

Item No. 12.	Classification: Open	Date: 15 November 2016	Meeting Name: Peckham and Nunhead Community Council
Report title:		Secure Cycle Parking (Cycle Hangar)	
Ward(s) or groups affected:		Peckham	
From:		Head of Highways	

RECOMMENDATION

1. That the Peckham and Nunhead Community Council approve the implementation of a cycle hangar in Kincaid Road, subject to necessary statutory procedures.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 20 of the Southwark constitution, community councils are responsible for determining non-strategic traffic matters.
3. Full details of the results associated with the study can be found in Appendix 1, the 'consultation summary'.
4. The ward members awarded Cleaner Greener Safer (CGS) funding for the scheme at the community council meeting on Saturday 6 February 2016.

KEY ISSUES FOR CONSIDERATION

5. An informal public consultation took place with all residents within the consultation area from the 28 June 2016 until the 12 July 2016, giving two options for the hangar location.
6. One resident commented on the proposal and objected to one of the locations adjacent to his flat.
7. The proposal was amended and one location was proposed for further consultation.
8. A second consultation was carried out within the consultation area from 12 to 25 July 2016.
9. Of the 80 letters posted in the consultation area, there were 3 responses.
10. All 3 responses were in favour of the hangar.
11. No objections were received.
12. 2 out of the 3 responses requested cycle parking spaces.
13. The hangar will have 4 vacant spaces on installation; however these are expected to be filled rapidly as there are many houses which have been split into flats in the area.

14. The uptake of spaces in the cycle hangar will be monitored. Should it be proven that there is not sufficient use of the hangar, it will be considered for relocation within Peckham ward.
15. Residents who are not aware of the proposal in the identified location 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.
16. A 2 meter double yellow line to the north of the hangar will be installed to give access to pedal cyclists.

Policy implications

17. 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

18. 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

19. This project is funded via the 2016/17 CGS capital programme.
20. The funding for the 2016/17 CGS capital programme was approved by the cabinet and is part of the council's overall capital programme as detailed in the launch of cleaner greener safer capital programme 2015/16 report dated August 2014.
21. All professional fees related to the project are also treated as the capital costs of the project.
22. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.

Consultation

23. Two informal public consultations were carried out between June and July 2016, as detailed above.
24. 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 http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Matthew Hill 020 7525 3541
Peckham and Nunhead Community Council meeting held on Saturday 6 February 2016, Minutes item 14 http://moderngov.southwark.gov.uk/ie/ListDocuments.aspx?CId=352&MId=5288&Ver=4	Environment and Leisure / Highways 160 Tooley Street	Michelle Normanly 020 7525 0862

APPENDICES

No.	Title
Appendix 1	Kincaid Road Cycle Hangar Consultation Document
Appendix 2	Proposed Kincaid Road Cycle hangar location plan

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Andy Newman, Project Manager	
Version	Final	
Dated	2 November 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		2 November 2016