

Item No.	Classification: Open	Date: 16 June 2016	Meeting Name: Cabinet Member for Environment and the Public Realm
Report title:		Secure Cycle Parking (Bike Hangar)	
Ward(s) or groups affected:		Cathedrals, Chaucer, East Walworth, Faraday and Newington, Brunswick Park, Camberwell Green and South Camberwell, College, East Dulwich and Village Livesey, Nunhead, Peckham Rye and The Lane	
From:		Head of Highways	

RECOMMENDATIONS

1. That the Cabinet Member for Environment and the Public Realm approves the implementation of the following proposals:
 - Due to a majority of respondents supporting the proposal, to introduce a cycle hangar in:
Albrighton Road; Azenby Road; Bagshot Street / Mina Road; Bath Terrace; Beckway Street; Benhill Road; Bethwin Road; Bird In Bush Road; Browning Street; Burcher Gale Grove (Cleaner, Greener, Safer (CGS)); Champion Park Estate; Choumert Road; Choumert Road (Bellenden Road); Cobourg Road; Coleman Road; Commercial Way; Crofton Road (CGS); Cross Road (CGS); Croxted Road; De Laune Street; Deverell Street; Dolben Street / Great Suffolk Street; Ferris Road; Hillingdon Street; Ivanhoe Road; Landells Road; Lordship Lane; Malfort Road; Manciple Street (CGS); Morecambe Street; Morna Road; Nutbrook Street; Peckham Rye; Pocock Street; Pytchley Road; Queens Road; Rockingham Street; Sansom Street; Searles Road; Sharsted Street; Staple Street (CGS); Tabard Street (CGS); Thomsons Avenue; Tresco Road; Valmar Road and Vestry Road
 - Due to a majority of respondents supporting the proposal and strong local demand, to introduce two cycle hangars in each street in:
Aylesbury Road; Carden Road; Doddington Grove; Gladstone Street; Grosvenor Park; Mellow Street, Rye Hill Park and Wooler Street (CGS).
 - Due to split opinion on the location, to implement a cycle hangar at a revised location in:
Astbury Road; Fielding Street; Grosvenor Terrace; Grove Hill Road; Larcom Street; Manciple Street; Oswin Street and Penrose Street;
 - Due to a majority of respondents being opposed to the introduction of a cycle hangar, not proceed to implementation in:
Austral Street/West Square; Brook Drive; Colnbrook Street; Heiron Street and Penrose Grove.
 - Due to a split opinion on the location, to re-consult on the implementation of a cycle hangar on Penton Place and Rothsay Street.

- Due to a low response rate, not to implement a cycle hangar in: Bowen Drive; Machell Road and Seeley Drive.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 of the Southwark Constitution, community councils have been consulted on the detail of strategic parking scheme.
3. Summary details of all results associated with the study can be found in Appendix 1, the Consultation Summary.
4. The ward members were made aware of the scheme and the associated design in November 2015 for the CGS locations and January 2016 for all other locations.

KEY ISSUES FOR CONSIDERATION

5. Informal public consultation took place with all residents and businesses within the consultation area from 26 October until 15 November 2015 for the CGS locations and from 15 January 2016 until 5 February 2016 for all other locations.
6. Details of the proposed locations can be found in Appendix 2.
7. A report was presented to each Community Council in February and March 2016 and comments received.

Borough Bankside and Walworth comments:

That the following comments be submitted as the official comments by the community council to the cabinet member for environment and the public realm:

- The Blackwood Street hangars should be moved to Aylesbury Road.
- The Rothsay Street hangars consultation has seen some opposition, so requests from residents on the Haddonhall Estate for hangars in Prioress Street and Potier Street should be considered as alternatives.
- The hangar in Manciple Street is outside someone's door – this should be investigated.
- Members support the proposals on Hillingdon Street and Doddington Grove.
- Members welcome the proposal to move the hangar in Fielding Street from the street to in front of the allotments.
- In terms of the hangars on De Laune Street and Sharsted Street, the works around the Northern Line extension should be taken into account.
- The Penton Place and Penrose Street consultation results were quite finely balanced and the number of responses low. Further consultation may be needed.

Camberwell comments:

That the following comments be sent to the cabinet member for environment and the public realm for consideration:

- That community council gave its support to the recommendations contained in the report.

Dulwich comments:

That the recommendations that are due to be made to the cabinet member for environment and the public realm on the following be agreed:

1. The community council supports the introduction of cycle hangars on the following roads, subject to the necessary statutory procedures:
 - Croxted Road
 - Landells Road and
 - Lordship Lane.
2. That the community council does not support the introduction of the cycle hangars on the following roads:
 - Bowen Drive and
 - Seeley Drive.

Peckham and Nunhead comments:

Members considered the recommendations contained within the report.

A local resident expressed some concern about the installation of a cycle hangar in Astbury Road and asked if it could be reviewed in six months time.

1. The community council supports the introduction of cycle hangars on the following roads, subject to the necessary statutory procedures:
 - Astbury Road
 - Azenby Road
 - Bird In Bush Road
 - Choumert Road
 - Choumert Road (Bellenden Road)
 - Commercial Way
 - Ferris Road
 - Nutbrook Street
 - Peckham Rye
 - Queens Road
 - Tresco Road
 - Carden Road and
 - Rye Hill Park.
 2. That the community council decided not to support the introduction of a cycle hangar on Machell Road because the council received a low response rate during the consultation period.
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8. 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.
 9. 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 of the experimental traffic order. Any such objections will need to be considered by the cabinet member prior at the end of the experimental period.

Policy implications

10. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

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|------------|--|
| 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

11. 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.

Financial Implications

12. The costs of these proposals are expected to be funded from the capital budgets for cleaner Greener Safer programme and Local Implementation Plan.
13. The works arising from these proposals will be included in procurement reports which will detail the funding arrangement and will be subject to formal approval process.
14. Staffing and any other costs will be contained within current revenue budgets.

Consultation

15. Ward members were consulted prior to commencement of the consultations.
16. Informal public consultation was carried out in October to November and January to February 2016, as detailed above.
17. All responses within the consultation period were recorded and summarised. The recommendation is based on the majority of respondents being in favour of the proposal with amendments to locations made based on specific local comments.
18. 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 experimental results.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Finance and Governance (CAP16/026)

19. This report is requesting the cabinet member for environment and the public realm to agree the proposal to introduce cycle hangars as detailed in the report.
20. The strategic director of finance and governance notes that the costs arising from these proposals are expected to be funded from the capital budgets for Cleaner Greener Safer and Local Implementation Plan and will be subject to

separate procurement reports which detail the funding arrangements for the specific schemes.

21. It is also noted that staffing and any other costs connected with this report to be contained within existing departmental revenue budgets.

Strategic Director of Law and Democracy

22. The cabinet member for the environment and public realm is being asked to approve the implementation of a number of recommendations relating to the possible introduction of cycle hangars in a number of locations throughout the Borough.
23. The hangars require a Traffic Management Order. The process for implementing such an order requires a statutory consultation procedure pursuant to the Road Traffic Regulations 1984 and the Local Authorities Traffic Orders (Procedure) Regulations 1996. It is proposed to introduce the hangars under an experimental traffic order. If there are objections to the scheme received during the experiment period which cannot be informally resolved, then the consideration of these objections and a decision as to whether or not to continue with the hangar or hangars will be the subject of a further IDM report to the cabinet member.
24. The proposal to introduce cycle hangars has already been the subject of consultation with the public followed by consideration at the relevant community councils. This consultation has led to the various recommendations as set out in the report which range from proceeding with the introduction of the hangars, to moving the proposed location, to a need for re-consultation and finally in view of the responses to not taking the proposal any further at the present time.
25. As mentioned in paragraph 11 of the report, the proposals relating to the cycle hangars are not anticipated to have an adverse effect on the equalities and human rights of any individual or group
26. The council's constitution gives the cabinet member the responsibility for, amongst other things, traffic management and road safety. The decision therefore falls within the cabinet member's area of responsibility.

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, Cycle Programme Manager	
Version	Final	
Dated	16 June 2016	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team	16 June 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
ALBRIGHTON ROAD	163	6.7%	6	4	1	11	54.5%	36.4%
ASTBURY ROAD	89	16.9%	8	5	2	15	53.3%	33.3%
AUSTRAL STREET	59	22.0%	5	8		13	38.5%	61.5%
AYLESBURY ROAD	65	38.5%	19	6		25	76.0%	24.0%
AZENBY ROAD	42	19.0%	7	1		8	87.5%	12.5%
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%
BENHILL ROAD	69	14.5%	9	1		10	90.0%	10.0%
BETHWIN ROAD	295	3.7%	7	4		11	63.6%	36.4%
BIRD IN BUSH ROAD	77	6.5%	5			5	100.0%	0.0%
BOWEN DRIVE	113	0.9%	1			1	100.0%	0.0%
BLACKWOOD STREET (CGS)	61	6.56%	2	2		4	50.00%	50.00%
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%
CARDEN ROAD (NUNHEAD LANE)	184	17.4%	17	14	1	32	53.1%	43.8%
BURCHER GALE GROVE (CGS)	45	26.67%	7	4	1	12	58.33%	33.33%
CHAMPION PARK EST.	52	5.8%	2		1	3	66.7%	0.0%

Street	no. of addresses	Response rate	Support	Opposed	no opinion	total	% support	% opposed
CHOUMERT ROAD	165	3.0%	3	2		5	60.0%	40.0%
CHOUMERT ROAD (BELLENDEN ROAD)	188	4.8%	6	3		9	66.7%	33.3%
COBOURG ROAD	90	6.7%	5	1		6	83.3%	16.7%
COLEMAN ROAD	136	14.7%	14	5	1	20	70.0%	25.0%
COLNBROOK STREET	25	40.0%	2	7	1	10	20.0%	70.0%
COMMERCIAL WAY	75	10.7%	4	2	2	8	50.0%	25.0%
CROXTED ROAD	20	25.0%	5			5	100.0%	0.0%
CROFTON ROAD	227	6.17%	8	4	2	14	57.14%	28.57%
CROSS ROAD	227	8.37%	16	3		19	84.21%	15.79%
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%
FERRIS ROAD	50	16.0%	7	1		8	87.5%	12.5%
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%
GROSVENOR PARK	203	17.7%	28	6	2	36	77.8%	16.7%
GROSVENOR TERR.	200	7.0%	9	5		14	64.3%	35.7%
GROVE HILL ROAD	149	22.8%	19	13	2	34	55.9%	38.2%
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%
IVANHOE ROAD	136	15.4%	12	8	1	21	57.1%	38.1%
LANDELLS ROAD	126	21.4%	14	13		27	51.9%	48.1%

Street	no. of addresses	Response rate	Support	Opposed	no opinion	total	% support	% opposed
LARCOM STREET	189	14.8%	15	13		28	53.6%	46.4%
LORDSHIP LANE	166	4.8%	5	2	1	8	62.5%	25.0%
MACHELL ROAD	26	0.0%						
MALFORT ROAD	22	36.4%	6	2		8	75.0%	25.0%
MANCIPIE STREET	89	16.9%	10	4	1	15	66.7%	26.7%
MERROW STREET	158	12.7%	15	5		20	75.0%	25.0%
MANCIPIE STREET (CGS)	223	6.28%	12	1	1	14	85.71%	7.14%
MORECAMBE STREET	89	3.4%	3			3	100.0%	0.0%
MORNA ROAD	22	36.4%	7	1		8	87.5%	12.5%
NUTBROOK STREET	93	10.8%	6	2	2	10	60.0%	20.0%
OSWIN STREET	85	18.8%	7	7	2	16	43.8%	43.8%
PECKHAM RYE	64	7.8%	4	1		5	80.0%	20.0%
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%
PYTCHLEY ROAD	271	6.3%	10	4	3	17	58.8%	23.5%
QUEENS ROAD	215	4.7%	9		1	10	90.0%	0.0%
ROCKINGHAM STREET	235	4.7%	11			11	100.0%	0.0%
ROTHSAY STREET	228	6.1%	7	7		14	50.0%	50.0%
RYE HILL PARK	345	8.7%	24	5	1	30	80.0%	16.7%
SANSOM STREET	46	43.5%	14	5	1	20	70.0%	25.0%
SEARLES ROAD	125	15.2%	15	4		19	78.9%	21.1%
SEELEY DRIVE	150	0.0%						

Street	no. of addresses	Response rate	Support	Opposed	no opinion	total	% support	% opposed
SHARSTED STREET	64	17.2%	7	4		11	63.6%	36.4%
STAPLE STREET (CGS)	171	9.94%	13	3	1	17	76.47%	17.65%
TABARD STREET (CGS)	255	8.24%	16	5		21	76.19%	23.81%
THOMPSONS AVENUE	18	5.6%	1			1	100.0%	0.0%
TRESCO ROAD	91	18.7%	10	6	1	17	58.8%	35.3%
VALMAR ROAD	172	12.8%	16	5	1	22	72.7%	22.7%
VESTRY ROAD	252	10.3%	19	4	3	26	73.1%	15.4%
WOOLER STREET (CGS)	150	11.33%	14	2	1	17	82.35%	11.76%

Key:

2 hangars proposed

Alternative location

No hangar proposed - low response

No hangar proposed