

<b>Item No.</b> 12.	<b>Classification:</b> Open	<b>Date:</b> 23 November 2016	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Secure Cycle Parking (Bike Hangar)	
<b>Ward(s) or groups affected:</b>		South Camberwell	
<b>From:</b>		Head of Highways	

## RECOMMENDATION

1. That the Camberwell Community Council approve the implementation of a cycle hangar in Bellenden 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 11 July 2016

## KEY ISSUES FOR CONSIDERATION

5. Informal public consultation took place with all residents within the consultation area from 2 August 2016 until 22 August 2016.
6. 93% of respondents to the public consultation in Bellenden Road were in favour of the scheme (a total of 13 responses out of 14).
7. There was one additional positive response via email from a dwelling adjacent to the consultation area.
8. Additional consultation with the 3rd Camberwell Scout Group was undertaken. A recent CGS project improved the accessibility of the hall and it was important to ensure that this was not compromised or that any activities carried out by the scouts were not affected. They have no objection to the scheme provided that adequate loading space is allowed outside the scout hut.
9. Ten cycle parking spaces have been requested via the consultation which is an oversubscription of 66%.
10. 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 relocated.
11. Any 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 prior to implementation.

12. A 2 metre double yellow line to the east of the hangar will be installed to give access to pedal cyclists

### **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 project is funded via the 2016-17 CGS capital programme.
16. 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 CGS capital programme 2015/16 report dated August 2014.
17. All professional fees related to the project are also treated as the capital costs of the project.
18. The total expenditure and sources of funding for the scheme will be monitored and reported on as part of the overall capital programme.

### **Consultation**

19. Informal public consultation was carried out in August 2016, as detailed above.
20. If approved for implementation this will be subject to statutory consultation required in the making of an experimental traffic management order. The statutory consultation will run for the experimental period and the order made permanent on the basis of the trial results. If objections are received in the experimental period, they will be the subject of a further report for determination.

## 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 Public Realm Network Development 160 Tooley Street London SE1 2QH	Matthew Hill 020 7525 3541
Camberwell Community Council meeting held on Monday 11 July 2016, Minutes item 14 <a href="http://moderngov.southwarksites.com/mgAi.aspx?ID=42196">http://moderngov.southwarksites.com/mgAi.aspx?ID=42196</a>	Environment and Leisure / Highways 160 Tooley Street	Michelle Normanly 020 7525 0862

## APPENDICES

No.	Title
Appendix 1	Bellenden Road cycle hangar consultation document
Appendix 2	Cycle hangar location plan

## AUDIT TRAIL

<b>Lead Officer</b>	Matthew Hill, Head of Highways	
<b>Report Author</b>	Craig Dove, Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	10 November 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>
Strategic Director of Environment and Leisure	No	No
Director of Law & Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
<b>Date final report sent to Constitutional Team</b>		10 November 2016