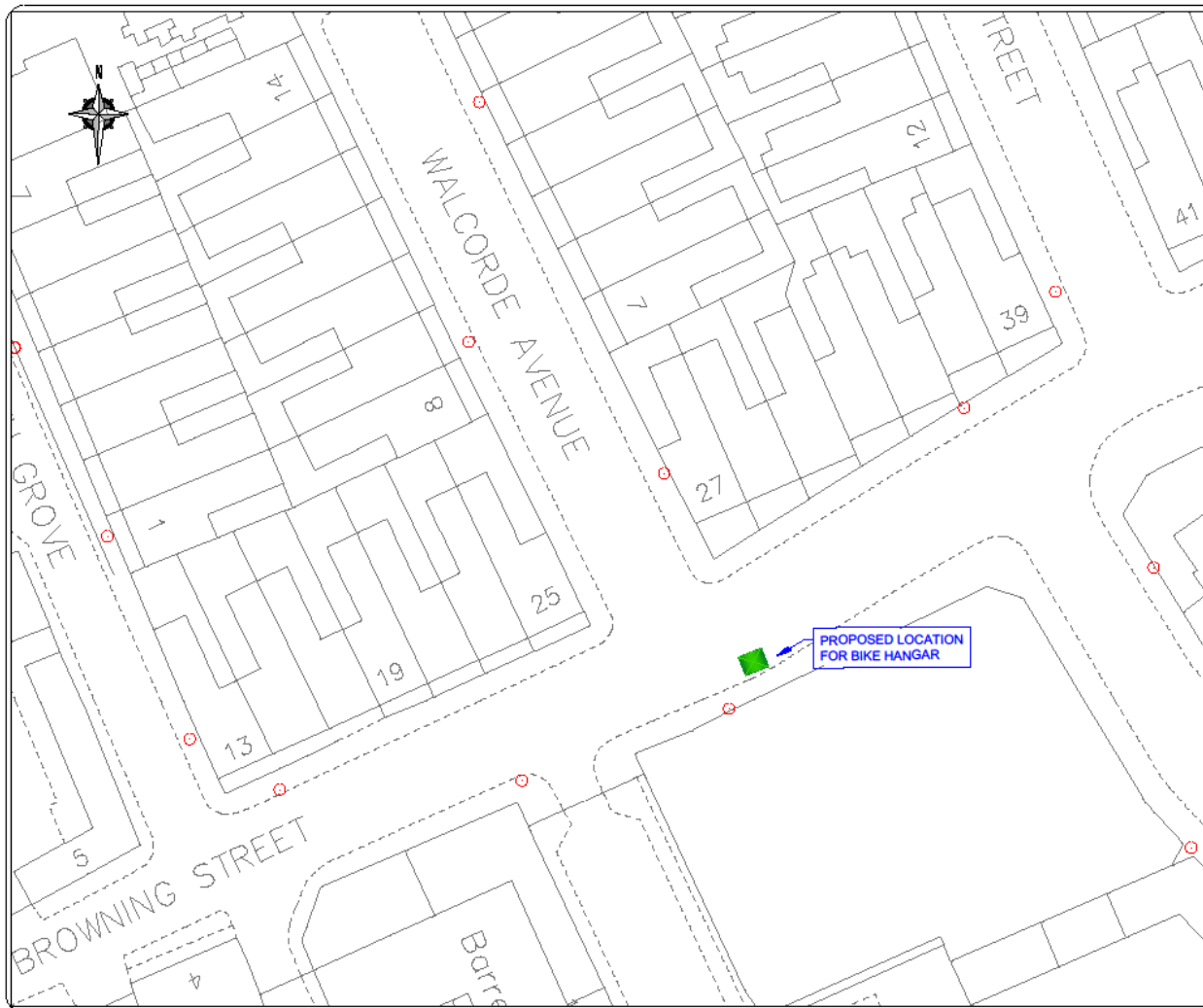
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**DIMENSIONS:**  
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 WIDTH 2050mm,  
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
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No.	Date	Revision



<b>Project</b>		BIKE HANGARS	
<b>Title</b>		BECKWAY STREET	
<b>Document No.</b>	60343287 - C0265	<b>Level</b>	01
<b>Scale</b>	1:500	<b>Author</b>	SR
<b>Drawing No.</b>	SR13	<b>Checker</b>	SR
<b>Date</b>	NOV 2015	<b>File Name</b>	-



LEGEND / NOTES.

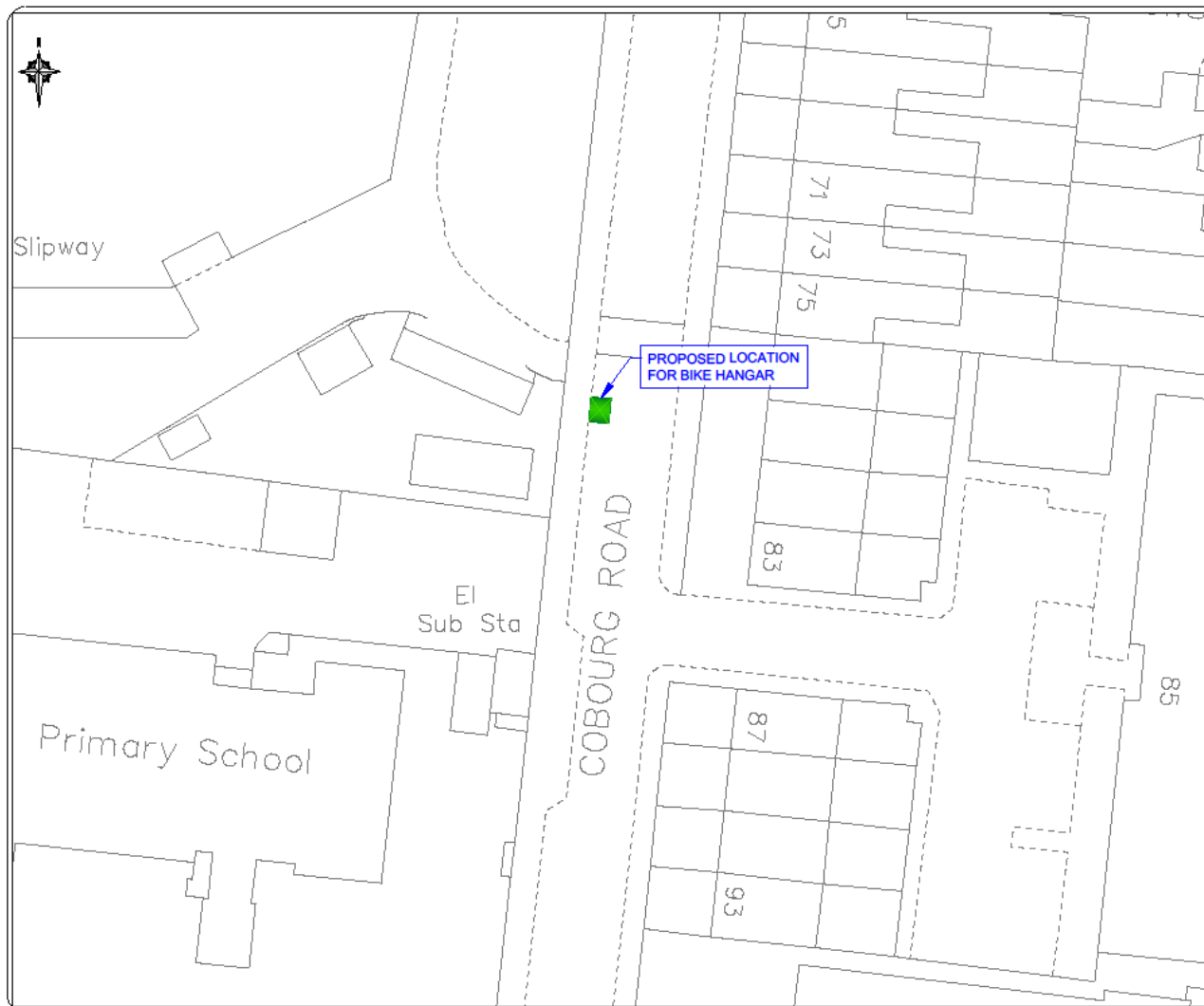
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 HEIGHT 1350mm

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



Project		BIKE HANGARS	
Title		BROWNING STREET	
Estimate No.	60343287 - C0265	Issue	01
Scale	1:500	Author	
Drawing No.	SR8	Checker	
Date Issued	NOV 2015	File Name	



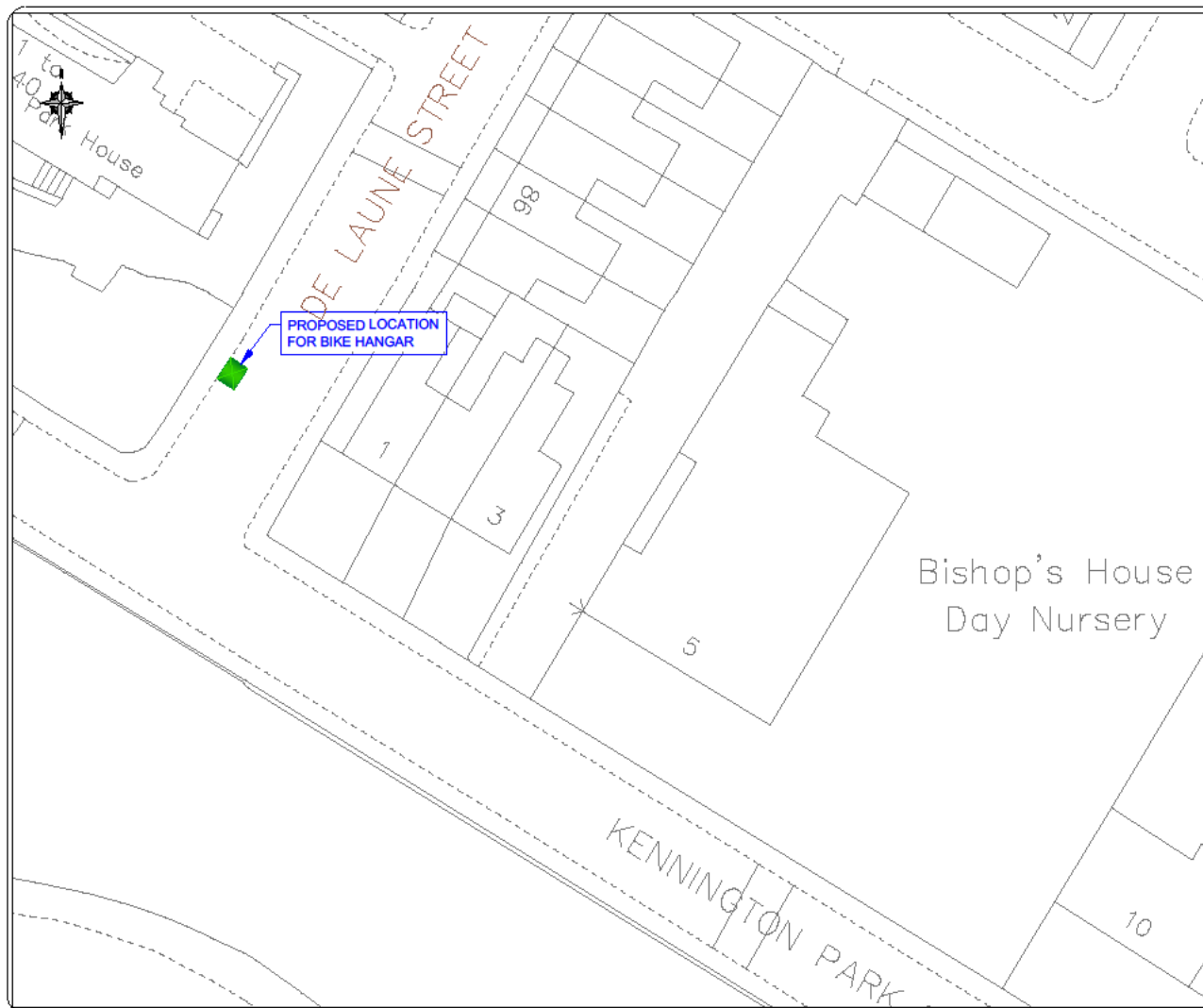
LEGEND / NOTES.

- BIKE HANGAR - DIMENSIONS: LENGTH 2550mm, WIDTH 2050mm, HEIGHT 1350mm
1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
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No.	Date	Revision



Project		BIKE HANGARS	
Title		COBOURG ROAD	
Drawn No.	60343287 - C0265	Drawn	
Scale	1:500	Checked	
Drawing No.	SR2014/50	Approved	
Date	NOV 2015		



LEGEND / NOTES.

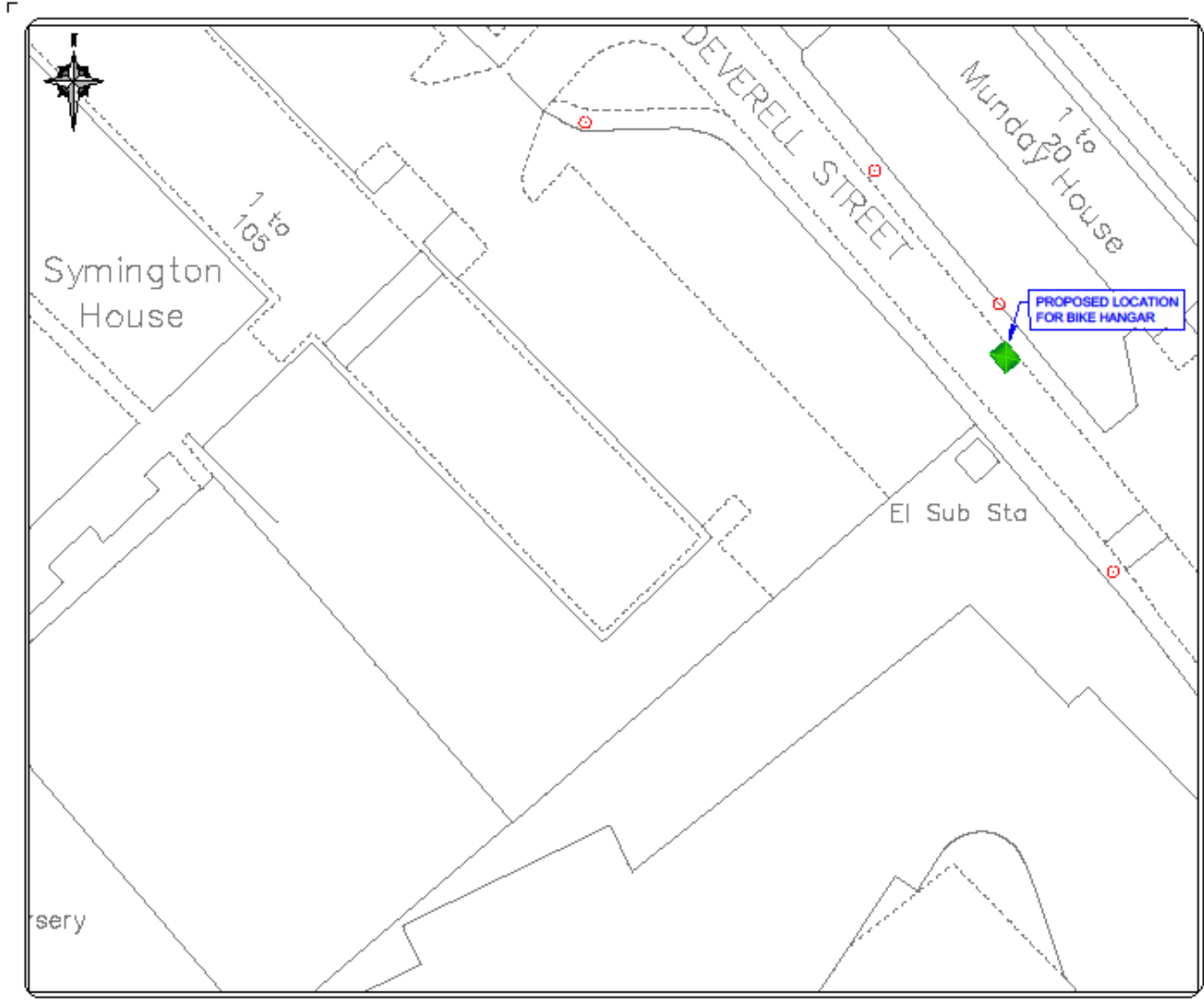
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1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
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3. IT IS LOCATED ON THE ROAD
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No.	Date	Revision



<b>Project</b>		BIKE HANGARS	
<b>TIN</b>		DE LAUNE STREET	
<b>Contract No.</b>	60343287 - CD265	<b>Scale</b>	1:500
<b>Drawn By</b>	SR18	<b>Check By</b>	SR18
<b>Date</b>	NOV 2015	<b>Rev</b>	-



LEGEND / NOTES

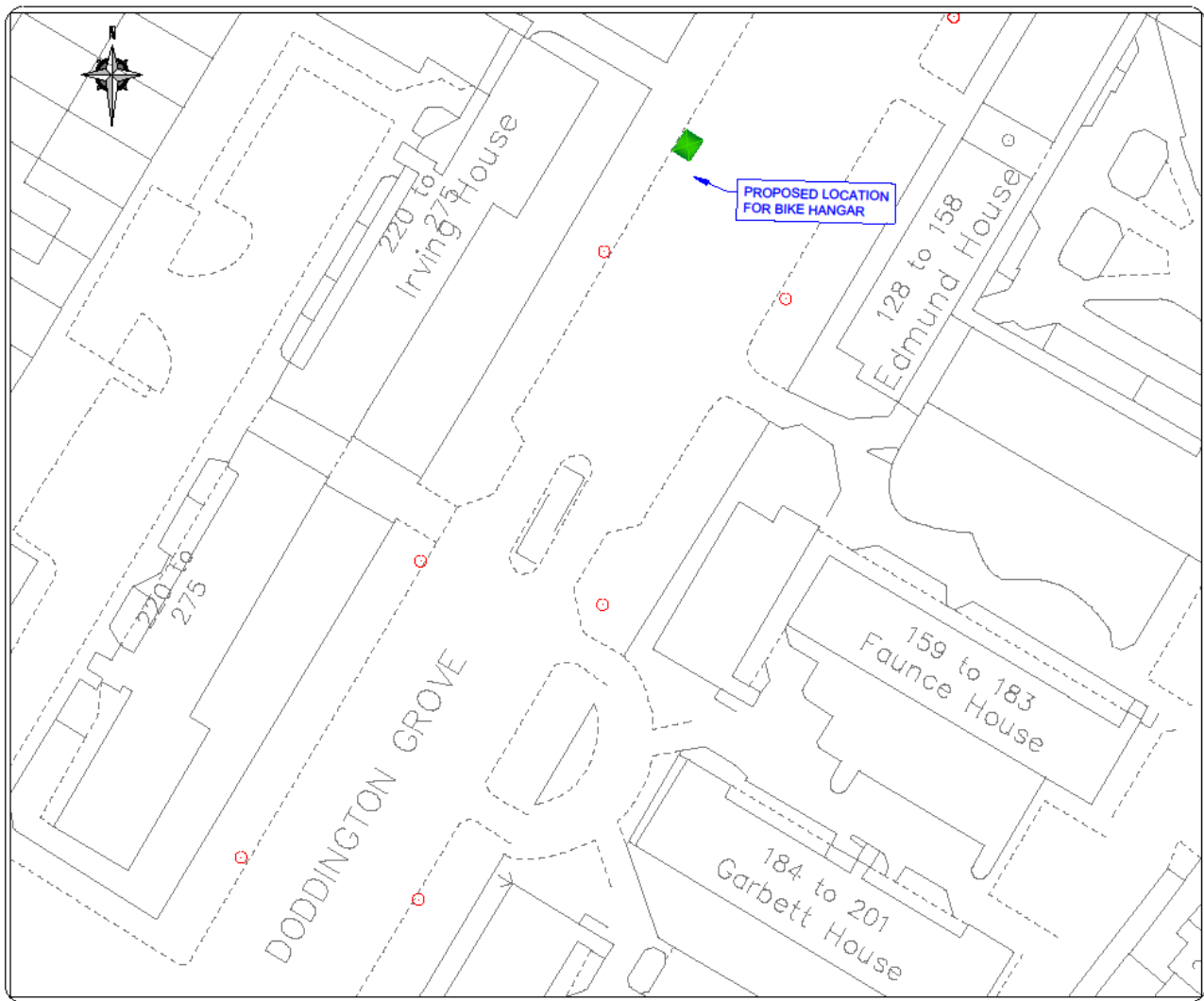
BIKE HANGAR -  
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 WIDTH 2050mm,  
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
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No.	Date	Revised



<b>Project</b>		BIKE HANGARS	
<b>Site</b>		DEVERELL STREET	
<b>Project No.</b>	20240287 - 02285	<b>Scale</b>	1:500
<b>Client</b>	SR33	<b>Sheet No.</b>	A
<b>Date</b>	NOV 2015	<b>Author</b>	



LEGEND / NOTES.

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WIDTH 2050mm,  
HEIGHT 1350mm

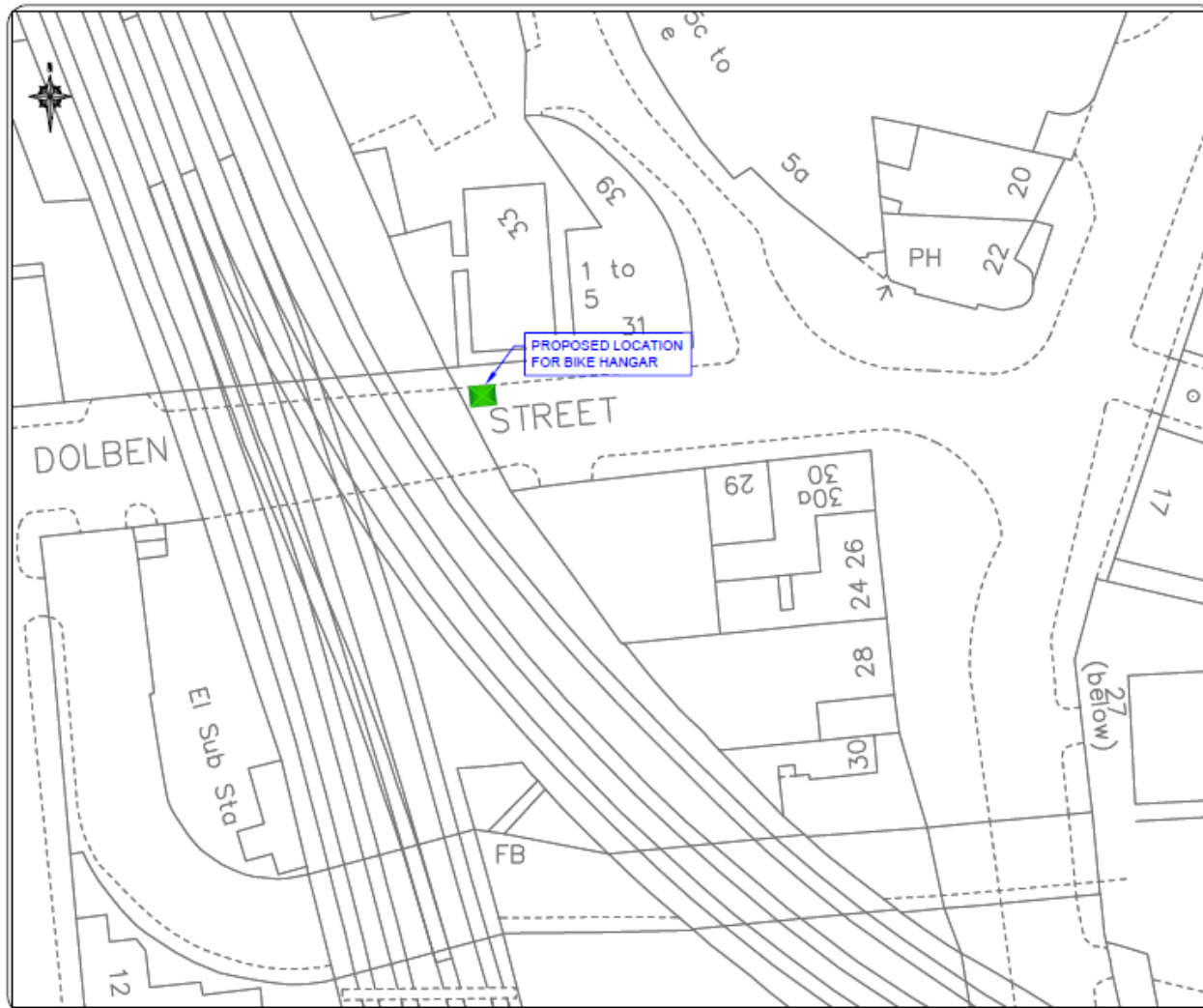
1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
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No.	Date	Revision



<b>Project</b>		BIKE HANGARS	
<b>Title</b>		DODDINGTON GROVE	
<b>Contract No.</b>	60343267 - C0265	<b>Scale</b>	1:500
<b>Drawn No.</b>	SR41	<b>Sheet</b>	A
<b>Date</b>	NOV 2015	<b>Rev</b>	-





LEGEND / NOTES

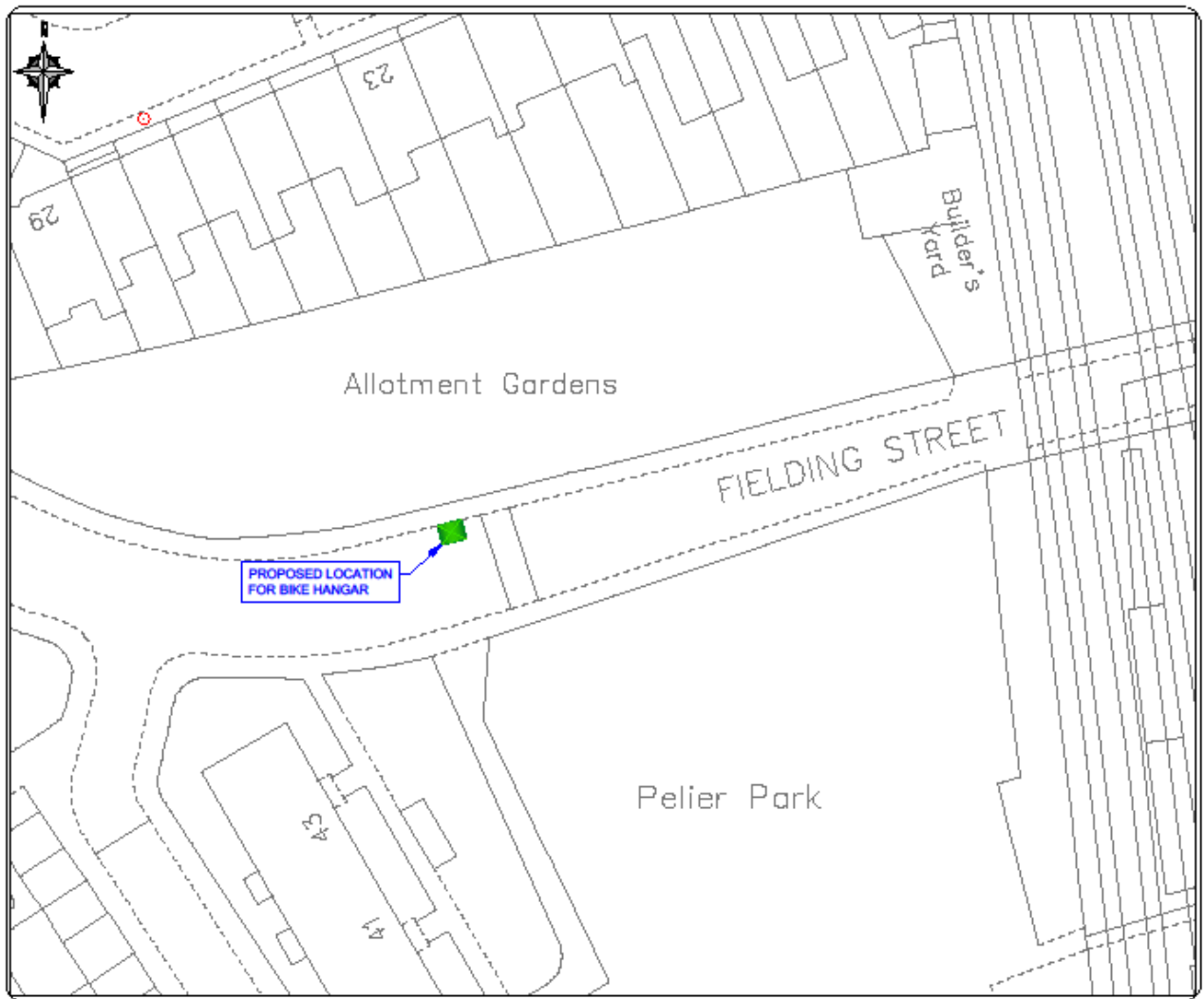
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 WIDTH 2050mm,  
 HEIGHT 1350mm

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	Revision



Project	
BIKE HANGARS	
The GREAT SUFFOLK STREET (DOLBEN STREET)	
Contract No.	80343287 - C0285
Scale	1:500
Drawing No.	SR08
Date	NOV 2015



LEGEND / NOTES

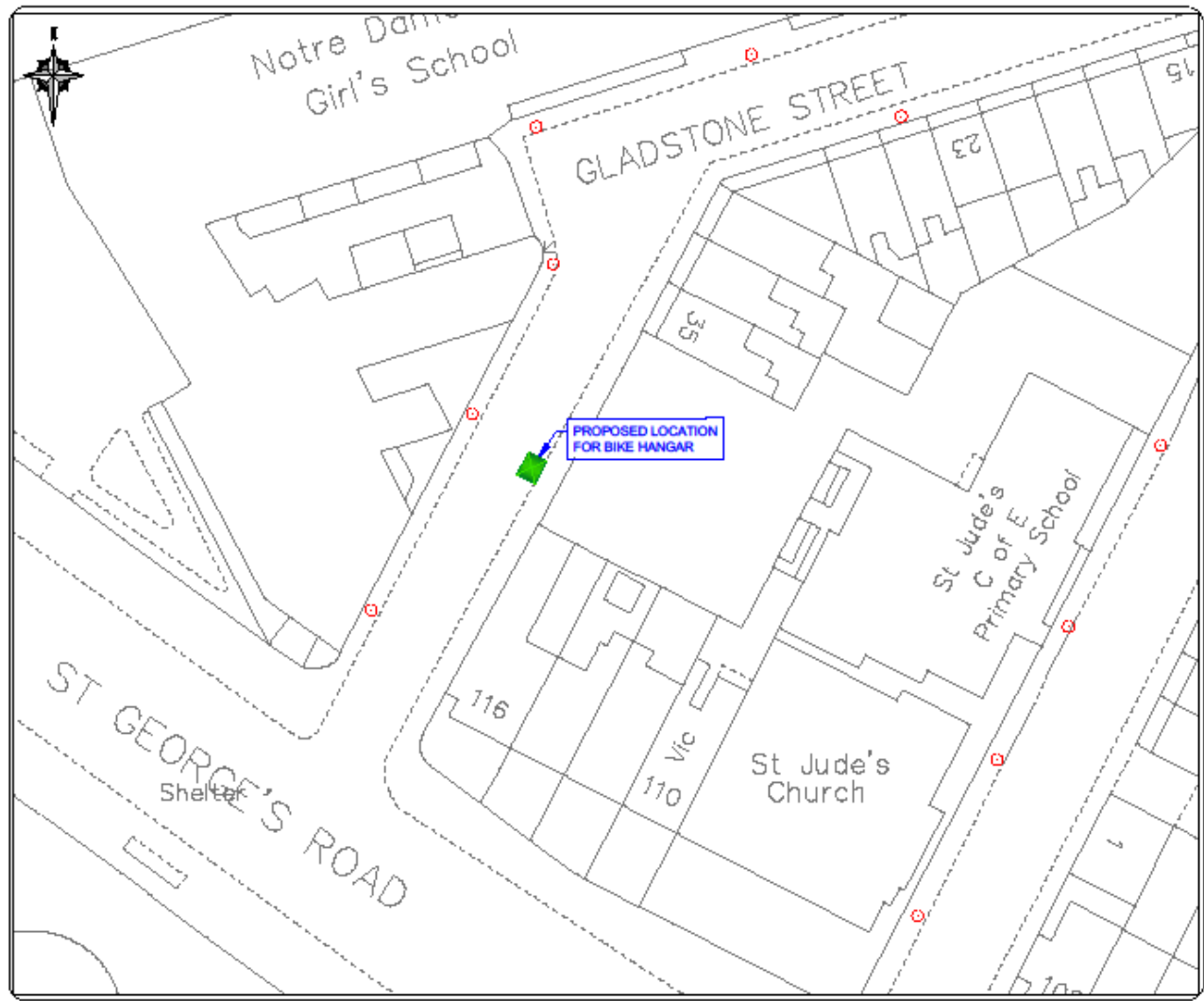
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HEIGHT 1350mm

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

No.	Date	Revisions



<b>Title:</b>	BIKE HANGARS
<b>No:</b>	FIELDING STREET
<b>Project No:</b>	20243287 - C0285
<b>Scale:</b>	1:500
<b>Drawn by:</b>	SHOON/AGD
<b>Check by:</b>	NOV 2015



LEGEND / NOTES

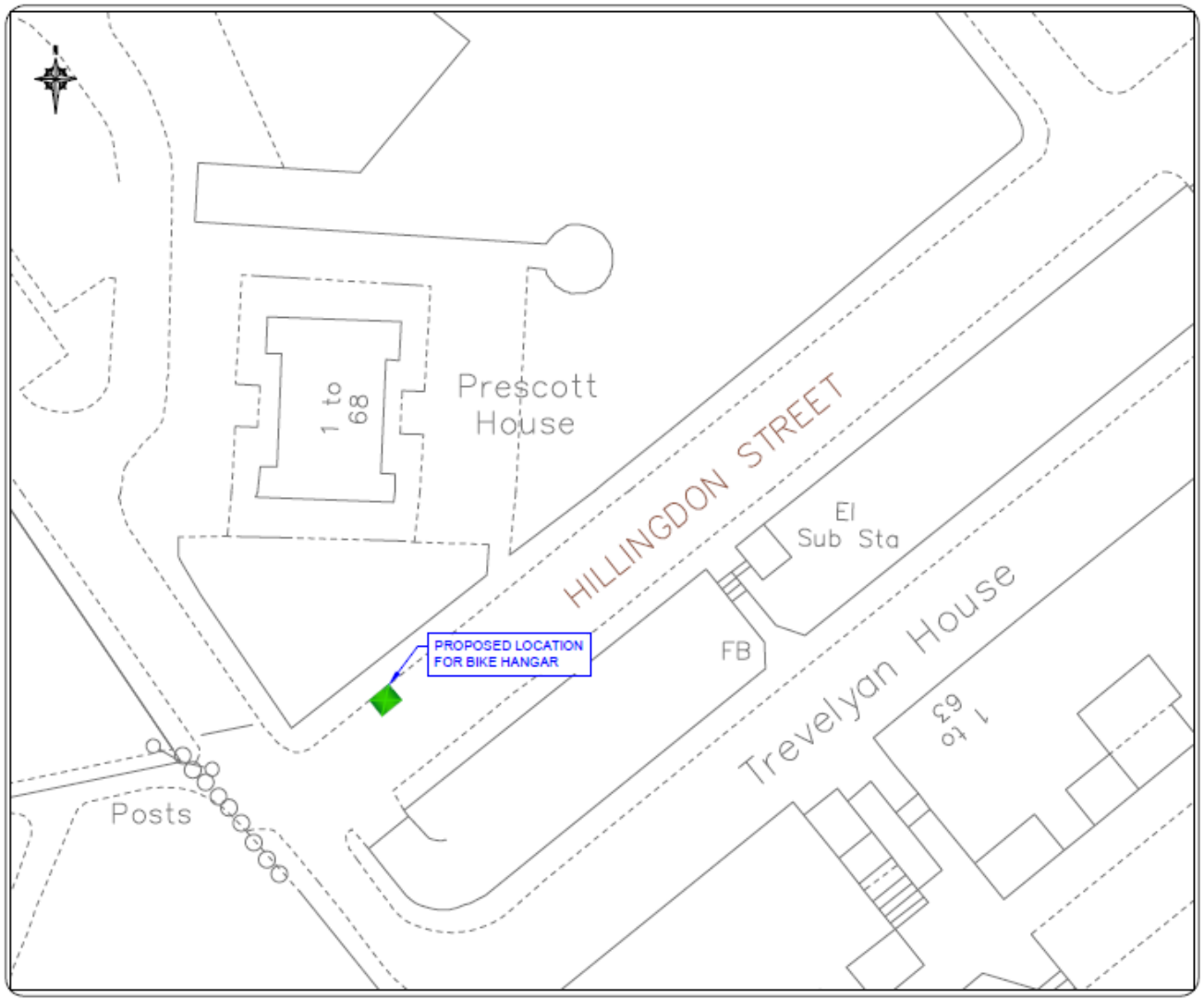
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1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
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No.	Date	Revised



<b>Project</b>		BIKE HANGARS	
<b>Site</b>		GLADSTONE STREET	
<b>Project No.</b>	60343287 - 02285	<b>Scale</b>	1:500
<b>Drawn by</b>	SR001446	<b>Checked by</b>	A.
<b>Date</b>	NOV 2015	<b>Sheet No.</b>	



LEGEND / NOTES

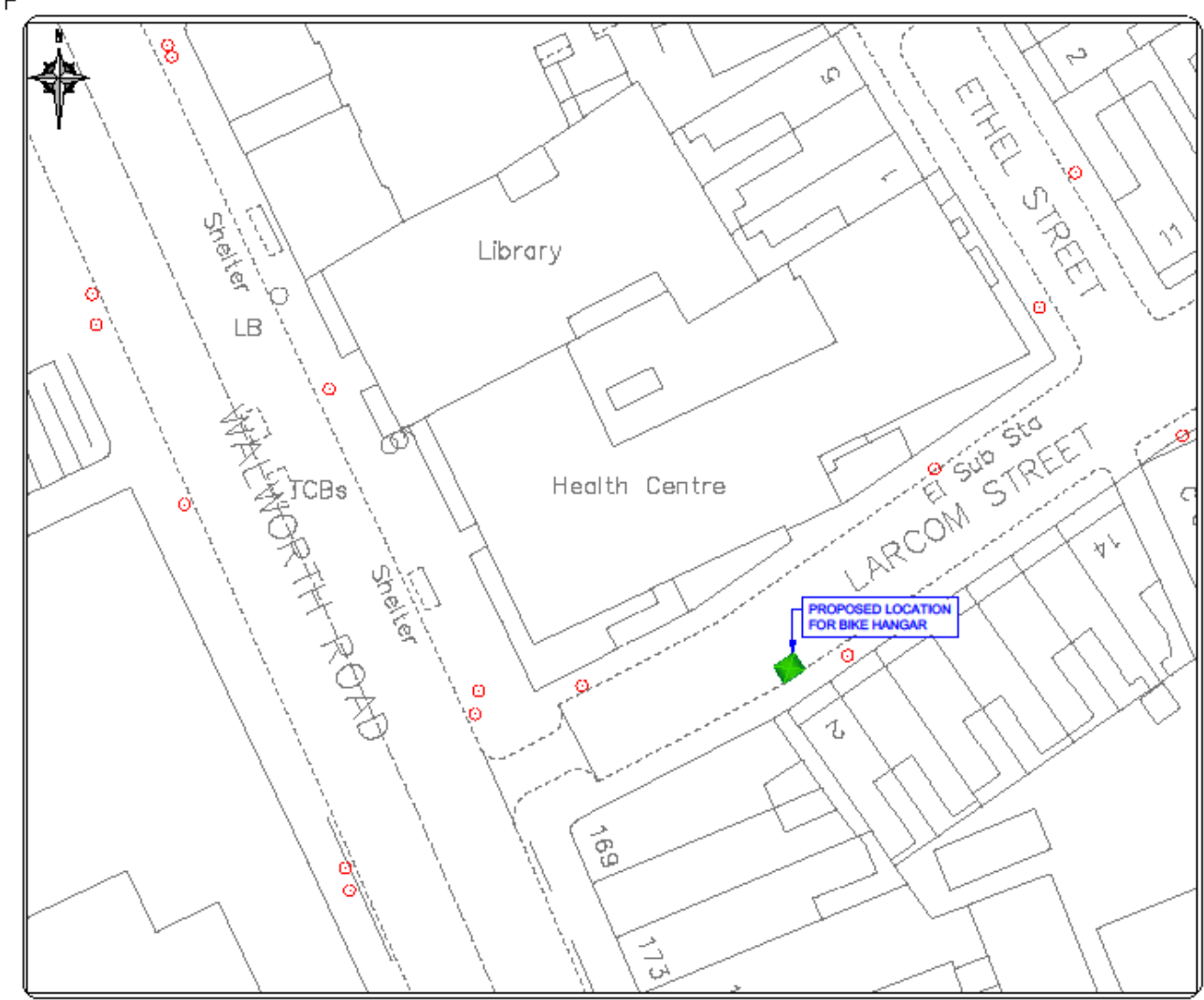
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HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
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No.	Date	Revision



Project		BIKE HANGARS	
Site		HILLINGDON STREET	
Contract No.	20343287 - C0285	Scale	1:1
Scale	1:500	Author	
Drawing No.	SR29	Checker	
Date	NOV 2015		



LEGEND / NOTES

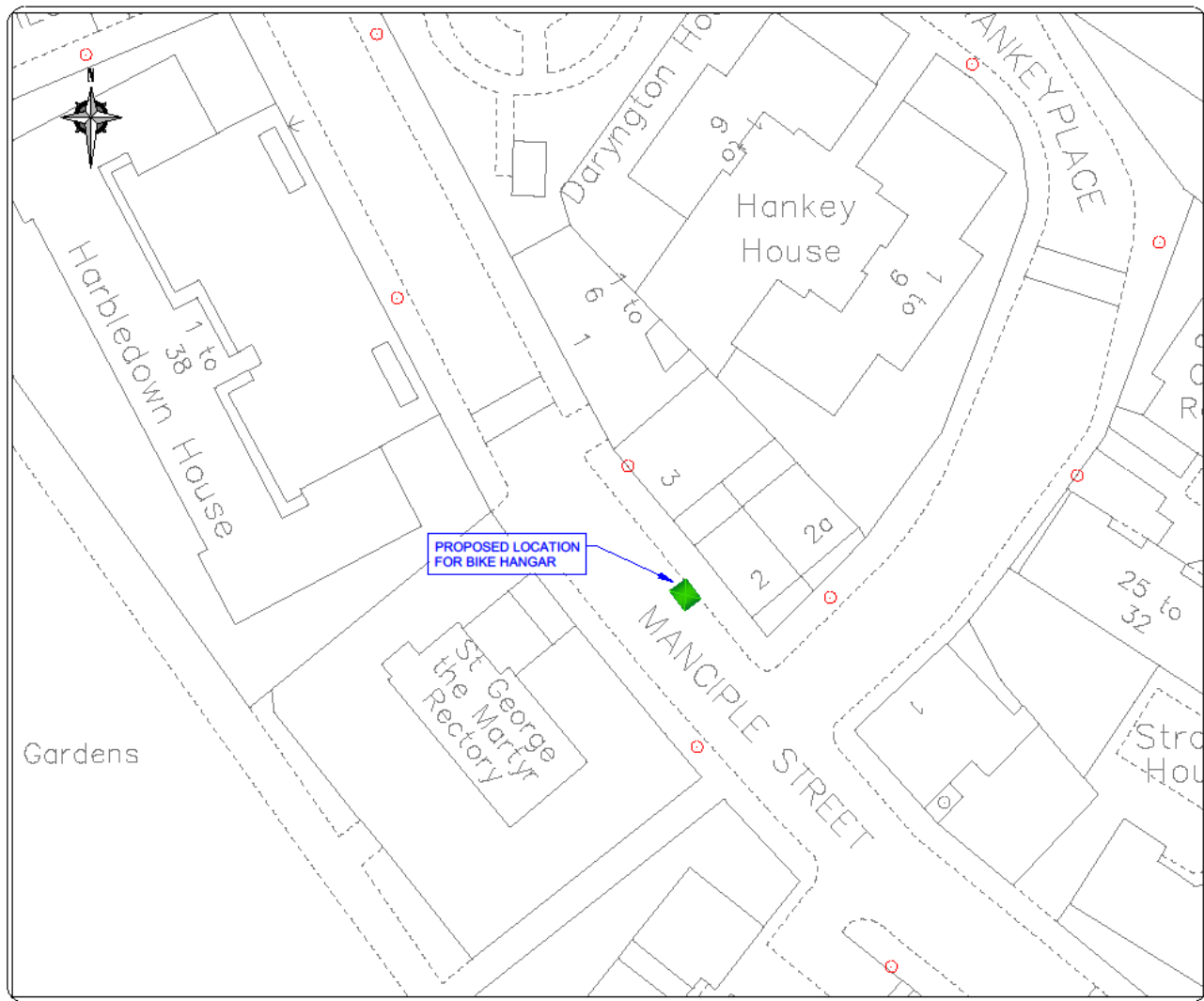
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 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
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No.	Date	Revised



<b>Project</b>		BIKE HANGARS	
<b>Site</b>		LARCUM STREET	
<b>Project No.</b>	6234/2017 - 02285	<b>Date</b>	
<b>Scale</b>	1:500	<b>Sheet</b>	
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<b>Date</b>	NOV 2015	<b>Project</b>	



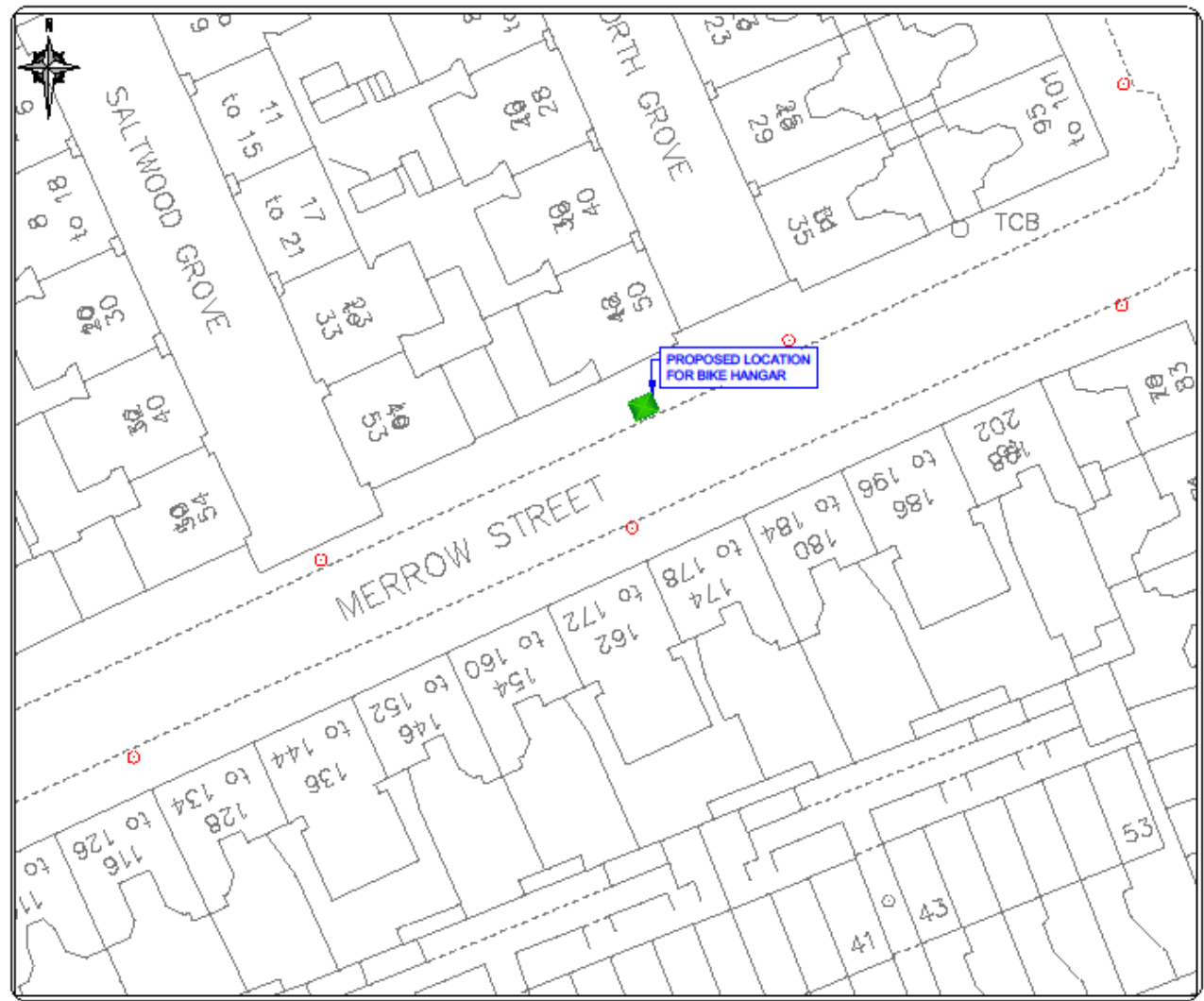
LEGEND / NOTES.

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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



<b>Project</b>		BIKE HANGARS	
<b>Title</b>		MANCIPLE STREET	
<b>Drawn No.</b>	60343287 - C0265	<b>Drawn</b>	
<b>Scale</b>	1:500	<b>Checked</b>	
<b>Drawing No.</b>	SR117	<b>Approved</b>	A
<b>Date</b>	NOV 2015	<b>Rev</b>	



LEGEND / NOTES

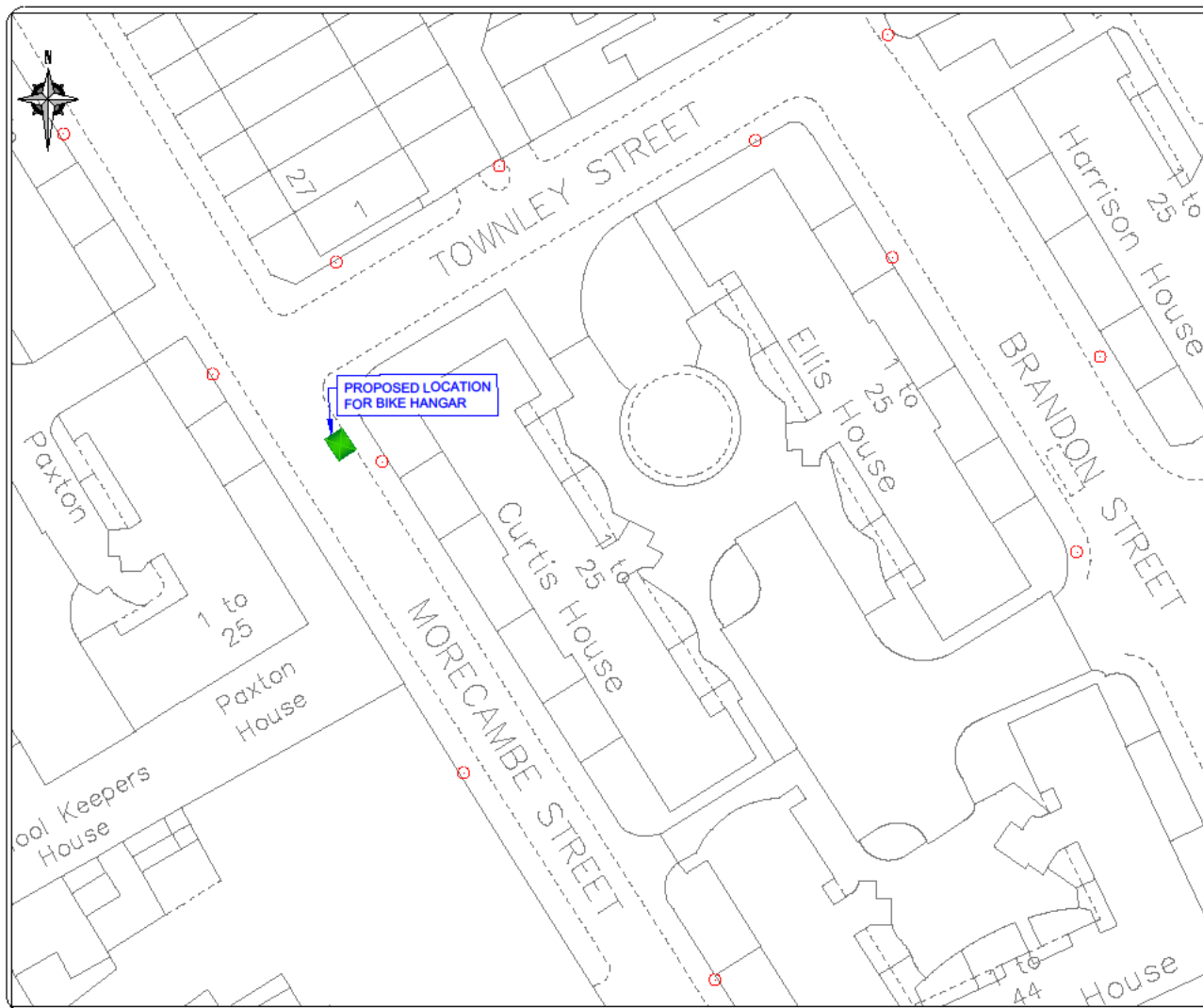
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 HEIGHT 1350mm

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

No.	Date	Revisions



Project	
BIKE HANGARS	
Site	
MERROW STREET	
Project No.	SC043087 - C0205
Scale	1:500
Drawing No.	SP0201402
Date	NOV 2015



LEGEND / NOTES.

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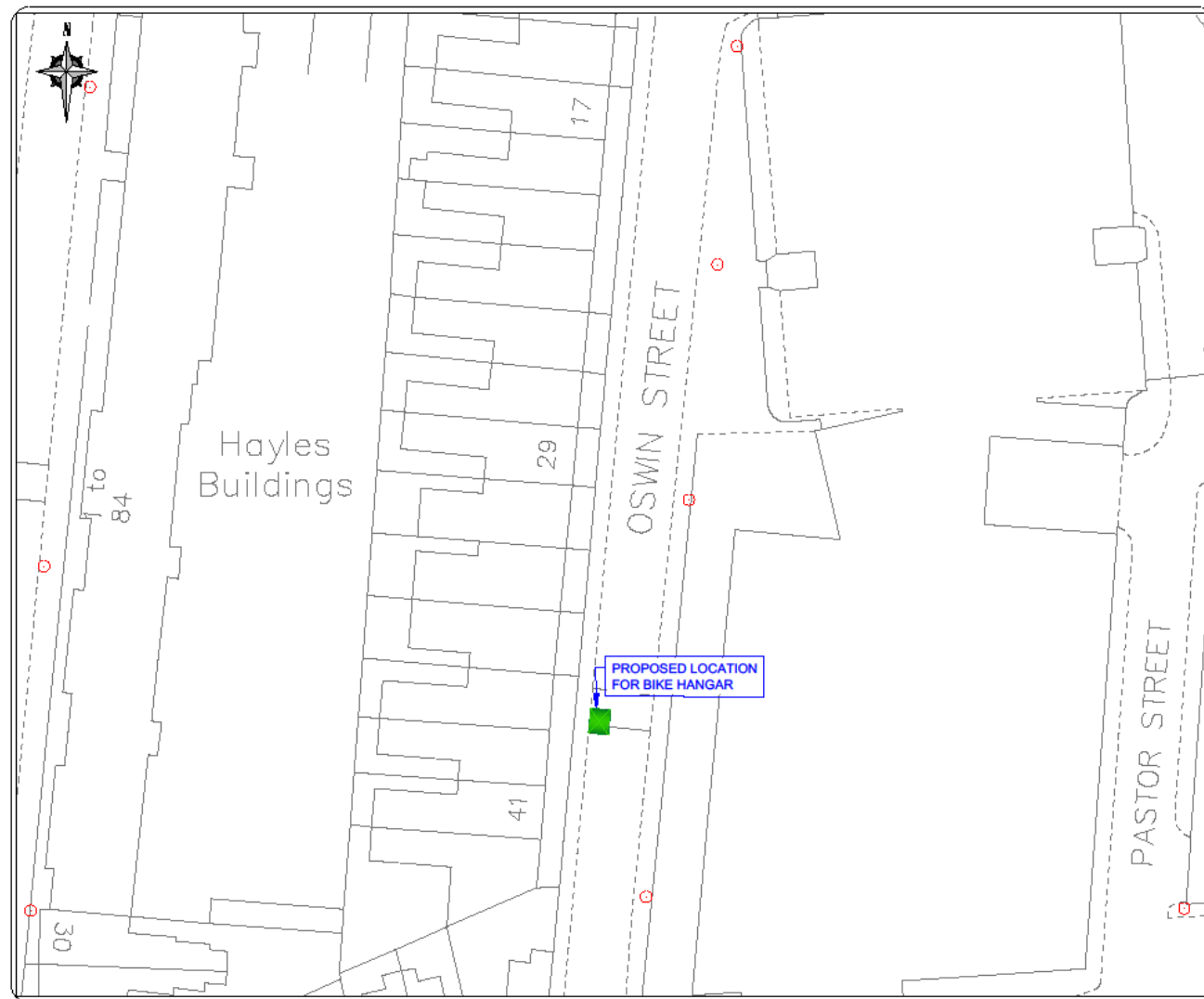
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4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision



<b>Project</b>	BIKE HANGARS		
<b>Title</b>	MORECAMBE STREET		
<b>Control No.</b>	60343287 - CD265	<b>Scale</b>	1:500
<b>Drawn By</b>	SRS0	<b>Checked By</b>	A
<b>Date</b>	NOV 2015	<b>Sheet No.</b>	-





LEGEND / NOTES.

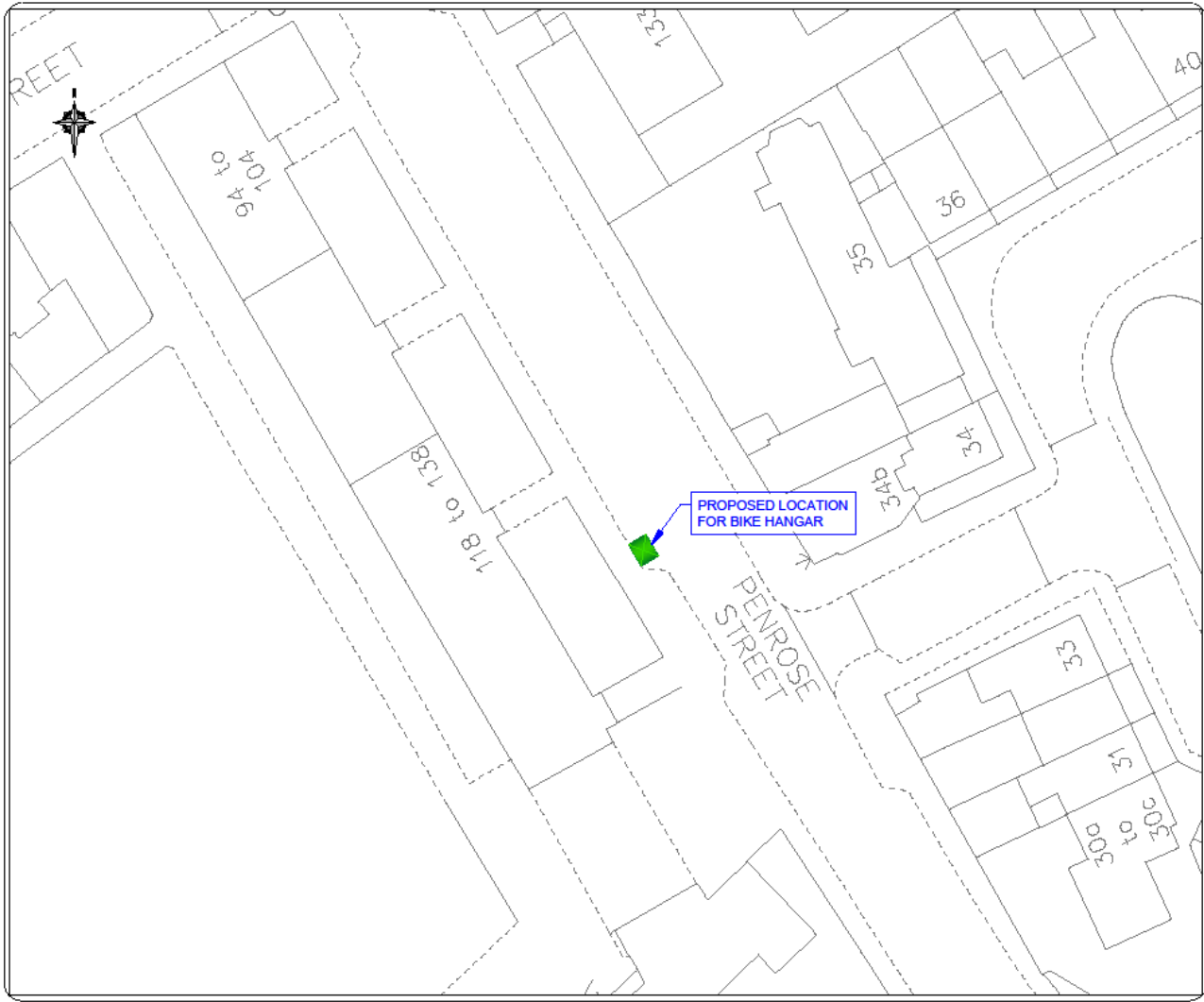
BIKE HANGAR -  
 DIMENSIONS:  
 LENGTH 2550mm  
 WIDTH 2050mm,  
 HEIGHT 1350mm

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	Re/Rev



Project		BIKE HANGARS	
Title		OSWIN STREET	
Contract No.	60343287 - CD265	Scale	1:500
Drawing No.	SR2014/56	Sheet	A
Date	NOV 2015	Author	



LEGEND / NOTES.

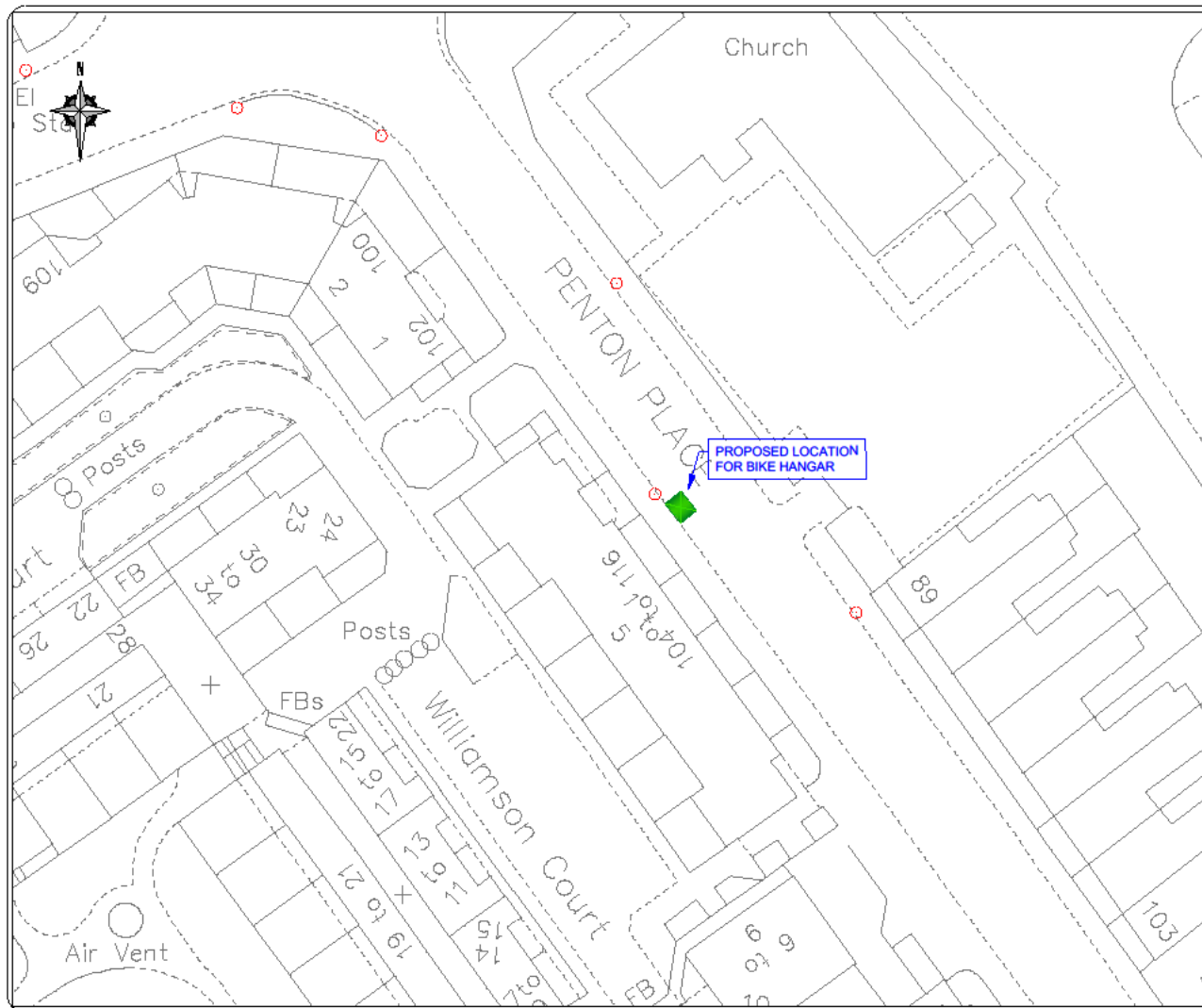
BIKE HANGAR -  
 DIMENSIONS:  
 LENGTH 2550mm  
 WIDTH 2050mm,  
 HEIGHT 1350mm

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



<b>Project</b>		BIKE HANGARS	
<b>Title</b>		PENROSE STREET	
<b>Contract No.</b>	60343287 - C0265	<b>Issue</b>	01
<b>Scale</b>	1:500	<b>Revised</b>	01
<b>Drawing No.</b>	SRS4	<b>Approved</b>	01
<b>Date</b>	NOV 2015	<b>Site Name</b>	-



LEGEND / NOTES.

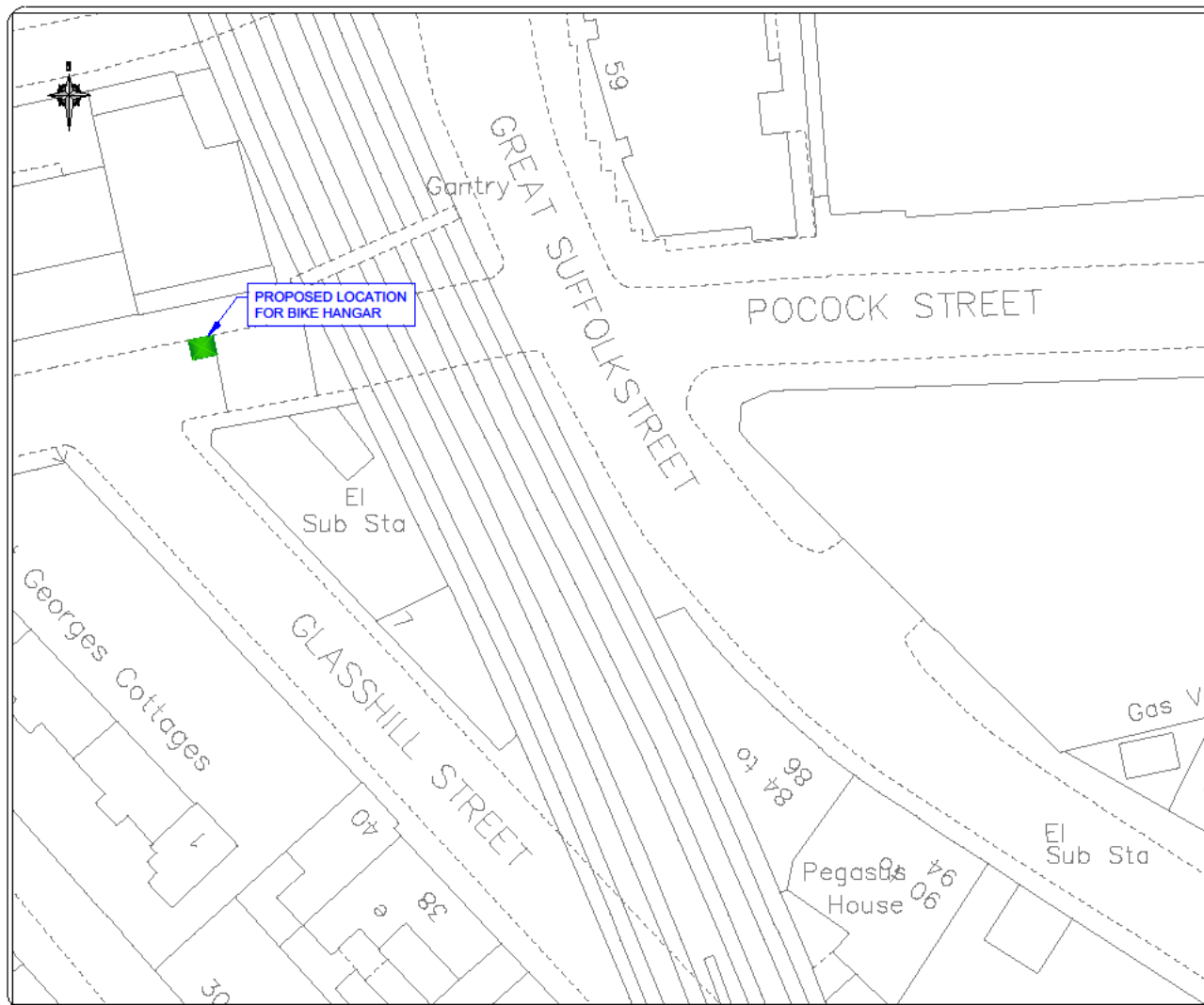
BIKE HANGAR -  
 DIMENSIONS:  
 LENGTH 2550mm  
 WIDTH 2050mm,  
 HEIGHT 1350mm

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	Revision



<b>Project</b>		BIKE HANGARS	
<b>Site</b>		PENTON PLACE	
<b>Contract No.</b>	60343287 - CD265	<b>Scale</b>	1:500
<b>Drawn No.</b>	SR29	<b>Sheet No.</b>	A
<b>Date</b>	NOV 2015	<b>Rev</b>	-



LEGEND / NOTES.

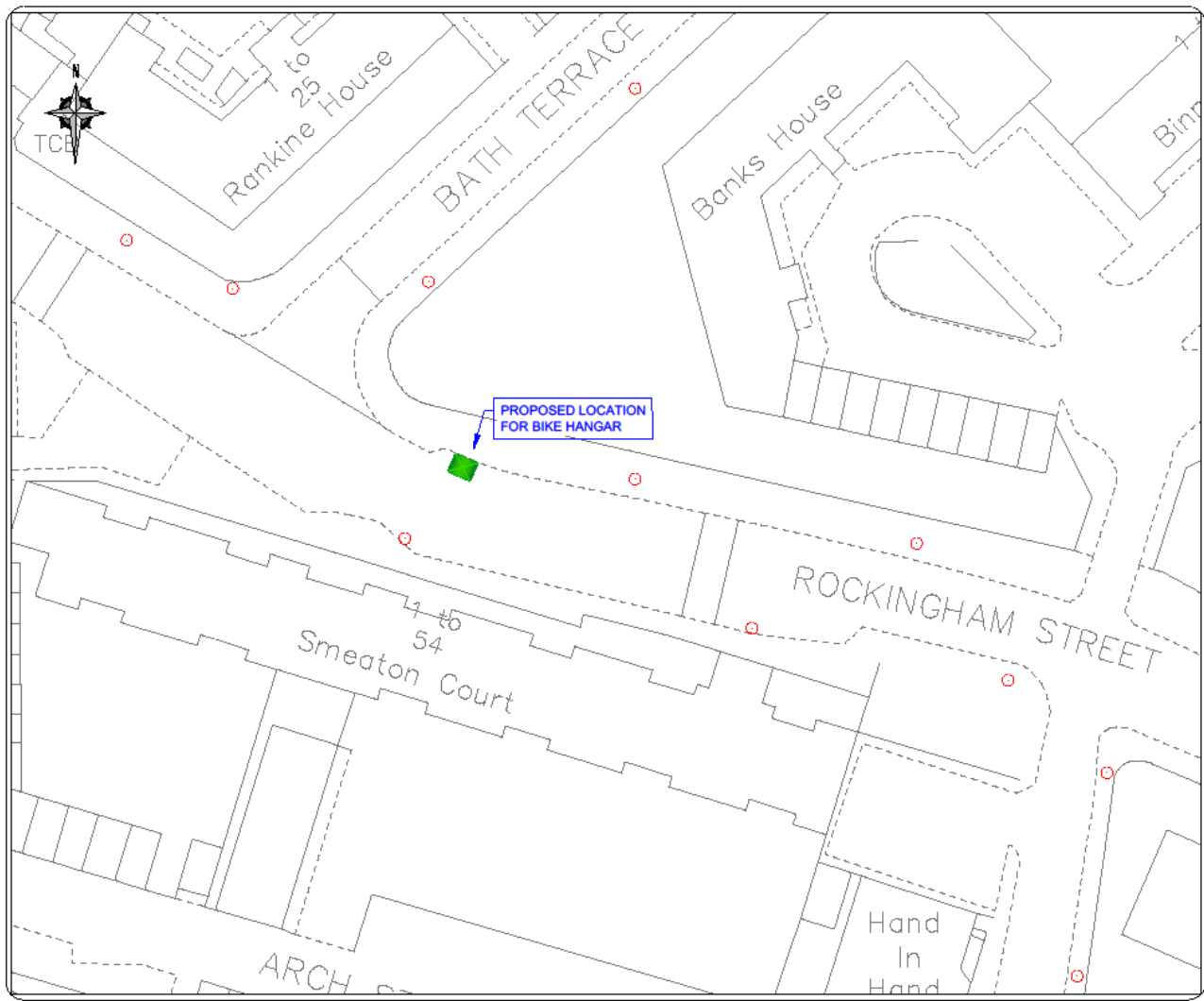
BIKE HANGAR -  
 DIMENSIONS:  
 LENGTH 2550mm  
 WIDTH 2050mm,  
 HEIGHT 1350mm

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	Revision



<b>Project</b>	BIKE HANGARS	
<b>Title</b>	POCOCK STREET	
<b>Contract No.</b>	60343287 - CD265	<b>Scale</b>
<b>Scale</b>	1:500	<b>Author</b>
<b>Drawing No.</b>	SR62	<b>Appr.</b>
<b>Date</b>	NOV 2015	<b>Rev</b>



LEGEND / NOTES.

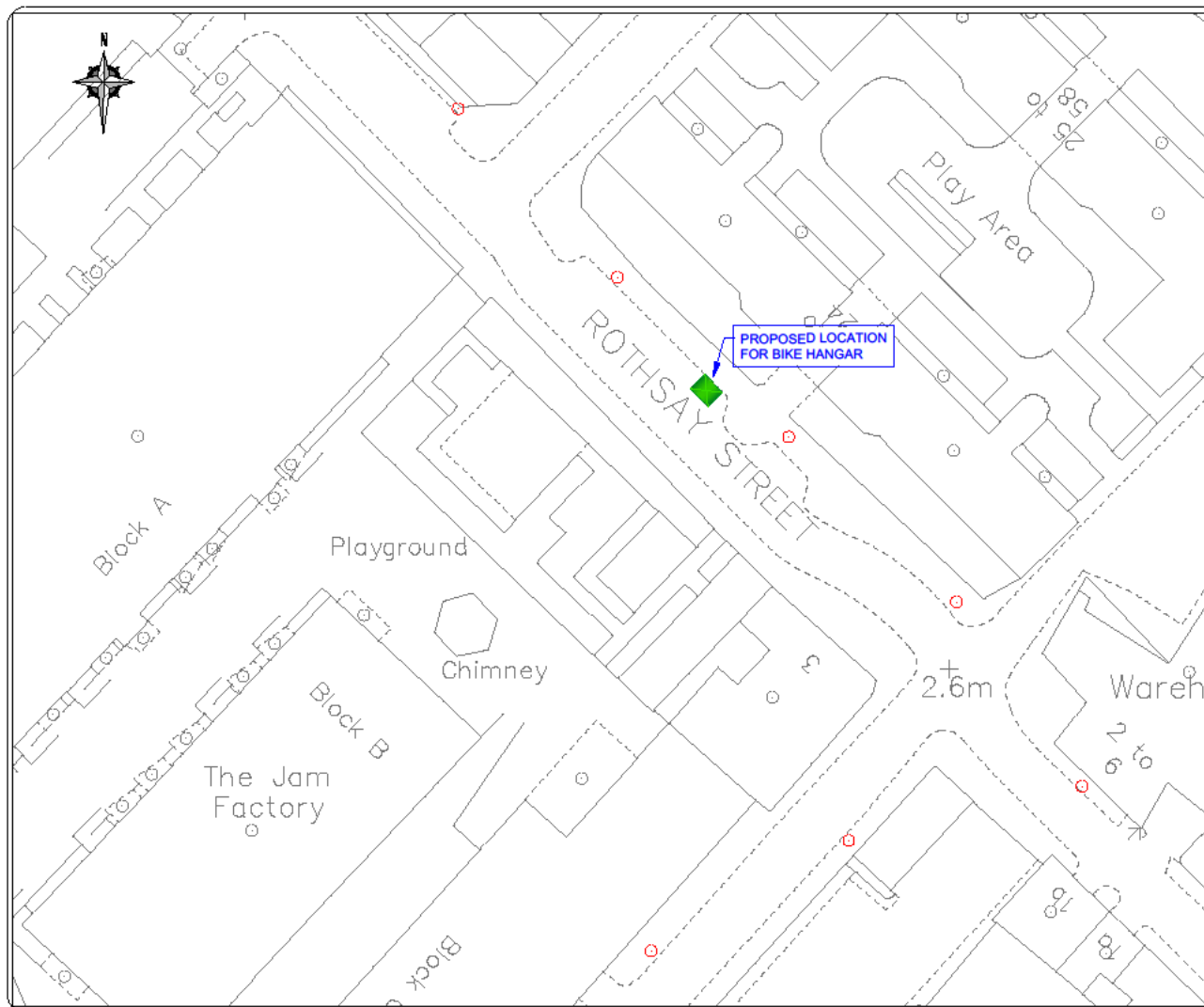
 BIKE HANGAR -  
DIMENSIONS:  
LENGTH 2550mm  
WIDTH 2050mm,  
HEIGHT 1350mm

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	Revision



<b>Project</b>		BIKE HANGARS	
<b>Title</b>		ROCKINGHAM STREET	
<b>Extract No.</b>	60343287 - 02265	<b>Scale</b>	1:500
<b>Scale</b>	1:500	<b>Drawing No.</b>	SR21
<b>Drawing No.</b>	SR21	<b>Date</b>	NOV 2015



LEGEND / NOTES.

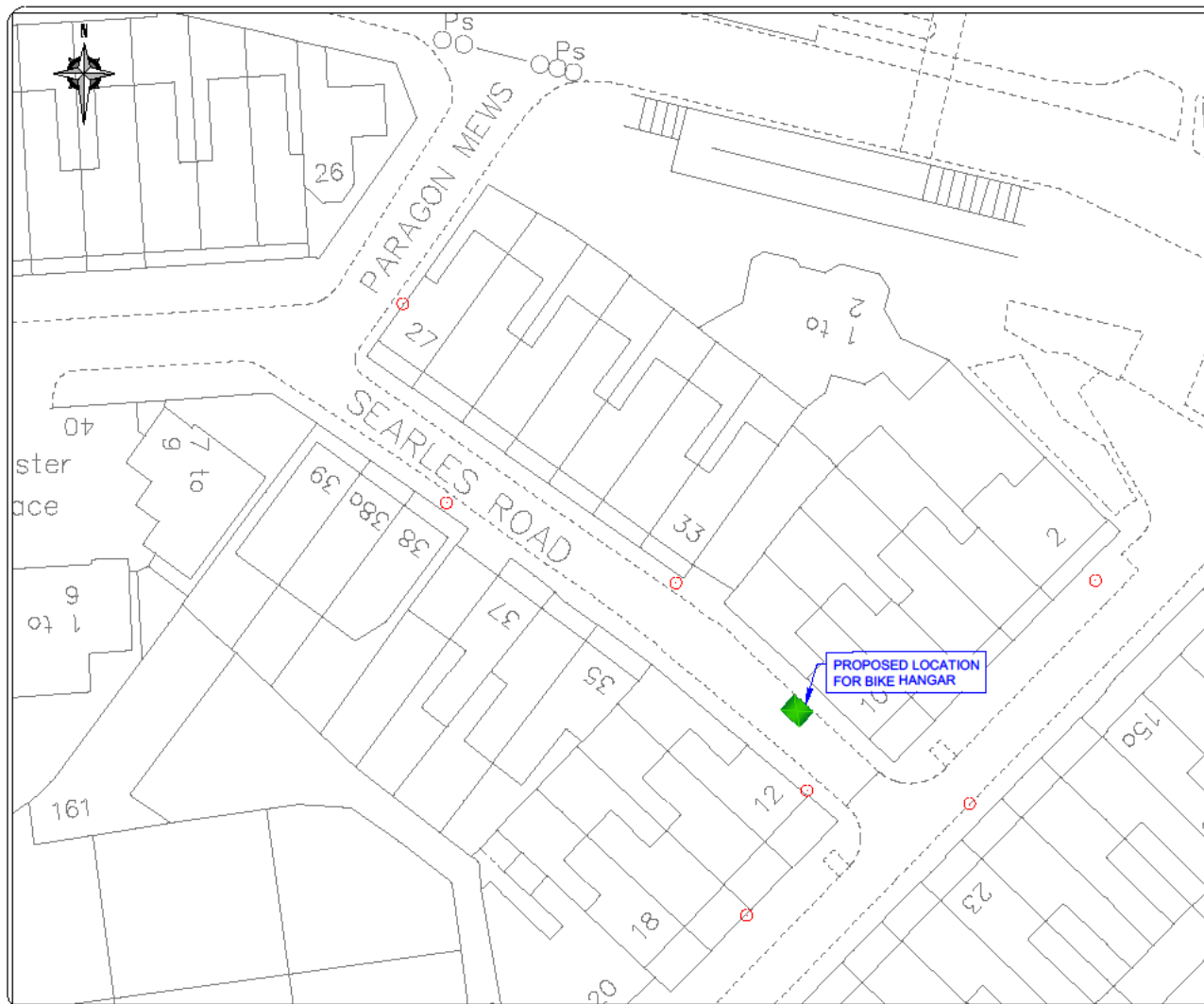
BIKE HANGAR -  
 DIMENSIONS:  
 LENGTH 2550mm  
 WIDTH 2050mm,  
 HEIGHT 1350mm

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	Revision



<b>Project</b>		BIKE HANGARS	
<b>R/W</b>		ROTHSAY STREET	
<b>Contract No.</b>	60343287 - C0265	<b>Scale</b>	1:500
<b>Drawn</b>		<b>Checked</b>	
<b>Drawing No.</b>	SR2014/71	<b>Sheet</b>	A
<b>Date</b>	NOV 2015	<b>Scale</b>	



LEGEND / NOTES.

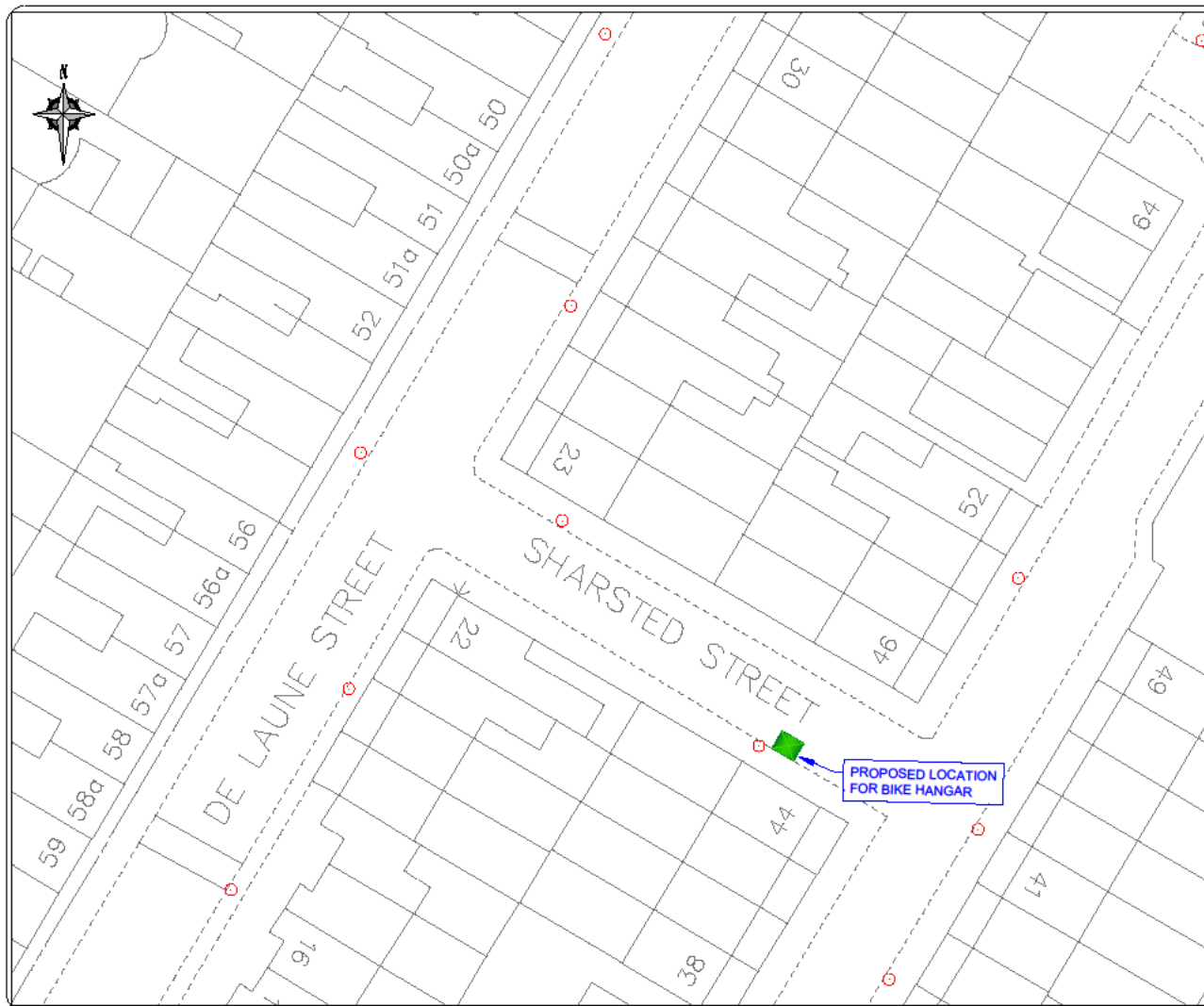
BIKE HANGAR -  
 DIMENSIONS:  
 LENGTH 2550mm  
 WIDTH 2050mm,  
 HEIGHT 1350mm

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	Revision



<b>Project</b>		BIKE HANGARS	
<b>Title</b>		SEARLES ROAD	
<b>Contract No.</b>	60343287 - CD265	<b>Scale</b>	1:500
<b>Sheet</b>		<b>Drawn By</b>	SR2014/65
<b>Drawn No.</b>	SR2014/65	<b>Check By</b>	
<b>Date</b>	NOV 2015	<b>Rev</b>	A



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



<b>Project</b>		BIKE HANGARS	
<b>Title</b>		SHARSTED STREET	
<b>Control No.</b>	60343287 - CD265	<b>Scale</b>	1:500
<b>Drawn By</b>	SR29	<b>Checked By</b>	A
<b>Date</b>	NOV 2015	<b>Sheet No.</b>	-