

Item No. 10.	Classification: Open	Date: 15 March 2016	Meeting Name: Dulwich Community Council
Report title:		Secure Cycle Parking (Bike Hangar)	
Ward(s) or groups affected:		College, East Dulwich and Village	
From:		Head of Highways	

RECOMMENDATIONS

1. That the Dulwich 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 (listed below) supporting the introduction of a cycle hangar, it is recommended that the scheme proceeds to implementation subject to necessary statutory procedures:
 - 100% in Croxted Road
 - 52% in Landells Road; and
 - 63% in Lordship Lane
2. Due to a low response rate in the following roads, the scheme does not proceed to implementation:
 - Bowen Drive
 - Seeley Drive

BACKGROUND INFORMATION

3. 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.
4. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.
5. Full details of all results associated with the study can be found in Appendix 1 the 'consultation summary'.
6. The ward members were made aware of the scheme and the associated design in January 2016.

KEY ISSUES FOR CONSIDERATION

7. Informal public consultation took place with all residents and businesses within the consultation area from the 15th January 2016 until the 5 February 2016.

8. Full details of the consultation responses can be found in Appendix 1.
9. The majority of respondents to the public consultation in Croxted Road, Landells Road and Lordship Lane were in favour of the scheme and it is recommended to implement the cycle hangars in the proposed location.
10. There was a low response rate in Bowen Drive and Seeley Drive and it is recommended not to implement a cycle hangar in these locations.
11. The uptake of spaces in each cycle hangar will be monitored and should it be proven in any location that there is not sufficient use of the hangar then it will be relocated.
12. Any residents who are not aware of the proposal in the identified location still have a further opportunity to object during the statutory consultation stage during the experimental traffic order. Any such objections will need to be formally considered by the cabinet member prior to implementation.

Policy implications

13. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
 - Policy 1.1 Pursue overall traffic reduction
 - Policy 1.7 Reduce the need to travel by public transport by encouraging more people to walk and cycle
 - Policy 1.12 Ensure that cycle parking is provided in areas of high demand and in areas where convenient
 - Policy 2.3 Promote and encourage sustainable travel choices in the borough
 - Policy 4.1 Promote active lifestyles
 - Policy 5.8 Improve perceptions of safety in the public realm
 - Policy 6.3 Support independent travel for the whole community

Community impact statement

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

Resource implications

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

Consultation

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

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

21. 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, Cycling Programme Manager	
Version	Final	
Dated	2 March 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	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
BOWEN DRIVE	113	0.9%	1			1	100.0%	0.0%
CROXTED ROAD	20	25.0%	5			5	100.0%	0.0%
LANDELLS ROAD	126	21.4%	14	13		27	51.9%	48.1%
LORDSHIP LANE	166	4.8%	5	2	1	8	62.5%	25.0%
SEELEY DRIVE	150	0.0%						

Key:

Insufficient response

Croxted Road:

No comments

Landells Road:

1. I am totally opposed to this proposal. I appreciate that there could be much better parking for bikes but not at the detriment of parking spaces. It is already very difficult to get a car park anywhere near our house on Landells Road. I do not want an additional parking space taken from Landells Road residents.
 Whilst the concept is interesting it will take much needed parking on the road when you take into account the size and the double yellow lines by it. Parking on some days is difficult. Most people I know in the area with bikes have storage on their property.
2. THE ROAD IS ALREADY AT FULL CAPACITY WITH CARS, OTHER VEHICLES AND SKIPS SO I FEEL THIS CYCLE HANGAR WILL NOT ONLY BE CUMBERSOME BUT WILL ADD UNNECESSARY STRAIN TO THE CAR PARKING IN LANDELLS ROAD. AS A RESIDENT WITH TWO SMALL CHILDREN I CAN RARELY PARK NEAR MY PROPERTY AND

THIS WILL MAKE THAT SITUATION EVEN LESS LIKELY! THE CYCLE HANGAR WILL BENEFIT 6 USERS AND I AM AWARE THAT THE RESIDENTS WHO REQUESTED THIS WILL TAKE 1-2 SPACES, ANOTHER HOUSEHOLD WANT 2 SPACES SO IN REALITY THIS COULD BENEFIT 3 HOUSEHOLDS FROM A ROAD OF A COUPLE OF HUNDRED HOUSES, THIS SEEMS SELFISH AND UNFAIR AND NOT IN KEEPING WITH COMMUNITY INTERESTS. I AM SURE MOST FAMILIES WOULD WELCOME SPACE/SHED OUTSIDE TO STORE CHILDRENS TOYS/PUSHCHAIRS ETC BUT OBVIOUSLY THAT IS UNREALISTIC. MOST HOUSES HAVE FRONT GARDENS IN WHICH TO SECURE BICYCLES SO THE HANGAR IS NOT A PRIORITY IN LANDELLS ROAD!

3. THE REASON WHY WE OPPOSE IS BECAUSE THIS WILL REDUCE PARKING SPACES AND PARKING SPACES ARE ALREADY LIMITED ON THIS ROAD.
4. THERE IS INADEQUATE PARKING ON LANDELLS ROAD DUE TO VOLUME OF VEHICLES PER HOUSE⁴ AND ADDITIONAL DIFFICULTIES ARISING FROM A NUMBER OF SKIPS FOR VARIOUS LOFT CONVERSIONS AND EXTENSIONS. I HAVE ANEW BORN BABY AND TODDLER AND FIND IT EXTREMELY DIFFICULT TO FERRY THEM IN AND OUT OF THE HOUSE WHEN I AM FORCED TO PARK UP THE STREET, ADDING A CYCLE HANGAR WOULD SERVE OF EXACERBATE THESE PROBLEMS.
5. MY HOUSEHOLD RIDE BIKES AND WE STORE OUR BIKES IN THE FRONT GARDEN. IT WOULD BE BETTER FOR THE RESIDENT WHO REQUESRTED THIS BIKE STORAGE TO PURCHASE A METAL SHED AND STORE IT IN HIS/HET FRONT GARDEN INSTEAD OF TAKING UP ROOM ON THE ROAD.
6. THIS WILL TAKE UP VALUABLE PARKING SPACE ON THE ROAD. THE CYCLE HANGARS ARE UGLY. PEOPLE HAVE A RESPONSIBILITY TO KEEP THEIR BIKES ON THEIR OWN PROPERTY. THERE IS NO NEED FOR THIS: LANDELLS RESIDENTS HAVE GARDENS AND SHEDS FOR SUCH STORAGE.
7. LANDELLS ROAD IS PREDOMINANTLY HOUSING WITH GARDENS, SO PEOPLE WHO OWN A BICYCLE CAN STORE IT IN THEIR GARDEN. THIS HANGAR WILL JUST TAKE UP OFF STREET CAR PARKING WHICH IS IN SHORT SUPPLY. SO I AM NOT IN FAVOUR.
8. A CYCLE HANGAR AT THE REQUEST OF ONE RESIDENT IS LUDICROUS; IMAGINE IF THE COUNCIL MOVED ON EVERY REQUEST FROM ITS RESIDENTS! THERE IS AMPLE SPACE OUT THE FRONT OF EACH HOUSE FOR A BIKE

AND ITS STORAGE, THE ROAD SHOULDN'T BE BLIGHTED BY ONE OF THESE HANGARS. THE COMMENT THAT IT ONLY TAKES UP ONE CAR SPACE IS ALSO NOT VALID, IT IS AT LEAST TWO WHEN YOU HAVE TO CONSIDER THE CLEARANCE ON EITHER SIDE. THE ROAD IS ALSO QUITE BUSY ANYWAY AND, THEREFORE, REDUCING CAR SPACES WILL MAKE IT EVEN MORE DIFFICULT IN THIS REGARD. IF THE COUNCIL WANT TO MAKE A REAL DIFFERENCE DOWN THIS ROAD, FOR THE BENEFIT OF ALL THEY SHOULD LOOK AT SORTING THE PAVEMENT, IT IS NOT IN A FIT STATE AND COULD EASILY CAUSE SOMEONE INJURY.

9. I FULLY SUPPORT THE PRINCIPLE OF INTRODUCING CYCLE HANGARS TO PROMOTE AND SECURE CYCLING. HOWEVER, IN THE SPECIFIC PROPOSAL, I MUST OPPOSE AS I SEE LITTLE REQUIREMENT AS HOUSES HAVE SECURE BACK GARDENS AND WOULD SUPPORT AND SUGGEST THE HANGARS ARE PROPOSED IN LOCATIONS OF SCHOOLS FOR PARENTS TO LEAVE THESE BIKES ALSO PROPOSALS WOULD BE BETTER VALUE IN LOCATIONS NEAR EXISTING BLOCKS OF FLATS AS THESE DO NOT HAVE PRIVATE GARDENS OR SPACE TO KEEP CYCLES. OF COURSE NEW BUILD FLATS REQUIRE CYCLE PROVISION IS INCLUDED SO CYCLE HANGARS ARE NOT REQUIRED HERE. LASTLY WOULD HANGARS NEAR PARKS AND TRAIN STATIONS BE APPROPRIATE LOCATIONS FOR BIKE STORAGE? CYCLING CAN BE ONLY PART OF A LONGER JOURNEY. WHAT ANNUAL FEE DOES IT COST TO STORE A BIKE IN THE HANGAR?
10. WE DO NOT THINK IT IS ESSENTIAL AS IT IS A STREET WITH HOUSES RATHER THAN FLATS. ALSO WE WILL LOSE A SPACE FOR A CAR
11. Many cycle owners have made provision to store their bike in a secure box in the front garden. I have seen several of these Bicycle Hangers in Lambeth, they never look that full. Im sure they are welcomed where houses have been converted to flats. With the paper work I have been sent there is no indication of the monthly or yearly fees to rent a space. You have to go to Cyclehoop website and I found that not very helpful ! As a resident thats opposed to this plan, I would support the placing of the Cycle Hangar if there are cycle owners who want to rent a space, say 5 plus as it holds 6. I don't want to support something thats not used !.....at this point I will say I'm a cycle owner. I have a folding-bike for ease of storage in my home.
12. I DO NOT CYCLE AND HAVE NO INTENTION TO DO SO FOR SAFETY REASONS. THE HANGARS WILL BE IN VIEW OF MY HOUSE, I AM CONCERNED THAT IT WILL SOON BE COVERED IN GRAFFITI (A LOCAL PROBLEM) ONLY CYCLIST WILL BENEFIT; WE ALL HAVE GARDEN SHEDS WHICH CAN BE USED. THERE ARE ALREADY ISSUES WITH PARKING ON THE ROAD. LANDELLS ROAD IS NARROW, I WOULD HAVE THOUGHT A WIDER STREET MORE SUITABLE OR

SOMEWHERE WHICH IS OFF THE ROAD TO ALLOW TRAFFIC JAMS FROM OCCURING.

Response:

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

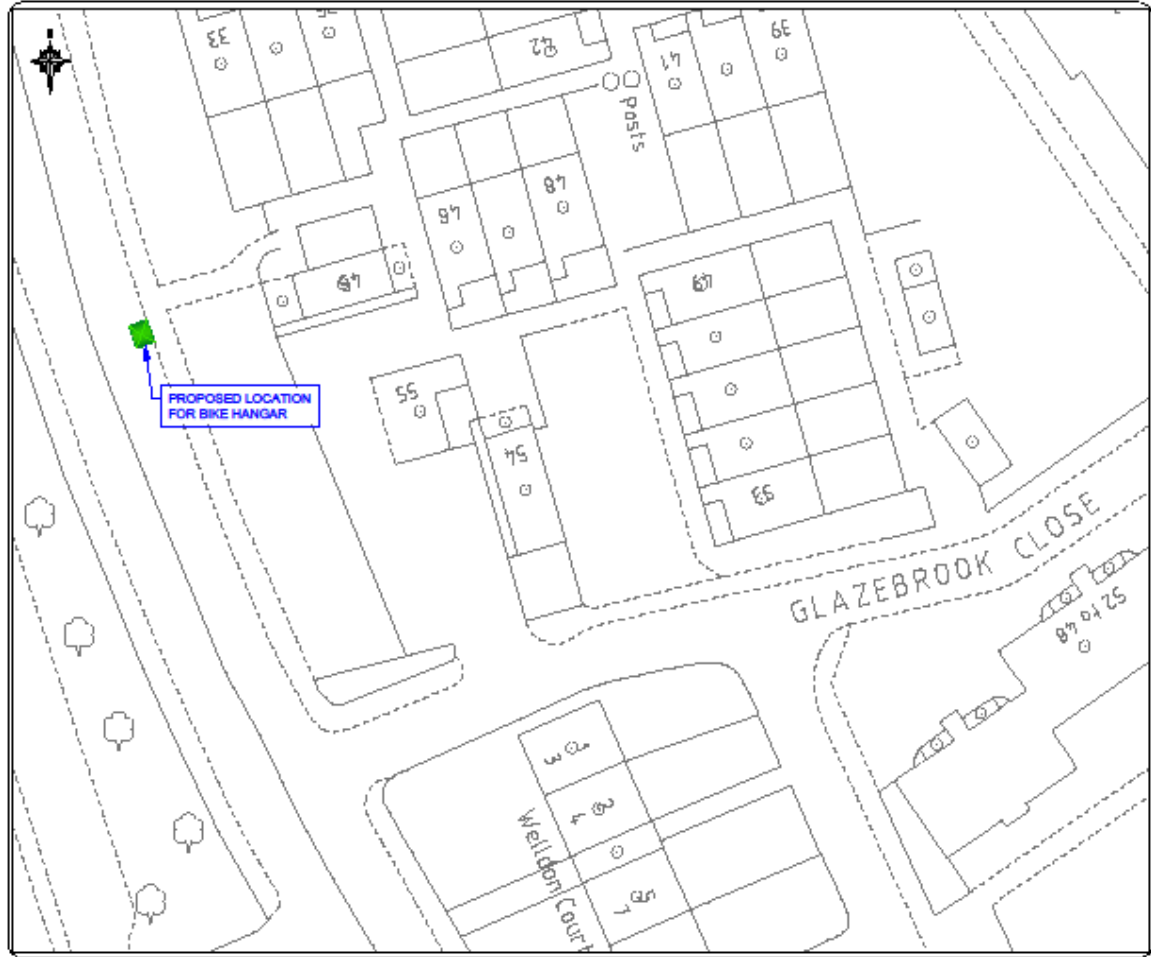
Lordship Lane:

1. DO NOT BELIEVE THAT THERE IS SUFFICIENT REQUIREMENT FOR A HANGAR IN LORDSHIP LANE. THE LOCATION IS NOT SUITABLE AND IT WOULD BE BETTER PLACED AT THE END OF THE PARKING BAYS RATHER THAN IN THE CENTRE. CONSIDERATION OF A LOCATION ON THE CORNER OF ASHBOURNE GROVE MAY BE MORE APPROPRIATE. HOWEVER, PARKING IS GENERALLY LIMITED AND WELL USED ALONG LORDSHIP LANE AND THE PARKING BAYS FROM 65 LORDSHIP LANE ONWARDS ARE OFTEN VERY FULL. ASHBOURNE GROVE IS OFTEN VERY FULL SO A POTENTIAL LOCATION LMAY BE OFF NORTHCROSS ROAD, AS PARKING ON LORDSHIP LANE AND ADJACENT STREETS, PARTICULARLY NEAR THE CO OP ARE VERY FULL. IN ADDITION, THE ROAD IS RELATIVELY BUSY AND THEREFORE IT WOULD BE UNSAFE FOR CYCLISTS TO MOUNT AND DISMOUNT AT THIS POSITION. THE LOCATION IS NOT APPROPRIATE FOR THIS WHICH IS WHY ONE OF THE SIDE ROADS WOULD BE MORE APPROPRIATE.
2. There are insufficient car parking spaces at present. Removing more will stop further motorists parking and using the local shops and they'll end of using shopping centres instead. When people go shopping for lots of items they go by car not bicycle. Another silly proposal by a cycling minority who feel they own the road without paying taxes for it! A plan detrimental to local businesses (and rate payers).

Response:

This proposal is in direct response to a local request, it is proposed in the middle of a bay in order to minimize the visual impact. The hangar will be monitored and should it not be well used then it will be relocated.

**APPENDIX 2 -
Cycle Hangar Location Plan**



LEGEND / NOTES

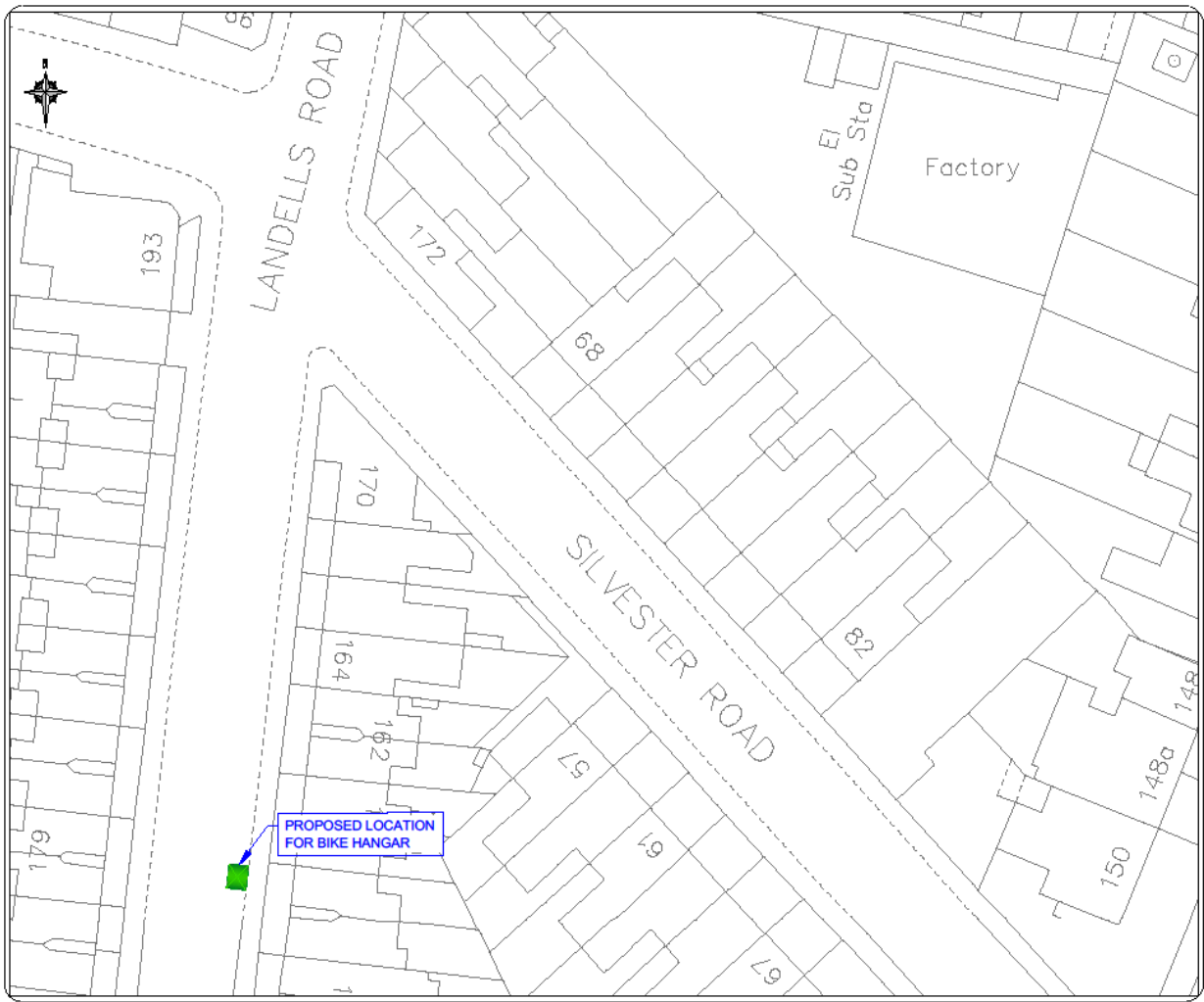
■ BIKE HANGAR -
 DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm
 HEIGHT 1350mm

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	Particulars



Project		BIKE HANGARS	
Site		CROXTED ROAD	
Contract No.	8043287 - C0285	Scale	1:500
Drawn By	SP80	Check By	SP80
Date	NOV 2015	Author	



LEGEND / NOTES.

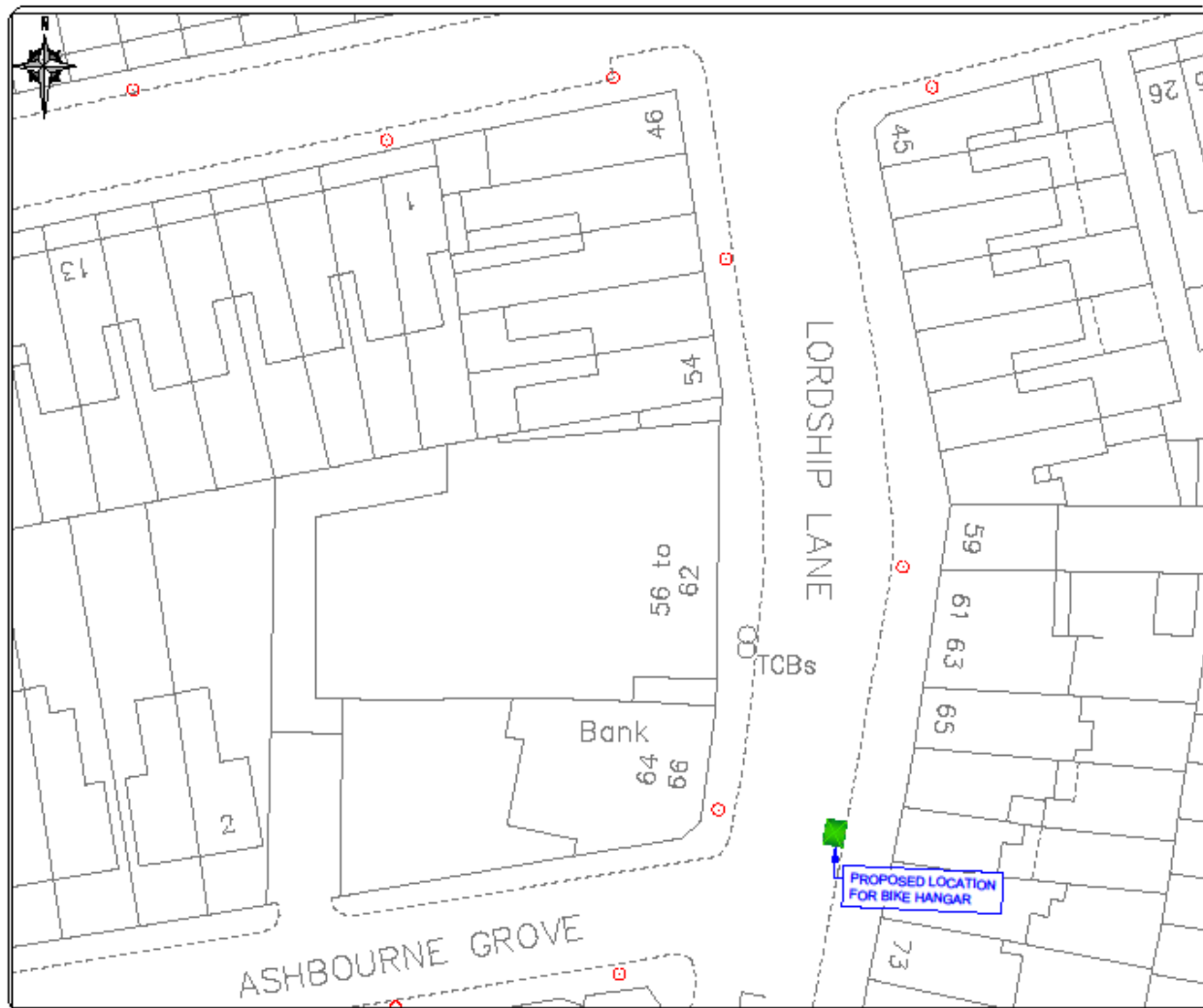
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No.	Date	Revision



Project		BIKE HANGARS	
File		LANDELLS ROAD	
Estimate No.	60343287 - C0265	Scale	1:1
Scale	1:500	Author	
Drawing No.	SR2014/38	Appr.	
Rev. Date	NOV 2015	Rev. Desc.	



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No.	Date	Revised



Title	
BIKE HANGARS	
No. NORTH CROSS ROAD	
Project No.	SDM3287 - CD05
Scale	1:500
Issue No.	001
Issue Date	SEP 24
Issue No.	NOV 2015
Sheet No.	A