

Non-strategic Traffic and Highway improvement

Appendix	1718Q3-012
Location	Bournemouth Road
Proposal	Installation of new, on-street cycle hangar
Community council	Peckham & Nunhead
Ward(s) affected	The Lane

Non-strategic Traffic and Highway improvement

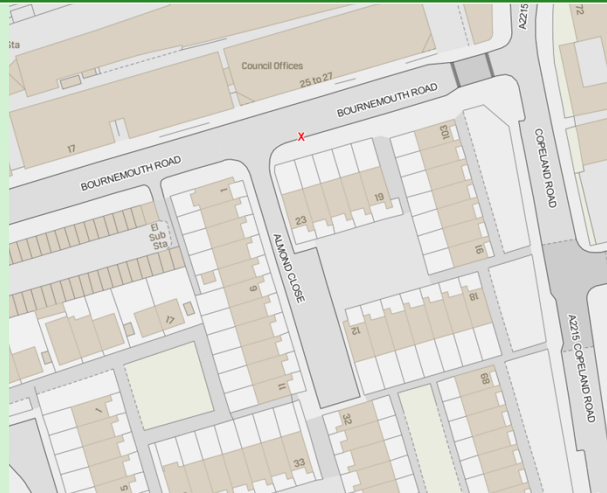
A non-strategic traffic and highway improvement is a small project where the council proposes to modify the existing Highway layout. This may include changes to waiting and loading restrictions, traffic calming, improved crossing facilities etc.

Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement a traffic and highway improvement project, subject to statutory consultation.

Background / Request

- At the Peckham and Nunhead Community Council meeting of 28 January 2017 an application to the Cleaner, Greener, Safer programme for a cycle hangar on the Atwell estate was approved and awarded funding. A link to the minutes of that meeting is here – <http://modern.gov.southwark.gov.uk/documents/g5424/Printed%20minutes%20Saturday%2028-Jan-2017%2013.00%20Peckham%20and%20Nunhead%20Community%20Council.pdf?T=1>
- The application was received from a resident of the Atwell estate who stated that a cycle hangar on this estate would encourage cycling and would be useful for those who don't have sufficient space for cycle storage in their homes.

Location



- The proposed location for this new hangar is on Bournemouth Road. Bournemouth Road is a restricted road which includes a number of 'pay for' (previously Pay&Display) parking bays on both sides of the street. There is a loading bay, some disabled bays and a motorcycle bay at the western end near Rye Lane.
- The proposed site for this hangar is on the southern side of Bournemouth Road, opposite the Council offices, as indicated on the accompanying plan. Installation at this location would require

removal of 1no. pay for parking bay in this road.

Investigation and conclusions

- In the first instance, we carried out informal consultation with some residents of the Atwell estate regarding the provision of a cycle hangar within the estate itself. The majority of the responses we received were strongly against the proposal although, there were several residents who supported the proposal and said that they would be interested in renting a space. Through discussion with the CGS applicant, the Residents Services Officer and other relevant council officers, based on the strong opposition, it was decided not to progress the initial proposal.
- Therefore we identified an alternative site for a new hangar, just outside the Atwell estate in Bournemouth Road, and carried out a second consultation with residents living closest to the new site. A total of 36 letters were sent out and just 6 responses were received (a 17% response rate). 5 of those responses were in favour of installing the hangar whilst 1 was opposed. So, from the responses received we can say that 83% are in favour whilst 17% are opposed.
- A total of 4 respondents across both consultations indicated they would be interested in renting a space with one of those households hoping to rent 2 spaces. This proposal is just for 1 hangar (i.e. 6 spaces) so there is demand for this facility in this area.
- From the second consultation, no negative comments were submitted whilst comments from those supporting the revised proposal included 'Great idea' and 'I strongly suggest more than 1 hangar be installed'.

Feedback from Community Council

Referral date (if applicable)	n/a
Referred by	
Community Council date	
Comments	

Recommendation

Given there are no existing cycle hangars in this road (or on the Atwell estate) and there is demand for such a facility, we recommend that the statutory consultation should now be carried out, with a view to implementing this hangar at the proposed location. This will include 2m of double yellow lines to one side of the hangar to maintain access.

This proposal is subject to Traffic Management Order (TMO) statutory consultation. A TMO is the legal mechanism the council as traffic authority uses to control aspects of the way that the highway is used.

A design drawing of the proposal is provided within this document.

Next steps

Should this non-strategic Traffic and Highway improvement proposal be approved, then arrangement will be made to carryout statutory consultation.

Following the statutory consultation period, the council will make arrangements to install the new cycle hangar.

Should objections be received during the statutory consultation period, these will be presented to the Cabinet Member for determination.

Audit trail

Reference	1718Q3-012
Report author	James Price
Ward members notified	28/09/2017
Referral	No