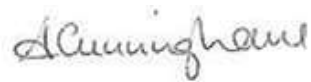


Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Bikehangar Installation: Outside 47 Priory Gardens, N6
Report

Authorised by: Head of Highways and Parking:



Cabinet Member for Transformation and Public Realm
Investment:



Lead Officer: Michael Demosthenous, Level 1, River Park House, 225 High
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Ward(s) affected: Crouch End

Report for Key/
Non Key Decision: Non key decision

1.0 Describe the issue under consideration

- 1.1 To report on the feedback of statutory consultation carried out from 07 October to 28 October 2020, for a proposal to introduce a Bikehanger outside 47 Priory Gardens, N6.
- 1.2 To request approval to proceed to implementation, having taken objections into consideration.

2.0 Recommendation

- 2.1 It is recommended that the Head of Highways and Parking, Cabinet Member for Transformation and Public Realm Investment: -
- 2.2 Approves the making of the Traffic Order to introduce a Bikehanger outside 47 Priory Gardens, N6.

3.0 Reasons for decision

- 3.1 This facility has been consulted upon following requests from Priory Gardens residents.

4.0 Alternative options considered

- 4.1 None.

5.0 Background Information

- 5.1 Encouraging more people to cycle is a vital part of Haringey Council's plan to tackle congestion, improve air quality, promote physical activity and improve accessibility. The Council is committed to the promotion of cycling as a serious form of transport. As the number of people who cycle increases, we recognise the need for safe and secure parking.
- 5.2 Following numerous requests from Priory Gardens residents, the Council proposes to install a Bikehanger outside 47 Priory Gardens, N6.
- 5.3 The Bikehanger is a communal bike locker that stores six bicycles and only occupies half a car parking space. It is easy to open with a self-lifting door; the steel design protects bicycles from vandalism and wet weather.
- 5.4 The Bikehanger is manufactured by Cyclehoop, which is a firm of award-winning designers and architects specialising in producing innovative indoor and outdoor cycle parking infrastructure.
- 5.5 Local residents can currently rent a space inside a Bikehanger at a reduced rate of £36 per annum (normal price £72) with a £25 key deposit, which is presently subsidised by the council, subject to review/change. Cyclehoops will

be managing and maintaining the Bikehangar once installed, subject to review/change.

6.0 Consultation

- 6.1 Ward Councillors were informed about the proposal on the 23 September 2020.
- 6.2 Notification documents were distributed to residents in the vicinity of the proposal on the 07 October 2020. A copy of the statutory notification document is shown in Appendix A.
- 6.3 Legal Notices were placed on street at the location where the Bikehangar is proposed. A copy of the legal notice is shown in Appendix B.

7.0 Responses to Consultation

- 7.1 The council received 15 responses during the statutory notification period, 10 objections, 5 in support.

7.1.1 *Objections – Loss of Parking/Poor Proposed Location*

‘Virtually all the properties along the road are single occupancy houses with front and back gardens and are able to store there bikes in a shed or the garden and therefore do not see the need for a Bikehangar’.

‘There are approximately 140 houses on Priory Gardens and only a minority of these houses have driveways or garages. The rest rely on street parking.’

‘The introduction of a Bikehangar will simply take away precious parking space and is being made by over-entitled residents who don't want to store bikes in their own gardens. Please look at the street plan for the road to see that every single house has garden space for bike storage’.

‘The section of road where the Bikehangar is being proposed, on both sides comprises houses which do not and cannot have driveways, and there is extreme parking pressure caused by the large numbers of wide driveways which the local authority has authorised, and which is made worse in normal times and even during the Covid-19 emergency by tube users parking at times when the CPZ is not operating. The impact on our houses is that already we sometimes have to park on Shepherds Hill, a ten minute walk from our houses’.

‘Priory Gardens is a cul de sac leading to Highgate tube station - it is used for access to the tube station and there have been many issues raised on this road about parking. There have been issues with parking for residents and issues with additional rental cars parked in residential spaces which makes parking space very short. It also makes road access and emergency access to the tube difficult when there is congestion on the road’.

'To remove yet another sizeable space now to permit the building of a permanent "bike hangar" will make it even more difficult than is already the case for residents to have workmen, trades people and visitors to find somewhere even vaguely convenient in which to park when attending at their homes for work or family visits. It seems like the policy being implemented over time, whether intentionally or otherwise, is steadily reducing the amenity of the street for the taxpayers who live in the street and who have no wish for further parking problems to be visited on them'.

'The current proposed positioning is, we believe, one of the worst possible places for it on the street. This "middle part" of Priory Gardens is the only section of the street where the houses have no driveways, so space for residential street parking is at its highest premium. This is particularly the case on the stretch between numbers 33-61. This small stretch of the street already suffers most from a lack of available street parking for residents. Installing a bike hangar on this section would only exacerbate the problem. I would suggest locating the hangar on another stretch of the road where residents already benefit from their own driveways'.

'I would suggest placing the bike hangar somewhere it will not take up a parking space. For example, next to the coffee kiosk immediately outside the tube station'.

'I am very much in favour of more bike hangers in Haringey. The only issue I have with the proposal to put one outside no. 47 is why there? As a cyclist I know I wouldn't lock my bike outside 47 and then walk up to the tube (the main reason for parking one's bike in Priory Gardens) I'd cycle up to the tube and then look for parking. I feel more genuine help to cyclists would be to improve the parking by the coffee stall.'

Council Response

The council has no desire to place Bikehangars where they are not wanted. We received 7 requests for a Bikehangar to be introduced on Priory Gardens and the majority of residents who made a request for this facility, also made a request for multiple spaces.

We try to locate this facility outside of a property that has requested or shown support for the proposal, whilst giving consideration to the appropriateness of the location in terms of practicality and safety.

I take note that there are front and back gardens along Priory Gardens, however some residents have issues physically manoeuvring their bikes within their properties in order to store them. One of the residents who initially made a request for a Bikehangar, **stated** 'our household are regular cyclists but without secure street parking we will probably be forced to give up cycling soon, as we are forced to carry cycles up and down 27 stairs to reach the level of our house. As I get older, I am increasingly worried about falling or letting the bike drop into the footpath'.

The proposed Bikehangar will reduce vehicle parking by half a space but will allow six bicycles to park safely. As more people switch to more sustainable forms of transport, the need for car ownership will reduce, which will help to ease the parking pressures being experienced and help to improve air quality in this area and in the borough as a whole.

7.1.2 Objections – There is already cycle storage on the road

‘It seems astonishing that the council would want to site a bike hangar on Priory Gardens where there is already a cycle rack (next to the station) with spaces for ten bikes. And these are often not used. There are better options which do not remove parking spaces from the street: a bicycle hangar could be installed in the car park’.

‘There is already a bicycle rack near to the underground station. This has spaces for ten bicycles. I have been monitoring the use of this daily since I learnt of the proposal, and note that it is frequently empty and never close to capacity, for example today there was one bike. If however there is really a demand for further spaces there is room on the hard standing area alongside the existing rack for a further installation, without loss of any existing parking space. There is also plenty of room for bike storage in the station car park’.

‘Priory Gardens already has a bike rack for ten bikes so does not need a bike hangar’.

‘As we understand it, the declared purpose of this hangar is to facilitate parking of bicycles for people living in the street. However, there is already a large bike rack at the station end of the street, where people can park their bikes should they wish to do so, be they residents of the street or outside commuters. Moreover, in the 25 years we have been living in the street we have never seen that bike rack fully utilised. There does not seem to be a demand or an objective need that would warrant the proposed hangar installation’.

Council Response

We try to locate this facility outside of a property that has requested or shown support for the proposal, whilst giving consideration to the appropriateness of the location in terms of practicality and safety.

The council has no desire to place Bikehangars where they are not wanted. We received 7 requests for a Bikehangar to be introduced on Priory Gardens and the majority of residents who made a request for this facility, also made a request for multiple spaces.

We have received over 2000 requests for Bikehangars to be installed within the borough, some dating back to 2014. There is more demand for Bikehangars than we can supply. A large number of residents own bicycles and do not have any convenient or safe storage and this facility has proven to be very popular, not just in Haringey but across London.

The cycle racks located outside Highgate Station are recommended for short term commuter parking, as long term/overnight parking has a high risk of theft and vandalism. However, a Bikehangar offers a secure solution to long-term cycle parking and an effective way to protect bikes from tough weather conditions and vandalism. This award-winning product stores six bikes within half the space of a car parking bay, making it ideal for areas where outdoor cycle storage space is necessary.

The proposed location for the Bikehangar is well lit and in the vicinity of residential properties, which will provide natural surveillance and give confidence to users that bicycles parked in there will be safe. Moreover, each of the six spaces will be rented, and only a user will be able to gain access into the Bikehangar.

As more people switch to more sustainable forms of transport, the need for car ownership will reduce, which will help to ease the parking pressures being experienced and help to improve air quality in this area and in the borough as a whole.

7.1.3 Objections - visual blight on the street which is in a conservation area

‘These bike hangars are large and unattractive and will be a blight on the street. A permanent mini-hangar for bikes will not enhance our Conservation Zone.’

‘The street lies within a designated Conservation zone. The hangar being proposed will be an eyesore and a permanent blight on the street in contravention of the principles underlying the Conservation zone’.

‘I have seen over the years many situations where people living even in flats without a back garden have managed to store their bicycles in the passageway or somewhere else on their property. It is not a reason for blighting the streetscape with an ugly permanent box.’

‘On aesthetic grounds I think it is ugly and will become a magnet for graffiti and vandalism’.

Council Response

The council over the years has installed many Bikehangars within conservation areas. The structure is of a standard design, in a dark green colour which limits its impact on the surrounding environment.

All Bikehangars installed on the public highway are currently maintained by Cyclehoops, the company that supplies and installs all our Bikehangars. Any issues will be promptly rectified by Cyclehoops, who has a proven track record for promptly responding to identified faults. It should be noted that we have 95 units installed on the public highway, with very few historic cases of vandalism/graffiti.

8.0 Contribution to strategic outcomes

8.1 This project will improve cycling facilities in the area and thus encourage cycle usage.

9.0 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance Equalities

9.1 Comments of the Head of Legal Services

9.1.1 N/A

9.2 Chief Finance Officer Comments

9.2.1 The cost to supply and install the Bikehangar can be contained within the existing budget funded from Transport for London LIP allocation.

9.3 Equal Opportunities

9.3.1 The consultation documents were distributed to all households / businesses within the agreed consultation area to ensure that all stakeholders were made aware of the **Council's** proposals.

9.4 Staff Side Comments

9.4.1 N/A

9.5 Summary and Response

9.5.1 After considering the statutory consultation results and noting that there were 10 objections, detailed in 7.1.1 to 7.1.3, the Council has concluded that no alterations should be made to the proposed scheme. The Bikehangar will reduce vehicle parking by half a space but will allow six bicycles to park safely, which will help to promote the use of more sustainable forms of transport.

10.0 Use of Appendices

- Appendix A – Statutory consultation document
- Appendix B - Legal Notice

11.0 Local Government (Access to Information) Act 1985

11.1 N/A