

**Report for:** Head of Highways and Parking following consultation with Cabinet Member for Climate Action, Environment and Transport

**Title:** Cycle Storage facilities (cycle hangars) 2023/24 Batch 2 & 3 review - Statutory Consultation

**Report authorised by:** Simi Shah. Group Manager for Traffic and Parking Projects

**Report Author/s:** Andy Bourke - Parking Projects Manager  
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**Ward(s) affected:** Alexandra Park, Bruce Castle, Crouch End, Fortis Green, Harringay, Highgate, Noel Park, Northumberland Park, South Tottenham, Tottenham Hale, Tottenham Central, West Green, White Hart Lane and Woodside

**Report for Key/  
Non-Key Decision:** Non-Key decision

## **1 Describe the issue under consideration**

- 1.1 To report on the objections and submissions to the statutory consultation carried out for revised proposals from 2 July to 23 July 2024 to introduce 21 cycle hangars at various locations in the borough.
- 1.2 To request approval to proceed with the implementation of 20 cycle storage facilities, having taken objections and submissions into consideration.

## **2 Cabinet Member Introduction**

- 2.1 N/A

## **3 Recommendations**

- 3.1 It is recommended that the Head of Highways and Parking following consultation with Cabinet Member for Tackling Inequality and Resident Services.
- 3.2 Considers the objections and submissions raised during the statutory consultation on the proposals and set out in section 4 of this report, and officer responses to each objection set out in table 2, section 6 of this report.
- 3.3 Having considered the proposals, the responses to the statutory consultation and officer comments, and having due regard to the needs set out in Section 149 (public sector equality duty) of the Equality Act 2010: -
  - Agree to proceed with Implementation of 20 new cycle storage (cycle hangar) facilities at the proposed locations detailed in Table 1 of section 6.

- Agree not to proceed with the installations of Bike hangar at the proposed location for Creighton Road, N17 for the reasons set out in section 4.8 of this report.

3.4 Approve the total estimated implementation cost of £6,920 which includes consultation, inventory survey, design and traffic management orders. This is from the £487k approved budget for the implementation of the Cycle Parking Programme for year 2024/2025.

#### 4 Reasons for decisions

4.1 As part of last years (2023/24) cycle hangar programme, we consulted residents on the proposal to install cycle hangars at various locations in the borough. During the consultation process we received objections from residents to the proposed locations of 21 bikehangars listed in section 6.11 of this report. Residents requested for the Council to consider the proposed locations.

4.2 As part of the decision-making process, the Council considered all objections and comments, deciding to revise the locations as requested by residents.

4.3 Following we carried out a statutory consultation on revised proposals and now reporting on the outcome of the consultation process and seeking approval for officers to progress to the installation of the cycle hangars at the revised locations as proposed.

4.4 The locations for the revised proposed cycle hangars have been selected based on the feedback received from residents.

4.5 A total of 35 responses were received to the statutory consultation with:

- 14 objections
- 19 in favour
- 2 comments

4.6 Objections received to the statutory consultation were in response to the proposals for cycle hangars to be introduced into the following roads – Alexandra Park Road, N10, Burlington Rd N17, Creighton Road, N17, Downhills Avenue N15, Milton Road N6, Muswell Road N10, Felix Avenue N8, Granville Rd N22 and Hillside Gardens N6.

4.7 Of the objections received, the main theme presented related to the loss of vehicle parking space. Most objectors were concerned about the proposed cycle hangars would have in pact on available car parking space in their street. The majority of objections received have not been upheld, as they did not present any substantial reasons why the hangars should not be introduced. The Council, as the highway authority has a duty of care to manage the network, ensuring, along with other responsibilities, that cycle storage facilities are provided for those residents who find it difficult to keep bicycles at home due to lack of storage spaces. The provision of cycle hangars also contributes to the **Council's** commitment to encourage the use of alternative sustainable modes of Transport.

4.8 Objections received from residents in Creighton Road, N17 have been upheld. Residents recommend alternative locations for placing the bikehangar. The resident at No. 91 resident did agree for the bikehangar to placed put outside their property, however during the statutory consultation a tree has been planted at the location where the bike is proposed to be placed and therefore it cannot be place at the location as the tree will be on the way. Officers will investigate other sites nearby and will put a proposal forward as part of upcoming batch.

4.9 A summary of objections received, and officer recommendations are detailed in Table 2, section 6 of this report.

4.10 The proposals contained within Table 1 section 6 impact 2 or more wards; however, in assessing the proposals, officers conclude that the proposed changes are not likely to be significant in

terms of their effects on communities living or working in the area. Therefore, approval can be sought through Delegated authority in consultation with the Cabinet Member for Climate Action, Environment and Transport to make the relevant traffic management orders and implement the recommendations.

## 5 Alternative options considered

- 5.1 An alternative considered was to 'not' undertake the requested introduction of new cycle hangars. However, this is not recommended as it would be against the Council's commitment to providing more secure cycle storage facilities (cycle hangars) on street for residents' use.

## 6 Background Information

- 6.1 Many residents in the borough, particularly those who live in flats, find it difficult to keep bicycles at home due to a lack of storage space. This is often inconvenient and impractical, meaning that people may not be able to own a cycle at all.
- 6.2 In recent years, cycle hangars have emerged as a game-changing solution. These offer secure, sheltered cycle parking on residential streets. A cycle hangar is a communal bicycle locker that stores six bicycles and only takes half a car parking space on street. It is easy to open with a self-lifting door and protects bicycles from vandalism and wet weather.
- 6.3 The Council, therefore, has made a commitment and has a rolling programme from October 2014 to provide more secure cycle storage (cycle hangars) on street for residents' use and also to encourage the uptake of cycling.
- 6.4 A cycle hangar is a communal bicycle locker that can accommodate six bicycles, it occupies 2.5m of kerb side space, approximately half a car parking space.
- 6.5 The Council has a contract with Cyclehoop, one of the companies in the market that provide cycle storage facilities, to install and manage cycle hangars in Haringey.
- 6.6 Locations for the installation of cycle hangars are selected based on requests received from residents and a point-scoring system is established to enable requests to be prioritised. The sites selected then undergo a detailed site assessment by Haringey's engineers, who will consider the best location for the hangar.
- 6.7 Once locations are determined, a statutory consultation exercise is carried out in accordance with the Road Traffic Act 1984 and the Local Authorities Traffic Orders Procedure Regulations 1996. This is a legal process involving a notice of the proposal to be placed in the newspapers allowing 21 days during which anyone wishing to object can write to the Council providing reasons for their objection.
- 6.8 The allocation of cycle hangar space is managed by Cyclehoop once the hangar has been installed. Given the high number of requests across the borough, 1 hangar space is allocated per applicant unless there are sufficient spaces for the number of requests received from the road.
- 6.9 Residents can currently rent a space inside a cycle hangar. The actual cost of renting this space which intended to cover costs is £72. Those costs are subsidised by the council at present, with the Council meeting 50% of those costs and residents paying the remainder. This subject to review at present.
- 6.10 The sites for these new proposed cycle hangars were selected based on requests/feedback received from residents and further site assessment to determine suitability for each of the proposed locations. Table 1 below lists the proposed cycle hangar location.

Table 1

Reference	Pervious Location	New proposed Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
1	Alexandra Park Road N22 outside No. 325 Alexandra Park Rd	Alexandra Park Road N22 outside No. 323 Alexandra Park Rd	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
2	Briston Grove N8 outside No.9 Briston Grove	Tregaron Avenue opp. No.38 Tregaron Avenue	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
3	Burghley Rd N8 outside No.59 Burghley Rd	Burghley Rd N8 opposite No.57/59 Burghley Rd	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
4	Burlington Rd N17 opposite No. 39 Burlington Rd	Stirling Road N17 adjacent to No.25 Burlington Rd 5.5 m from the end of the bay	To provide a Cycle storage facility for 6 bikes. At all times	To provide a Cycle storage facility for 6 bikes. At all times	Y
5	Cecile Park N8 outside No.40 Cecile Park	Cecile Park N8 opposite Nos.72/74 Cecile Park	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
6	Downhills Avenue N17 outside No. 58 Downhills Ave	Downhills Avenue N17 opposite No. 56/58 Downhills Ave	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
7	Felix Avenue N8 outside No.11 Felix Avenue	Felix Avenue N8 adjacent to No. 14 Weston Park	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
8	Flexmere Road N17 opposite No. 18 Flexmere Rd	Flexmere Road N17 opposite No. 80 Flexmere Rd	Introduce a new cycle hangar	To provide a Cycle storage facility for 6	Y

Reference	Pervious Location	New proposed Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
				bikes. At all times	
9	Gladesmore Road N15 outside No.85 Gladesmore Road	Gladesmore Road N15 near No.61 Gladesmore Road	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
10	Granville Road N22 outside side of No.19	Granville Road N22 opp. side of No.17 -21 along the flank wall	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
11	Hornsey Lane Gardens N6 outside No. 21 Hornsey Lane Gardens	Hornsey Lane Gardens N6 south side opp. No. 29E Hornsey Lane Gardens	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
12	Jacksons Lane N6 outside 12 to 14 Hillside Mansions	Hillside Gardens N6 next to the existing car club bay	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
13	Milton Park N6 opposite No. 44 Milton Park	Milton Park N6 opposite No. 52 Milton Park	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
14	Muswell Road N10 outside Nos. 1 to 13 Rowan, Muswell Rd	Muswell Road N10 outside No. 34	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	N
15	Pemberton Rd N4 outside No. 4 Pemberton Rd	Pemberton Rd N4 opp. side of Nos.1 & 3 along the flank wall	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
16	St Albans Crescent N22 outside No. 44 St Albans Crescent	Gathorne Road N22 adjacent to No. 7 St. Albans Crescent	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
17	Scales Road N17 outside No. 106a Scales Road	Junction Road N17 adjacent to No.57 Scale Rd	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y

Reference	Pervious Location	New proposed Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
18	St Margaret's Rd N17 outside No. 37 St Margaret's Rd	Belton Road N17 adjacent to No.1 St Margaret's Rd	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
19	Thackeray Avenue N17 outside Nos. 131/133 Thackeray Ave	Thackeray Avenue N17 south side near the junction with Havelock Rd	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
20	Tynemouth Rd N15 outside No. 54 Tynemouth Rd Cunningham Road	Cunningham Road N15 west side adjacent to No. 29 Tynemouth Rd	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y

6.11 Plans, which show the layout of the proposals, are provided in **Appendix 1** of this report.

### Statutory Consultation

6.12 Statutory consultation commenced on 2 July 2023 for a period of 21 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield, and Haringey Independent and the notice was erected on site in each of the affected streets. The closing date for representations and comments was 23 July 2024.

6.13 Although not a legal requirement, statutory notification letters informing of the proposals and process were also posted to frontages in the streets for the proposed cycle hangars. **Appendix 2** contains copies of the statutory notification letter delivered to affected frontages.

6.14 It is noted that LATOR provides local authorities with the discretion of whether or not to hold a public inquiry prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry on account of: the effect of the order (see paragraphs 6.7 & 6.13), no objections, the wider support for the project, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

6.15 As part of the statutory process, the following statutory bodies were also notified:

- AA
- London Transport
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch

- Haringey Cycling Campaign

## Responses to Consultation

- 6.16 A total of 1680 properties were written to notify their occupants of the statutory consultation and how they could object should they wish to. A total of 35 representations from residents and businesses were received, comprising 14 objections, 19 submissions in favour and 2 comments.
- 6.17 Table 2 below summarises the objections received; these have been grouped by the reasons provided for the objections, and an officer response to each reason for the objection is provided. All the responses received are outline in **Appendix 3** of this report.

**Table 2**

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
<p>While I understand the intention behind promoting cycling and providing storage solutions, I believe this proposed location has several drawbacks that need to be addressed.</p> <p><b>Safety Concerns</b> These units will obstruct the view of the property which is at street level. In light of increased break-ins and car thefts, as an active neighbourhood watch it is imperative that we have clear line of sight without obstructions.</p> <p><b>Reduction in Parking Space:</b> The installation of cycle storage will inevitably reduce the available parking space and with young families with small children close by, their safety is of concern given the high speed that cars travel along APR. Our neighbourhood already faces a scarcity of parking, and this initiative will exacerbate the problem.</p>	Alexandra Park Road	2	<p>The Council install a cycle hangar based on demand and requests received from residents. The bikehangar is proposed following a request/request received from a resident/residents in the street.</p> <p>The bikehangar is proposed be in place outside of a property that has requested it so that they <b>don't affect other addresses in the street.</b></p> <p>A cycle hangar 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.</p>
<p>Objections for the following reasons: Increased traffic accidents: The existing road layout, with an island in the middle, already causes frequent</p>	Creighton Road	2	<p>The resident at No. 91 resident did agree for the bikehangar to placed outside their property, however during the statutory consultation a tree has been planted at the location where</p>

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
<p>collisions between vehicles. Adding a cycle hanger at the start of a parking bay will exacerbate this issue.</p> <p>Damage to the cycle hanger: The frequent collisions are likely to damage the cycle hanger and bicycles.</p> <p>Congestion and safety: This location is already congested, especially with buses and HGVs. The cycle hanger will further impede traffic flow and pose a safety risk to pedestrians, particularly on event days.</p> <p>Impact of new tree: The recently planted tree will affect the installation of the cycle hanger, requiring it to be placed further back, which was not part of the original plan / consultation.</p> <p>Proposed Solutions</p> <p>Suggested alternative locations for the cycle hanger:</p> <p>End of a parking bay: Placing the cycle hanger at the end of a parking bay, rather than the beginning, would reduce the risk of collisions and damage.</p> <p>Side road: Locating the cycle hanger on a quieter side road, like opposite 270 White Hart Lane, would minimise impact on traffic, pedestrians, and the cycle hanger itself.</p>			<p>the bike is proposed to be <b>placed and therefore it can't</b> been place at the location as the tree will be on the way. Officers will investigate other sites nearby and will put a proposal forward as part of upcoming batch.</p>
<p>I already objected when it was suggested that the hanger was located outside number 58, on the grounds that Downhills Avenue is a short street with limited on street parking.</p> <p>I did suggest that instead a more viable option would be to locate it on Wilmot Rd opposite number 42.</p> <p>Alternatively, a hanger on Hastings Rd itself would also be very viable as again this road is little used for parking.</p>	Downhills Avenue	1	<p>We can confirm that the objection received for our previous consultation was considered and the location is revised so as not be placed outside No. 58. <b>It's now</b> proposed to be placed on the opposite side, in the area where there are no frontages.</p> <p>A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely.</p>



Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
By reducing parking options on the street, the elderly and families with young children and with heavy shopping may not only find it inconvenient, but the reduced parking close to their properties may also present a health and safety risk.			
Wholly object to a bikehanger on Felix Avenue on the grounds of parking. The street already cannot service the residents in allocated parking. In the last 12 months we have lost 2 parking bays to a newly permitted driveway and another to a disabled parking bay on Felix Ave. We also lost local parking on Topsfield Parade when loading bays were added. And we lost some parking on corners of local roads so more pressure locally has increased.	Felix Avenue, N8	2	<p>The Council only install a cycle hangar based on demand and requests received from residents. The bikehanger is proposed following a request/requests received from a resident/residents in the street.</p> <p>The cycle hanger is proposed to be installed at a location where there are no frontages and will not direct affect any property in the street. The location was suggested by residents who responded to our previous consultation.</p> <p>A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely.</p>
The location proposed for the <b>bicycle hangar (No.12, "opp. Side of 17-21 along the flank wall") won't work because not only does it rob residents of a frequently used parking space that allows visibility of vehicles in a high crime area, it also ignores the spaces where 'visitors' deposit their rubbish- be it food waste or furniture etc. The better (and less used) locations would be the parking space opposite No.39-41 adjacent to the garages of Pickering Court, or opposite Nos.3-5, next to the tree and road sign in front of Nos.2-12 Granville Road. Both of these</b>	Granville Road	2	<p>The cycle hanger is proposed to be installed at a location where there are no frontages and will not direct affect any property in the street. The location was suggested by residents who responded to our previous consultation.</p>

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
places are popular with fly tippers which Haringey Council regularly ignores but would discourage such anti-social behaviour if the perpetrators were conscious of being watched by bike owners.			
<p>I have lived in Jacksons Lane since 2007 and know that Hillside Gardens planned location for the bike hangar extremely well. There is very high congestion at that corner (Hillside Gardens/Jacksons Lane) as Hillside Gardens is 1) narrow 2) has parking on both sides 3) has a challenging turn in and out of Jacksons Lane and 4) that curve where the bike hangar is planned for is one of the most challenging points for any traffic to negotiate.</p> <p>by 5) the narrowing of Jacksons Lane forcing wide vehicles coming from Archway into Hillside Gardens and 6) the frequent closure of Southwood Lane by Thames Water forcing traffic from Southwood Lane to divert via Hillside Gardens.</p> <p>Honestly, this is the craziest possible site - I find it difficult to believe it was actually inspected and authorized. I propose instead the junction at Jacksons Lane, Archway Road and the entry to Southwood Avenue (where The Post grocery store is located.</p>	Hillside Gardens N6	1	<p>The bikehangar is proposed to be installed at the location which was suggested by residents who responded to our previous consultation and will be placed inline with existing parking arrangement next to the car club bay.</p> <p>The hangar is to be set back from the junction, and it is not anticipated that the location of the cycle hangar will cause an issue for vehicle/traffic movements.</p> <p>From the responses we received for the consultation it also shows supports for the installation of the bikehangar at the location.</p>
<p>object to the proposed bicycle parking spaces,</p> <p>I have several concerns regarding the proposed bicycle parking space on N6 opposite N52 Milton Park.</p> <ul style="list-style-type: none"> <li>● Limited parking spaces for residents at present. to drive</li> </ul>	Milton Park N6	1	<p>The Council only install a cycle hangar based on demand and requests received from residents. The bikehangar is proposed following a request/requests received from a resident/residents in the street.</p>

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
<p>to and from work.</p> <ul style="list-style-type: none"> <li>●I use this part of the permit holders parking bay to park and charge my electric car. Taking away this parking space next to my house would leave me unable to charge my car from my home,</li> <li>●There are few cyclists in the area - the proposed cycle rack at the top of Milton Road/ on Hornsey lane gardens would be sufficient,</li> <li>●Due to poor ventilation and chronic basement damp issues, we have to have these basement windows open for several hours per day, and having an increase of pedestrian/ cyclist traffic directly outside our window would compromise our privacy.</li> <li>●Basement flats are also at higher risk of burglaries, and having these views unobstructed is a protective factor against this.</li> <li>●These bike racks would obscure the already very limited light to our basement <b>flat's bathroom and bedroom.</b> This would decrease the value of our flat.</li> <li>●Noise from e-bikes left on this street corner already disrupts the occupant of the basement bedroom facing 52 Milton Park, and this bike rack would add to noise disturbance for that bedroom.</li> </ul>			<p>The bikehangar is proposed to be installed at the location where it was suggested by residents who responded to our previous consultation for the proposal.</p> <p>From the responses we received for the consultation it also shows a support for the installation of the bikehangar in the area and some also commented that more bikehangars are required.</p> <p>A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely.</p> <p>In terms of the noise concern raised, cycle hangar doors are controlled by a gas sprung opening and closing mechanism. Therefore, the noise created from the cycle hangar during normal use is dampened / limited and will be no more than usual parking activities taking place on street. We currently have 226 cycle hangars installed on the public highway at various locations in the borough, most of these are in residential streets. To date we have not received complaints regarding noise generated from the normal use of the cycle hangars.</p>
<p>Here by lodging several objections to the proposal to install a Bikehangar</p> <p>1.many people need their cars to travel to work, to transport <b>the elderly to doctors'</b> appointments and the like and to take children to school where is not an option and the policy is irrelevant to these circumstances</p>	Muswell Road, N10	1	<p>The Council only install a cycle hangar based on demand and requests received from residents. The bikehangar is proposed following a request/requests received from a resident/residents in the street.</p> <p>The bikehangar is proposed to be installed at the location</p>

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
<p>2. Far more car drivers than cyclists</p> <p>3. encourage cycling brings with it its own dangers and thus this policy could be viewed as deeply concerning.</p> <p>4. What proportion of the residents in Muswell Road has requested a bikehangar? Please advise.</p> <p>5. Owing to the development currently underway behind 1-13 Rowan Court, in Methuen Park, several garages have been demolished, creating a greater need for more parking spaces</p> <p>6. Parking spaces have already been lost in Muswell Road owing to the double yellow lines imposed near the corners of Muswell Road.</p> <p>7. We dispute the statement that a bikehangar occupies less space than one car parking space.</p> <p>8. here are two bikehangar within five minutes walk from the proposed location of the new bikehangar. Neither is fully used.</p> <p>9 This is a residential area with plenty of space in front gardens and side entrances where bicycles can be stored.</p> <p>10. We have observed that no cyclists live in any of the properties either side of the road where the proposed Bikehangar would be located.</p> <p>11. It has been noted that the bikehangar in Rosebery Road is no longer located outside a <b>resident's house. However, it</b> is proposed that the proposed bikehangar will be located outside a residential house. Have the residents of number 34 been consulted about this proposal?</p> <p>16. It is noted that a bikehangar has been placed in Methuen Park with NO</p>			<p>where it was suggested by the resident who responded to our previous consultation for the proposal.</p> <p>From the responses we received for the consultation it also shows a support for the installation of the bikehangar in the area.</p> <p>All the bikehangars installed in the area are fully utilized and there are no an used/available spaces.</p>

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
consultation or notification to the residents in Muswell Road. 17. It is a misguided and illogical policy to assume that installing a bikehangar would encourage residents to cycle rather than using their cars			
<p>The point where Burlington Road joins Sterling Road is extremely busy 24/7 as 95.5% of vehicles, motorbike, Veola Bin Cart extra from Lansdowne Road into Burlington Road proceed to Tottenham Hale and all roads in that surround using that point. It is also drivers choice point for U turn as Hartington Park and the point leading to Sterling provides a perfect position.</p> <p>the Cycle Hanger so close to a house will escalate the noise presently experienced by the occupants.</p> <p>Understand the need to accommodate every segment of the community especially Cyclists and so not against the Cycle Hanger; our request is that the Hanger is moved further away from the main building.</p>	Sterling Road N17	1	<p>The hangar is proposed to be set back from the junction, and it is not anticipated that the location of the cycle hangar will cause an issue for vehicle movements.</p> <p>In terms of the noise concern raised, cycle hangar doors are controlled by a gas sprung opening and closing mechanism. Therefore, the noise created from the cycle hangar during normal use is dampened / limited, and will be no more than usual parking activities taking place on street. We currently have 226 cycle hangars installed on the public highway at various locations in the borough, most of these are in residential streets. To date we have not received complaints regarding noise generated from the normal use of the cycle hangars.</p>

6.18 After considering the statutory consultation responses and taking appropriate adjustment to proposals, it is concluded that the Council progresses with the installation of the 20 proposed cycle storage hangars as it will promote the use of sustainable forms of Transport.

## 7 Contribution to strategic outcomes

- 7.1 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Corporate Delivery Plan 2024 – 2026](#) and [Transport Strategy](#). The installation of the cycle hangars will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).
- 7.2 The introduction of the cycle storage facilities is in accordance to the **borough's adapted** [Walking and Cycling Action Plan](#) and aligns with the **Council's** agreed Transport Strategy and supports its 'aims' which include:

- To make Haringey which has a reputation for being a walking and cycling borough both regionally and nationally
- Encourage more journeys to be taken by walking and cycling, to improve the wellbeing of our residents, reduced obesity, and improving air quality
- To have a high quality accessible and wheelchair friendly public transport network meeting the needs of Haringey residents, visitors, and businesses.
- A well-maintained road network that is less congested and safer.

## 8 Carbon and Climate Change

- 8.1 The overall objective of the cycle hangar installation programme is to provide more secure cycle storage on street for **residents'** use and also to encourage the uptake of cycling. Cycling reduces CO2 emissions, improve air quality and encourage a healthy lifestyle.

## 9 Comments of the Chief Financial Officer

- 9.1 This report seeks approval for the implementation of new cycle storage (cycle hangar) facilities at 20 locations within the Borough for circa £6,920. There is sufficient funding within the current capital programme plan to meet the estimated cost for this proposal.

## 10 Comments of the Head of Legal Services and Governance

- 10.1 Before reaching a decision to make the necessary traffic management order to implement specific use designated parking bays, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the Local **Authorities'** Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("**the Regulations**"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
- 10.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 10.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6 of the RTRA.
- 10.4 When determining what parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 10.5 By virtue of section 122, the Council must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -
- The desirability of securing and maintaining reasonable access to premises.
  - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenities.
  - The national air quality strategy.
  - Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
  - Any other matters appearing to the Council to be relevant.

- 10.6 Prior to making any order the Council must carry out the consultations as set out in Schedule 9 of the RTRA and Regulations 6 and 7 of the Local Authority Traffic Orders Procedure Regulations 1996. A consultation will not be lawful unless it is (1) undertaken at a time when proposals are still at a formative stage; (2) sufficient reasons are given for any proposal to enable people who are interested in the same to consider the proposals and make representations; (3) adequate time has been given for such consideration and response; and (4) all representations have been conscientiously taken into account when finalising the proposals.
- 10.7 Having carried out the statutory consultation, the decision maker must consider the representations/objections made before deciding whether or not to agree to proceed to implementation as set out in the recommendations.
- 10.8 Any spending authorised must be within the **Council's** budgetary framework.

## 11 Equalities Comments

- 11.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
  - Advance equality of opportunity between people who share those protected characteristics and people who do not
  - Foster good relations between people who share those characteristics and people who do not.
- 11.2 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 11.3 The proposed decision is to proceed with the introduction of the cycle hangars outlined in Appendix 1 and agree for the Traffic Management Order to be made for these, under sections 6 and 124 of the Road Traffic Regulation Act 1984.
- 11.4 The overall objective of the cycle hangar installation programme is to provide more secure cycle storage on street for **residents'** use and also to encourage the uptake of cycling. Cycling reduces CO2 emissions, improve air quality and also encourage a healthy lifestyle. Achievement of these objectives will have positive impacts on young people, older people, and people with disabilities, who are disproportionately affected by air pollution. As such, the proposed decision represents a measure to address existing inequalities.
- 11.5 Of the objections received, the main theme presented related to the loss of vehicle parking space. Most objectors were concerned about the proposed cycle hangars would have in part on available car parking space in their street. The objections received for this batch of cycle hangar locations have not been upheld, as they did not present any substantial reasons why the hangars should not be introduced.

## 12 Use of Appendices

**Appendix 1** – Plans showing proposed cycle hangars

**Appendix 2** - Statutory Consultation letter delivered to affected frontages.

**Appendix 3** – List of all response received

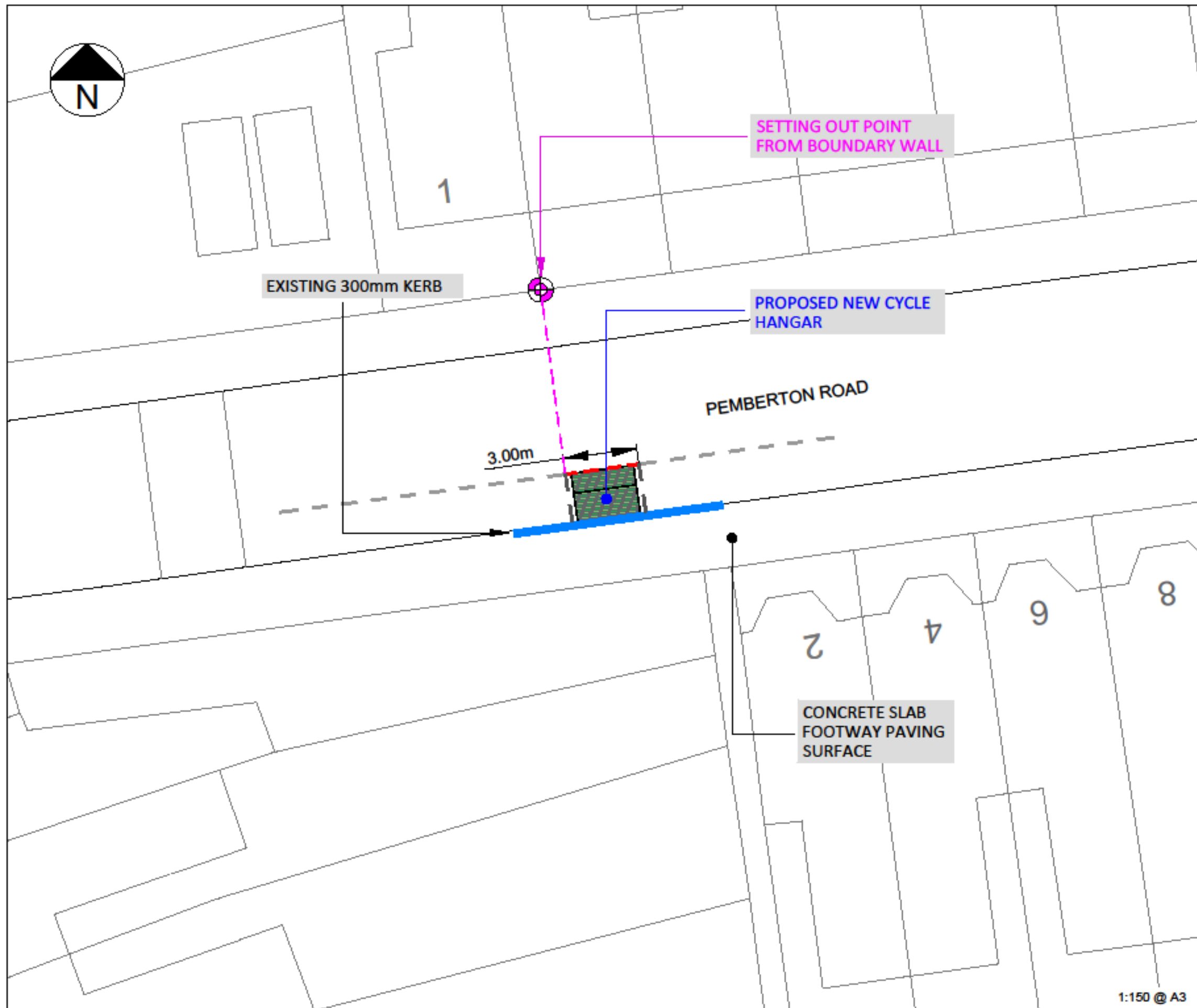
## Appendix 1

Plans showing proposed Cycle Hangars









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BT STATUTORY PLANT	(T)			
SETTING OUT POINT	(S)			

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t +44 (0)20 3318 8560 e sales@its-global.co.uk

Client :  
**LB Haringey**

Title:  
**GENERAL LAYOUT  
TMO Drawing - Bike Hangar Layouts  
Pemberton Road**

Drawing No. <b>13/1236/TMO/83-21</b>	Sheet No. <b>21 OF 50</b>	Rev. <b>#</b>
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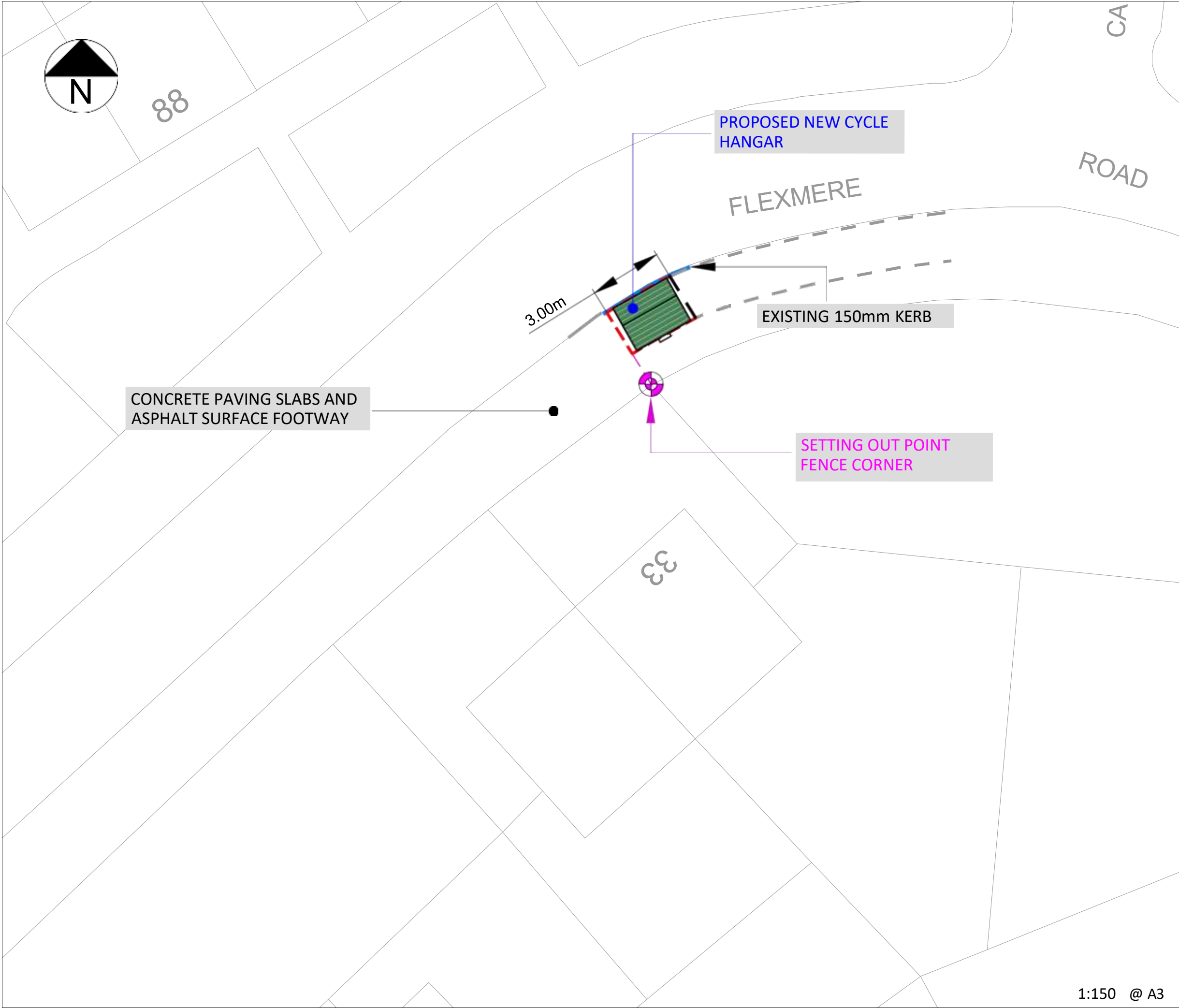












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e sales@its-global.co.uk

Client :

LB Haringey

Title:

GENERAL LAYOUT

TMO Drawing -Bike Hangar Layouts

Flaxmere Road

Drawing No.

13/1236/TMO/B1

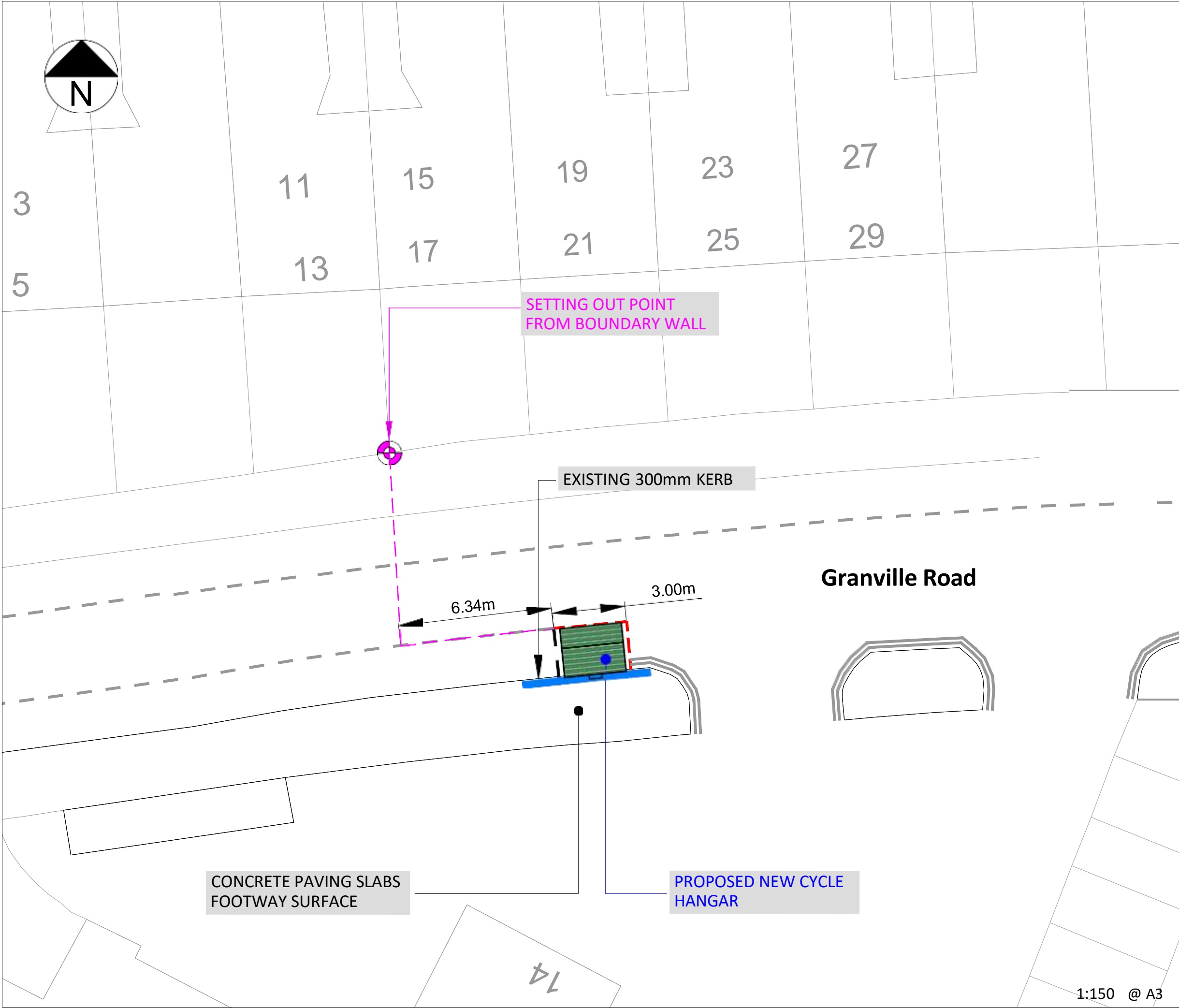
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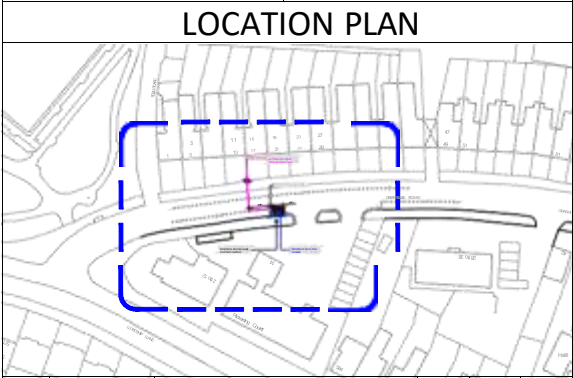
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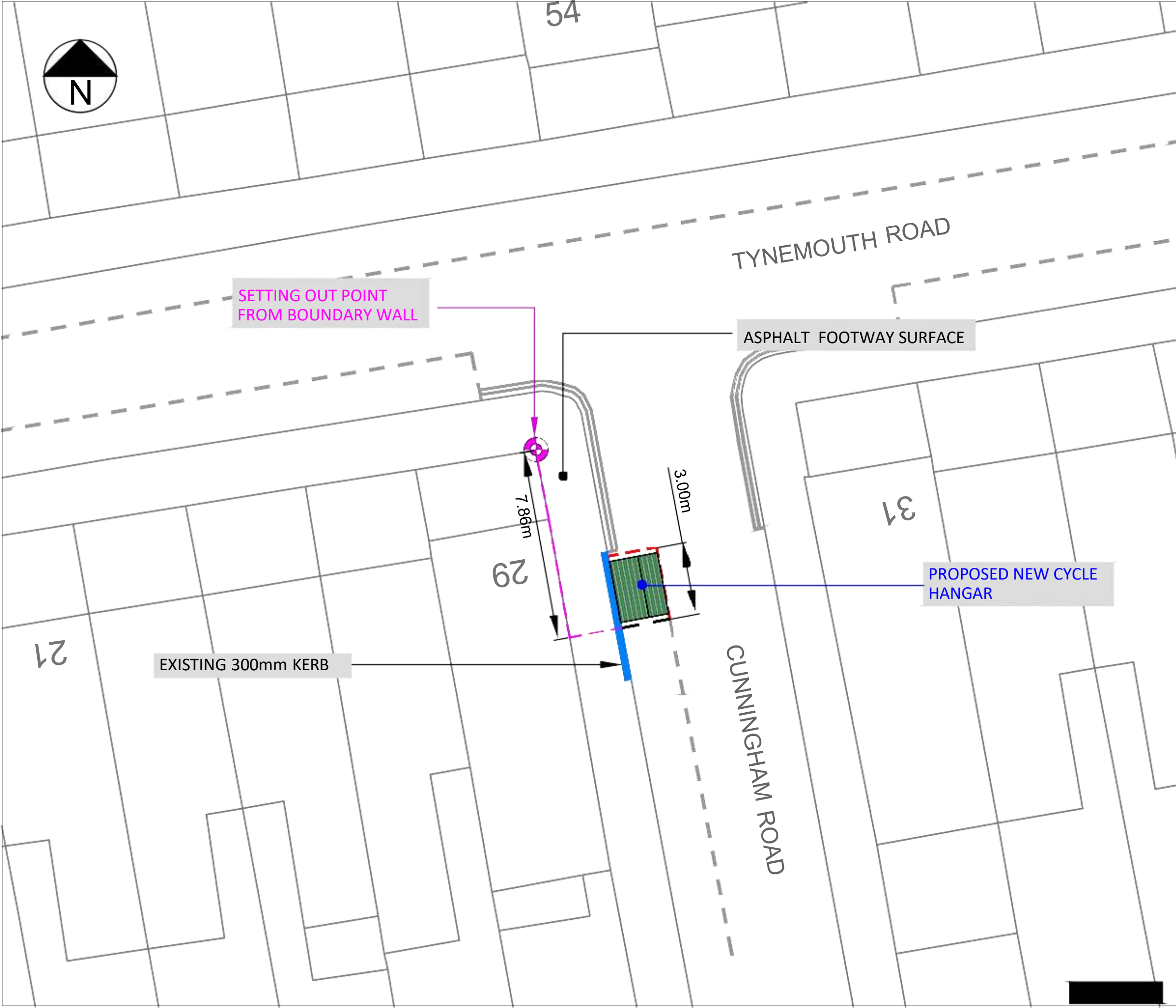
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**LB Haringey**

Title:  
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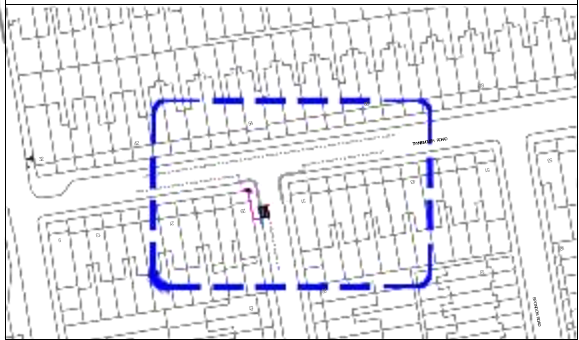
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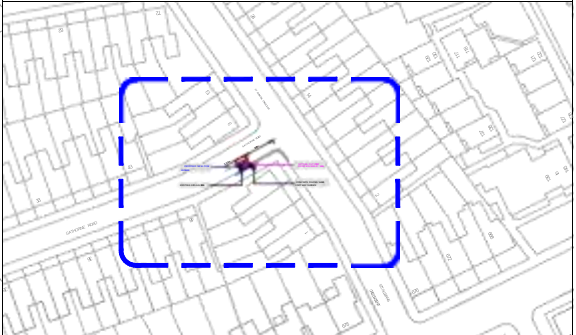

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DATE: 04/06/2024




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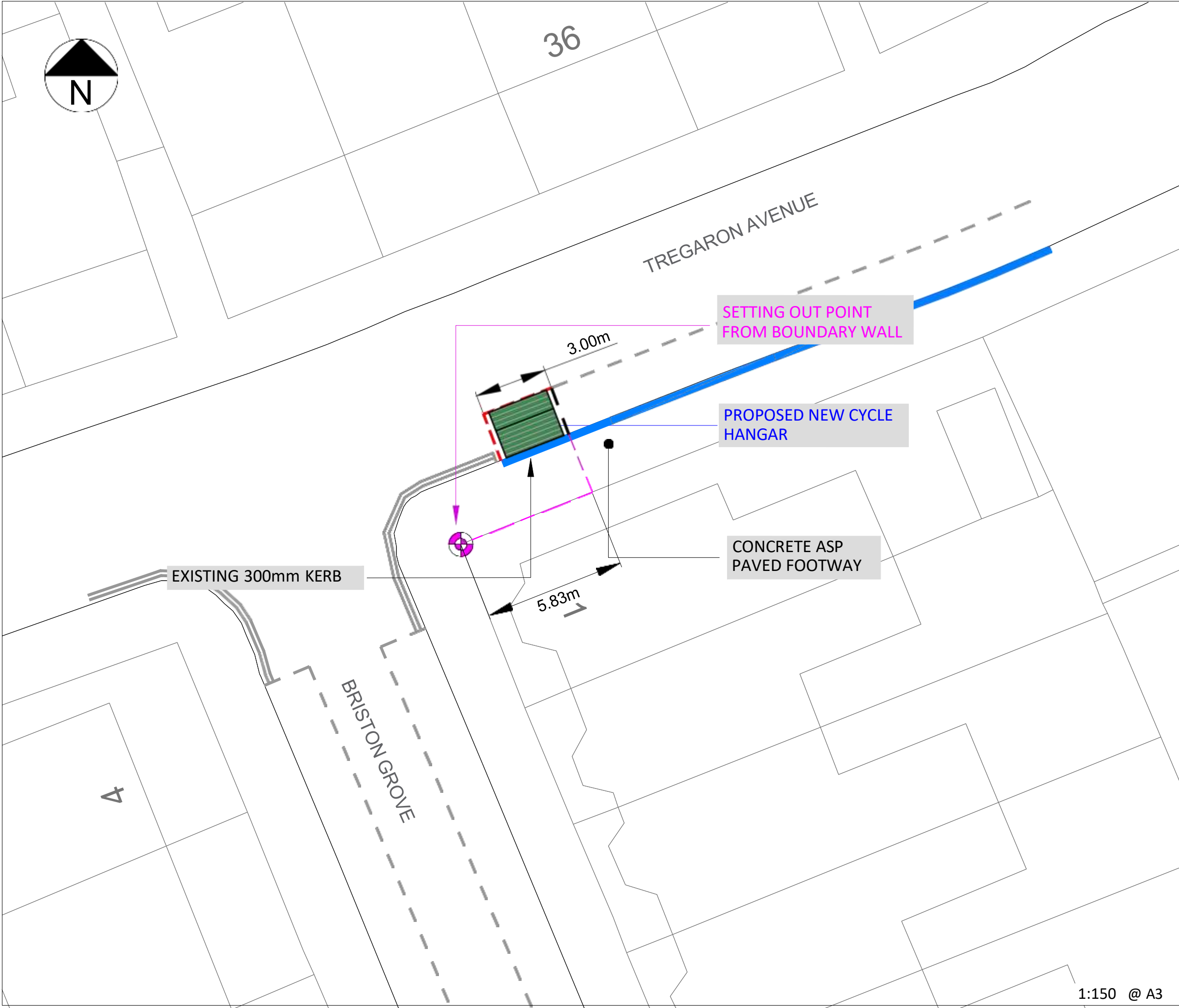
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e sales@its-global.co.uk

Client :  
**LB Haringey**

Title:  
**GENERAL LAYOUT**  
TMO Drawing -Bike Hangar Layouts  
Gathorne Road

Drawing No. 13/1236/TMO/B1	Sheet No. 21 OF 50	Rev. B
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e sales@its-global.co.uk

Client :  
**LB Haringey**

Title:  
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**Tregaron Avenue**

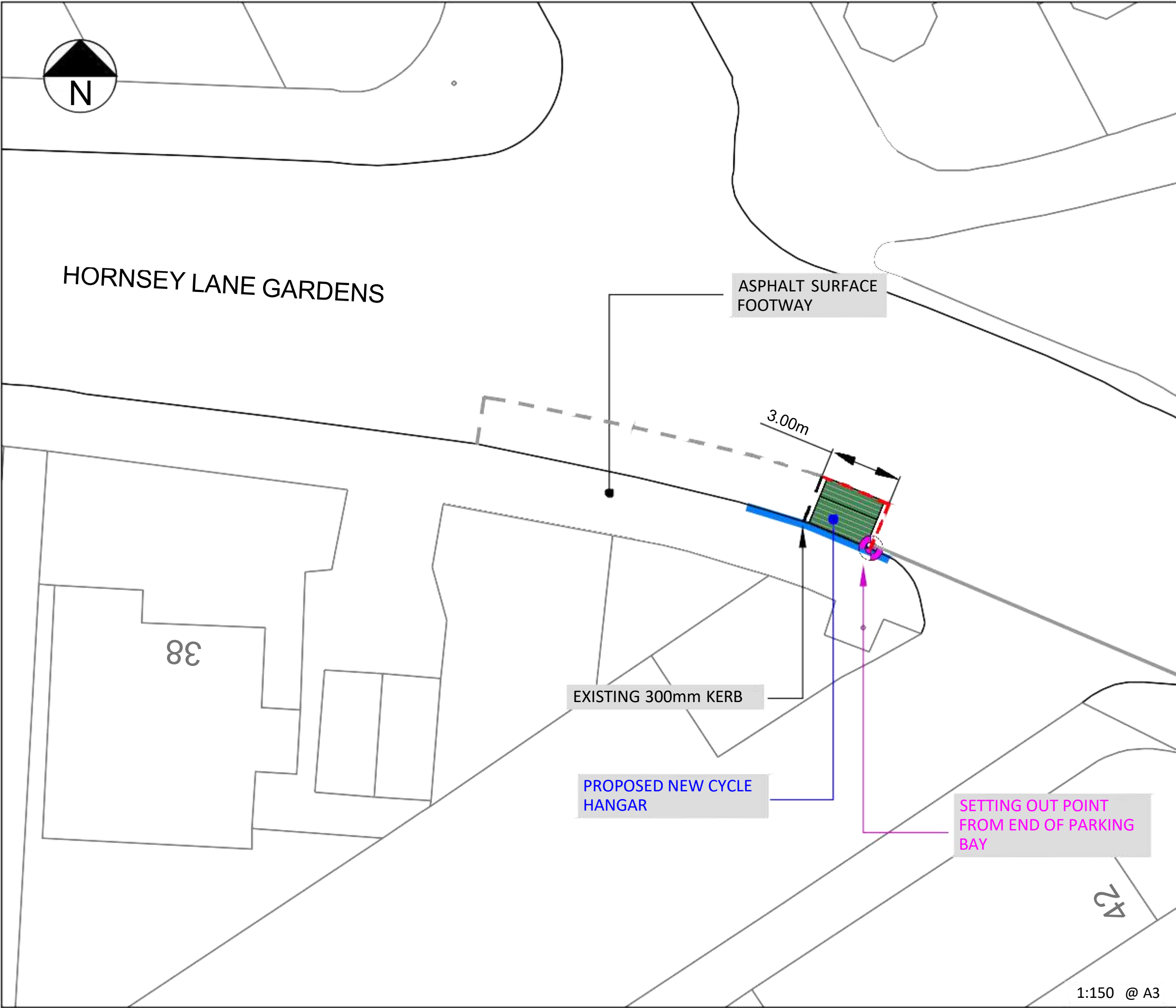
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e sales@its-global.co.uk

Client :

LB Haringey

Title:

GENERAL LAYOUT

TMO Drawing -Bike Hangar Layouts

Hornsey Lane Gardens

Drawing No.

13/1236/TMO/B2-14

Sheet No.

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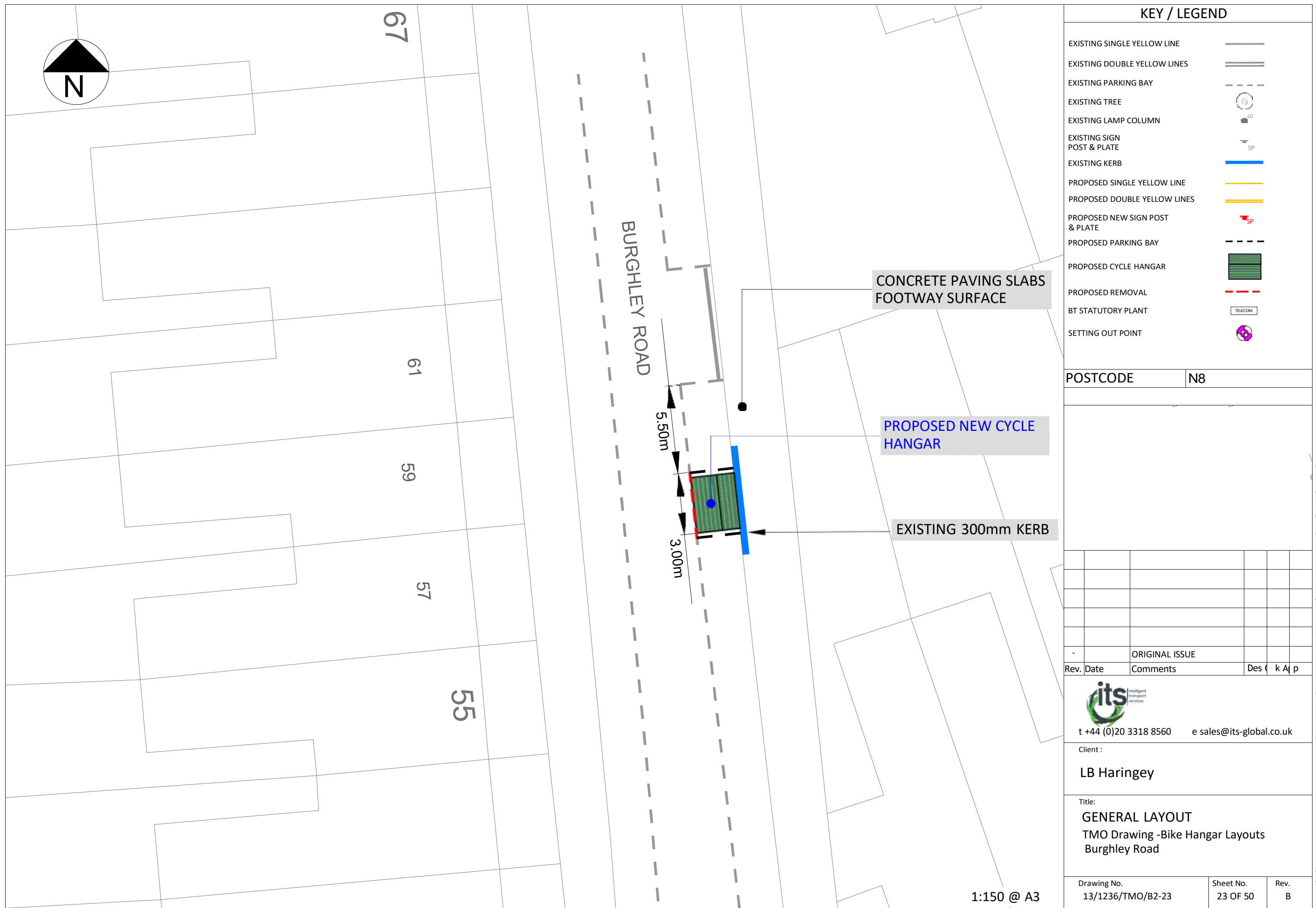
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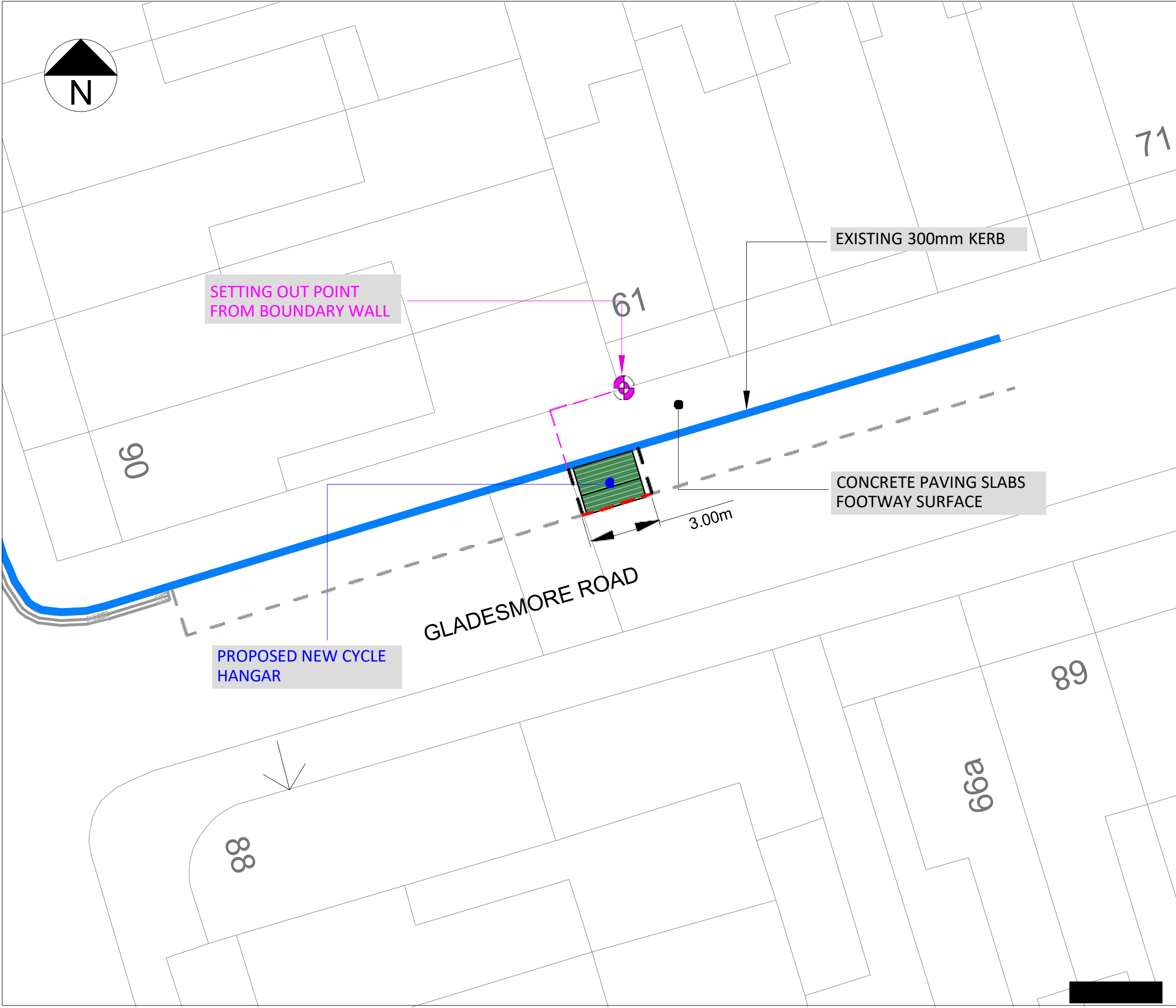
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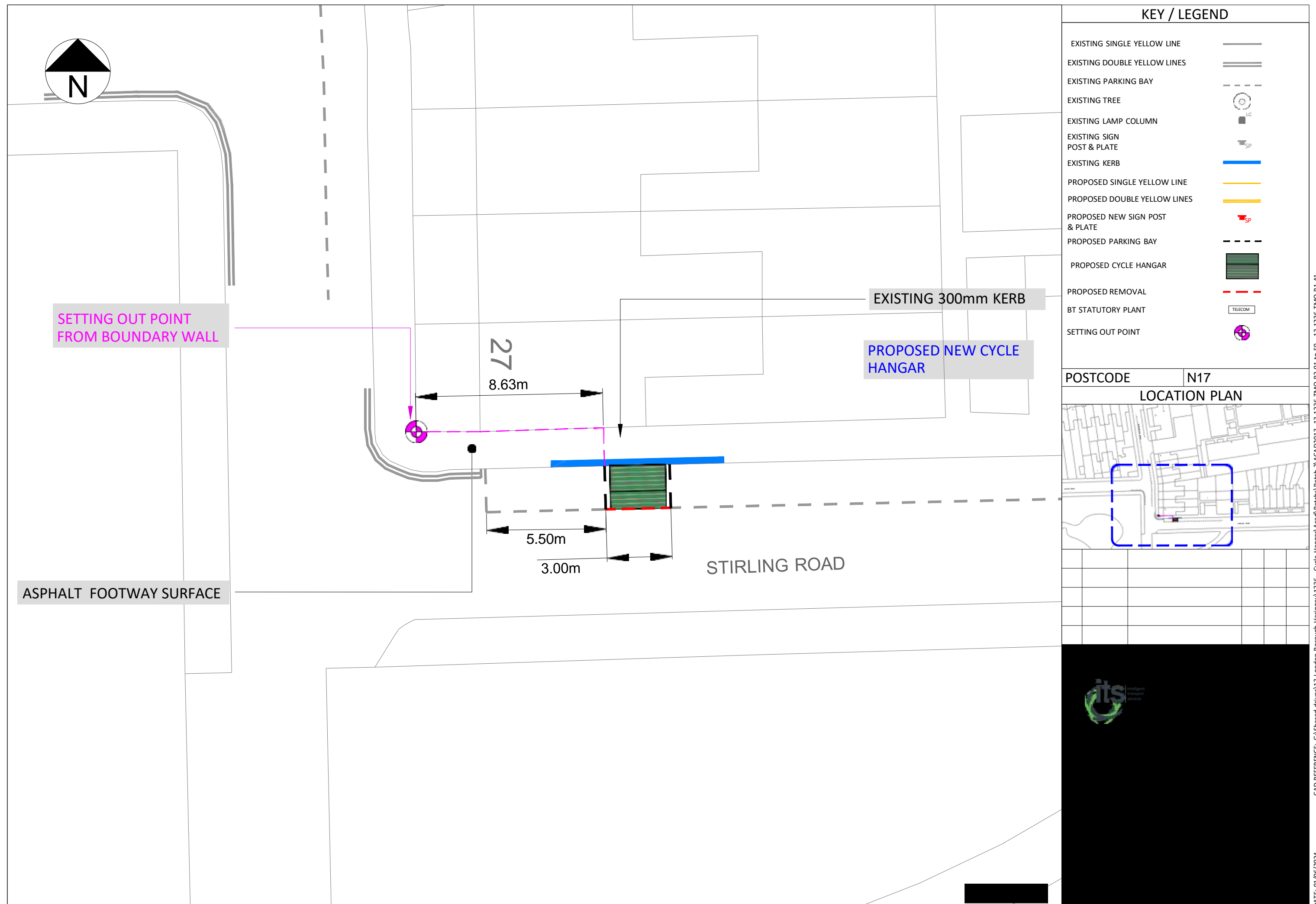
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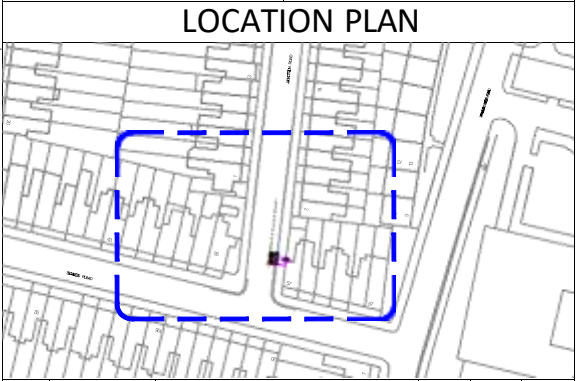
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## Appendix 2

Statutory Notification letter delivered to affected frontages.



2 July 2024

## Outcome of Statutory Consultation and Review

### Bikehangar (Cycle Parking Storage) – 2023-24 Batch 2 & 3 Review

You may recall that we consulted you in December 2023 /January 2024 regarding the proposed cycle hangars (Cycle Parking Storage) at various locations across the borough.

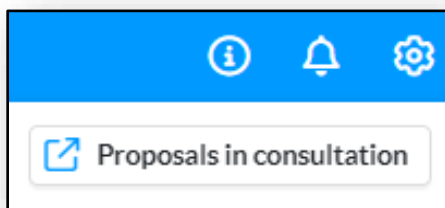
On behalf of the Council, we would like to thank all those who took the time to have their say and make their views known.

Full details of all the comments can be found in the decision report for the proposed cycle hangars, which is now available on the council's website at:

<http://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=3022&LLL=0> &  
<http://www.minutes.haringey.gov.uk/ieDecisionDetails.aspx?id=3036&LLL=0>

As part of the decision-making process, the Council considered all comments and objections received and we have now revised proposals for the 21 locations listed in this letter.

We are writing to notify you of the statutory consultation for these revised proposals. To view the proposals on the portal, please visit the Council's online portal for statutory consultation: <https://consultation.appyway.com/haringey>. You can find them by selecting the 'proposals in consultation' button in the top right-hand corner (shown in the image below) and then selecting '2024 – T18 Bikehangar Batch 2 & 3 Review' from the active consultation list.



The statutory consultation for these proposals will end on **23 July 2024** and provides a 21day period for interested parties to make a representation or object to the proposals. If you would like to make a submission on the proposals detailed in the table at the back of this letter, please respond via our website at <https://consultation.appyway.com/haringey> or email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk). Please ensure that '2024 – T18 Bikehangar Batch 2 & 3 Review' and the **location detail** is included within the subject title when responding.

Parking Projects  
Highway and Parking,  
4th floor Alexandra House  
10 Station Road,  
N22 7TY  
[www.haringey.gov.uk](http://www.haringey.gov.uk)

## What happens next?

Once the consultation is concluded, the council will consider all the feedback received before a decision is made. If the Bikehangar is installed, applications for Bikehangar rental spaces may be made to Cyclehoop, who supply and manage these facilities. Please note Cyclehoop will only review requests for space only once a Bikehangar has been installed. For further information on Bike hangars and details of rental charges, visit: [www.cyclehoop.com](http://www.cyclehoop.com).

Thank for your attention.

Yours faithfully



Highways & Parking

## New proposed Bikehangar Locations

	Street	Post code	Revised/ New Locations
1	Alexandra Park Road	N22	outside 325 Alexandra Park Rd
2	Belton Road	N17	north side along adjacent to No.1 St Margaret's Rd
3	Burghley Road	N8	opp. Nos.57/59 Burghley Rd
4	Cecile Park	N8	opposite No.74 Cecile Park
5	Creighton Road	N17	outside No. 91 Creighton Rd
6	Cunningham Road	N15	west side adjacent to No. 29 Tynemouth Rd
7	Downhills Avenue	N17	opposite No. 56/58 Downhills Ave
8	Felix Avenue	N8	adjacent to No. 14 Weston Park
9	Flexmere Road	N17	opposite No. 80 Flexmere Rd
10	Gathorne Road	N22	south east side adjacent to No. 7 St. Albans Crescent
11	Gladesmore Road	N15	near No.61 Gladesmore Road
12	Granville Road	N22	opp. side of No.17 -21 along the flank wall
13	Hillside Gardens	N6	next to the Car club bays
14	Hornsey Lane Gardens	N6	south side opp. No. 29E Hornsey Lane Gardens
15	Junction Road	N17	adjacent to Nos.57 Scale Rd
16	Milton Park	N6	opposite No. 52 Milton Park
17	Muswell Road	N10	outside No.34 Muswell Road, N10
18	Pemberton Road	N4	opp. side of Nos.1 & 3 along the flank wall
19	Stirling Road	N17	adjacent to No.25 Burlington Rd 5.5 m from the end of the bay



	Street	Post code	Revised/ New Locations
20	Thackeray Avenue	N17	south side near the junction with Havelock Rd
21	Tregaron Avenue	N8	opp. No.38 Tregaron Avenue

## Cycle Storage/Bikehangar

Bike hangars are communal bike lockers offering storage for six bicycles. A single Bikehangar unit occupies less than one car parking space. The units are easy to open as they have self-lifting doors, and the steel design protects cycles from vandalism, theft and wet weather.

Example images of Bikehangar installed.



## Appendix 3

List of all response received

Feedback Date	Address Line	Post Code	Order Support	Feedback Text
07/24/2024 11:57:08 +01:00	Creighton Road	N17	PartlyObject	<p>Dear Haringey Planning Department,</p> <p>I would like to object to the proposed location of the cycle hanger outside 91 Creighton Road N17 for the reasons detailed below.</p> <p>In essence I do agree with cycling hangers in the borough, however I do feel the location should not impact the surrounding environment or pose a danger and increase accidents.</p> <p>Over the years we have witnessed the road layout change on Creighton Road, the more recent being the island place in the middle of the road outside 87 Creighton Road N17, this was to aid pedestrians cross the road safely.</p> <p>Since this was implemented the number of vehicle on vehicle road traffic collisions have increased. The vehicles travelling west along Creighton Road N17 (direction towards Wood Green) meet the island almost head on and at the last minute drivers need to adjust their direction of travel slightly to the left away from the island towards the pavement. Once they clear the island and before they meet the next set of parked vehicles (or the proposed cycle hanger outside 91 Creighton Road N17) they then have to quickly adjust their direction of travel to the right.</p> <p>Many vehicles fail to anticipate this effectively whether this is through substandard driving, being distracted or travelling at speed. The end result is always the same, causing damage to parked vehicles, this happens on such a regular basis the residents no longer report this and are left to pay for the repairs, this happens at least 8-12 times a year.</p> <p>If the bike hanger is situated outside 91 Creighton Road N17 the bike hanger including the bicycles will be damaged by such incidents.</p> <p>The solution is to have the bike hanger at the end of a parking bay, not at the start of a parking bay. This way the flow of vehicles have already passed the parking bay and adjusted their direction of travel to be driving in a straight line.</p> <p>The area between the bike hanger proposed location and the island is already very congested and on daily basis, the buses and large HGV's are often stuck here, particularly if a large vehicle is parked outside number 83 or 91 Creighton Road and on a daily basis we</p>

				<p>witness the buses and HGV's driving on the opposite side of the road overtaking the island in the direction of oncoming traffic.</p> <p>Since the proposal for the location of this bike hanger has been submitted there has been a new tree planted outside 91 Creighton Road N17 and this will impact the opening of the bike hanger, meaning the hanger will have to be installed further back across 91 and 93 Creighton Road which does not reflect in the planning application drawings. Also missing from the planning application 'location plan' is the island which is located in the middle of the road and its measurements.</p> <p>I am not sure if there has been any consideration given to the thousands of pedestrian footfall traffic passing on event days (soon to be increased to 30 per year on top of the existing match days. When trying to access the bike hanger, this will mean the pedestrians will be forced to go around the bike hanger stepping into the road into coming traffic.</p> <p>This has to be the first bike hanger I can think of being installed on a busy main road.</p> <p>My suggestion would be to locate the bike hanger a few meters away from the proposed location on a side road, like opposite 270 White Hart Lane, there it will have little to no impact on the surrounding environment, away from potential damage and where the vehicles travel at a much slower speed, hardly any pedestrian traffic on event days. As a cyclist I know it is much safer to join the flow of traffic at a T junction where the vehicles are already slowing down, than to join on a busy main road, with vehicles travelling at much higher speeds and accelerating away.</p> <p>Failing this location, I would revert back to my earlier point about locating this at the end of a parking bay along Creighton Road N17 for example outside number 111 or 65, Creighton Road N17.</p> <p>Summary of Objections</p> <p>Objections for the following reasons:</p> <p>Increased traffic accidents: The existing road layout, with an island in the middle, already causes frequent collisions between vehicles. Adding a cycle hanger at the start of a parking bay will exacerbate this issue.</p> <p>Damage to the cycle hanger: The frequent collisions are likely to damage the cycle hanger and bicycles.</p> <p>Congestion and safety: This location is already congested, especially with buses and HGVs. The cycle hanger will further impede traffic flow and pose a safety risk to pedestrians, particularly on event days.</p> <p>Impact of new tree: The recently planted tree will affect the</p>
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				<p>installation of the cycle hanger, requiring it to be placed further back, which was not part of the original plan / consultation.</p> <p>Proposed Solutions</p> <p>Suggested alternative locations for the cycle hanger:</p> <p>End of a parking bay: Placing the cycle hanger at the end of a parking bay, rather than the beginning, would reduce the risk of collisions and damage.</p> <p>Side road: Locating the cycle hanger on a quieter side road, like opposite 270 White Hart Lane, would minimise impact on traffic, pedestrians, and the cycle hanger itself.</p> <p>Alternative location on Creighton Road: If the cycle hanger must be on Creighton Road, it would be best placing it at the end of a parking bay at a location like 111 or 65 Creighton Road N17.</p> <p>I have attached amended plans showing the island (in red) missing from the original consultation documents and also a mock up of the bike hanger and its proposed location.</p> <p>Feel free to contact me if you wish to discuss this further or feel you would like more details.</p>
07/23/2024 18:48:12 +01:00	Hillside Gardens	N6	WhollySupport	<p>I am thrilled that there is a bike hanger going to be placed at the end of my street. I will now be able to include cycling as part of my commute to/from work and will use the opportunity to be more physically active as well. I wish there were more nearby or by Highgate Station as they always seem to have a waitlist!</p>
07/17/2024 11:01:38 +01:00	Downhills Avenue	N17	WhollyObject	<p>We dont want this Bike Hangar. They are horrible to look at. If you want to store your bike buy storage and put it in your front garden. Why does everything have to be communal? Car park spaces are for cars.</p>
07/16/2024 18:06:51 +01:00	Felix Avenue	N8	WhollyObject	<p>2024-T18 - Bikehangar 2023-24 Batch 2&amp;3 Review</p> <p>There is a severe lack of parking on felix avenue. Recently a neighbour was granted private drive access, which they do not use, and space for 2 cars was removed. Now another space has been removed. And with a bike shed the situation gets worse. Please</p>

				<p>solve for the residents of the street, we need more parking, not less . Thank you.</p>
<p>07/16/2024 17:47:32 +01:00</p>	<p>Muswell Road</p>	<p>N10</p>	<p>PartlySupport</p>	<p>I support the idea of a bicycle hangar outside 34 Muswell Road, assuming it is for the use of local residents.</p> <p>I do not support any of the parking permit ideas listed in this review. It's just a money making scheme that is not going to help the local residents.</p>
<p>07/14/2024 16:22:09 +01:00</p>	<p>Felix Avenue</p>	<p>N8</p>	<p>WhollyObject</p>	<p>I wholly object to a bikehanger on Felix Avenue on the grounds of parking . The street already cannot service the residents in allocated parking. Residents were surveyed and over half of the street wanted all day restrictions but we were not listened as CEA overall voted different. Central Crouch End Roads such as Felix Avenue need to prioritise residents' parking hours before any additional parking spaces are taken away. In the last 12 months we have lost 2 parking bays to a newly permitted driveway and another to a disabled parking bay on Felix Ave. We also lost local parking on Topsfield Parade when loading bays were added. And we lost some parking on corners of local roads so more pressure locally has increased. I cannot park on my street daily between 11:45am to passed 6pm. Sometimes I cannot park on any central CEA streets either. We need more residents only hours to stop workers coming to the area and parking in CEB in the morning and moving to CEA just before midday. We struggle constantly for parking spaces so we cannot lose another space until we get more resident only hours in Central CEA roads.</p>
<p>07/08/2024 20:59:47 +01:00</p>	<p>Milton Avenue</p>	<p>N6</p>	<p>PartlySupport</p>	<p>This proposal goes nowhere near far enough. We have a 2+ year wait to get a bike hangar space! How will you ever incentivise people to ditch their cars and cycle on that basis? Then consider it takes only days to get a permit to park a car - this is insanity and all wrong. Haringey says it promotes active travel but the actuality suggests the opposite!</p> <p>I'm unusual in being willing to lug my bike up two flights of stairs and store it in my living room. Frankly though, why should I have</p>

				<p>to? We 10x the amount of cycle parking that currently exists and about 80% less car parking. That would still free up a load of public space, since bikes are so much more space efficient.</p> <p>Don't forget to build cargo bike parking facilities too - that's the sign of a healthy cycling culture. Of course, while you're at it, when are we going to catch up with Waltham Forest in terms of segregated cycle lanes and protected junctions? Haringey lags woefully behind much of London.</p>
07/05/2024 07:33:22 +01:00	Weston Park	N8	WhollySupport	<p>Having a secure cycle storage on 14 Weston Park will greatly benefit and my wife, living on 16 Weston Park, as we are limited by the storage space and I have had my bike stolen in the past. Thank you for making this change.</p>
07/04/2024 15:17:30 +01:00	Creighton Road	N17	PartlySupport	<p>Your proposal regards the bikehanger outside 91 Creighton Road doesn't work as a sponsored tree has recently been planted outside 91. I suggest you retain the bikehanger in the original position, or outside 83 or outside 77. Noting that the residents at 77 have recently taken their fence out and are now parking in front of their house.????</p>
07/04/2024 08:11:20 +01:00	Gathorne Road	N22	WhollySupport	<p>I fully support the installation of the bike hangar on Gathorne Road. Haringey needs to support cycling more, compared to other boroughs we have very few hangars on our streets.</p>
07/03/2024 20:15:46 +01:00	Cunningham Road	N15	WhollySupport	<p>A lot people want to park their bike. Makes it easier to take the kids out on the bikes. When you have to bring it from the garden, up the stairs, through the flat, down the stairs just to get them out side.</p>
07/03/2024	Burlington	N17	WhollySupport	<p>The location for the bike hangar proposed for Burlington Road N17</p>

16:00:21 +01:00	Road			has now been changed to Stirling Road N17- I wholly support this bike hangar now
07/03/2024 13:27:22 +01:00	Cunningham Road	N15	PartlySupport	I agree with the proposed hangar placements. However, I would like to request that on Cunningham Road where a hangar is already being proposed there be two hangars instead of one as there is great demand for bike parking from residents. A further, cheaper, option would be for the installation of bike posts for residents and visitors to park their bicycles on adjacent to the hangar.
07/03/2024 13:26:11 +01:00	Cunningham Road	N15	PartlySupport	In addition to my previous feedback, I would like to request an additional hangar on the street as there are more than six of us on the street who would use it.
07/03/2024 13:19:03 +01:00	Cunningham Road	N15	WhollySupport	will a security camera also be put on this corner?
07/03/2024 13:01:37 +01:00	Cunningham Road	N15	WhollySupport	Really happy to have a bike hangar. And if successful, please deploy more
07/03/2024 12:57:14 +01:00	Cunningham Road	N15	WhollySupport	Strongly support the installation of a bike parking as proposed on Cunningham Road
07/03/2024	Cunningham	N15	WhollySupport	I am delighted at the proposal to put a bike hangar adjacent to 29



12:28:20 +01:00	Road			Cunningham Road. I live in a first floor flat and have to keep my bicycle in the shared entrance to the building. It gets in the way when entering and leaving the property. I am very relieved at the prospect of having somewhere secure to keep it.
07/03/2024 10:27:35 +01:00	Flexmere Road	N17	WhollySupport	I would love to have a bike hangar on Flexmere road and strongly support this proposal. I would love to see more parking for bicycles and fewer cars across the borough.
07/03/2024 10:26:55 +01:00	Flexmere Road	N17	WhollySupport	I would love to have a bike hanger on Flexmere road and definitely support the proposal. I think there should be at least one on every residential road in Haringey.
07/03/2024 09:35:47 +01:00	Pemberton Road	N4	WhollySupport	I'm happy that our neighbours' concerns have been listened to and the new proposed space on Pemberton Road looks like a great place for a bike hangar. I wholly endorse the expansion of bike hangars in Haringey and pass on my thanks to everyone involved in making it possible for residents.
07/02/2024 20:08:47 +01:00	Hillside Gardens	N6	WhollySupport	2024-T18 - Bikehangar 2023-24 Batch 2&3 Review - Hillside Gardens I am strongly in favour of this proposal in general, and in particular for the bike locker on Hillside Gardens, where I live. If anything, I would like to see more lockers installed closer by. This is a street with more than 100 conversion flats on it, whose residents (apart from those on the ground floor, perhaps) have no alternative storage place for bicycles. I have been on a cycle hoop waiting list for all the nearby lockers for around two years, so the demand in the neighbourhood is clearly there (although realistically, at more than 10 minutes walk away they are too far away to be particularly useful).

<p>Tue 02/07/2024 17:03</p>	<p>Jacksons Lane</p>	<p>N6</p>	<p>WhollyObject</p>	<p>I know that Hillside Gardens planned location for the bike hangar extremely well. There is very high congestion at that corner (Hillside Gardens/Jacksons Lane) as Hillside Gardens is 1) narrow) 2) has parking on both sides 3) has a challenging turn in and out of Jacksons Lane and 4) that curve where the bike hangar is planned for is one of the most challenging points for any traffic to negotiate. Single file traffic only is possible in this two-way road, and sometimes cars have to wait for several minutes to allow it - complicated by the backup in Jacksons Lane from the traffic lights at the JacksonsLaneArchway Road junction.</p> <p>The situation is exacerbated by 5) the narrowing of Jacksons Lane forcing wide vehicles coming from Archway into Hillside Gardens and 6) the frequent closure of Southwood Lane by Thames Water forcing traffic from Southwood Lane to divert via Hillside Gardens.</p> <p>Honestly, this is the craziest possible site - I find it difficult to believe it was actually inspected and authorized.</p> <p>I propose instead the junction at Jacksons Lane, Archway Road and the entry to Southwood Avenue (where The Post grocery store is located. There is plenty of available space there. There really is none available in Hillside Gardens or Jacksons Lane.</p> <p>Amendment: Where I proposed "the junction at Jacksons Lane, Archway Road and the entry to Southwood Avenue (where The Post grocery store is located." I wrote Southwood Avenue by mistake, meaning instead Highgate Avenue. My proposed site is: "the junction at Jacksons Lane, Archway Road and the entry to Highgate Avenue (where The Post grocery store is located).</p>
<p>Wed 17/07/2024 19:31</p>	<p>Downhills Avenue</p>	<p>N17</p>	<p>WhollyObject</p>	<p>I am writing to object to the proposal following initial consultation on this matter. I already objected when it was suggested that the hanger was located outside number 58, on the grounds that Downhills Avenue is a short street with limited on street parking. I did suggest that instead a more viable option would be to locate it on Wilmot Rd opposite number 42. This is because on that side of the street parking is not required, as the Hastings Rd Peabody owned estate has off- street parking. Alternatively a hanger on Hastings Rd itself would also be very viable as again this road is little used for parking. Has anyone actually come to visit these locations? As a resident I am clear about where the more sensible but convenient locations are. By reducing parking options on the street the elderly and families with young children and with heavy shopping may not only find it inconvenient, but the reduced parking close to their properties may also present a health and</p>

				<p>safety risk.I have attached pictures of the parking situation on Downhills Avenue compared to the alternative locations suggested above.</p>
<p>Sun 21/07/2024 10:32</p>	<p>Creighton Road</p>	<p>N17</p>	<p>WhollyObject</p>	<p>I would like to object to the proposed location of the cycle hanger outside 91 Creighton Road N17 for the reasons detailed below.</p> <p>In essence I do agree with cycling hangers in the borough, however I do feel the location should not impact the surrounding environment or pose a danger and increase accidents.</p> <p>Over the years we have witnessed the road layout change on Creighton Road, the more recent being the island place in the middle of the road outside 87 Creighton Road N17, this was to aid pedestrians cross the road safely.</p> <p>Since this was implemented the number of vehicle on vehicle road traffic collisions have increased. The vehicles travelling west along Creighton Road N17 (direction towards Wood Green) meet the island almost head on and at the last minute drivers need to adjust their direction of travel slightly to the left away from the island towards the pavement. Once they clear the island and before they meet the next set of parked vehicles (or the proposed cycle hanger outside 91 Creighton Road N17) they then have to quickly adjust their direction of travel to the right.</p> <p>Many vehicles fail to anticipate this effectively whether this is through substandard driving, being distracted or travelling at speed. The end result is always the same, causing damage to parked vehicles, this happens on such a regular basis the residents no longer report this and are left to pay for the repairs, this happens at least 8-12 times a year.</p> <p>If the bike hanger is situated outside 91 Creighton Road N17 the bike hanger including the bicycles will be damaged by such incidents.</p> <p>The solution is to have the bike hanger at the end of a parking bay, not at the start of a parking bay. This way the flow of vehicles have already passed the parking bay and adjusted their direction of travel to be driving in a straight line.</p> <p>The area between the bike hanger proposed location and the island is already very congested and on daily basis, the buses and large HGV's are often stuck here, particularly if a large vehicle is parked outside number 83 or 91 Creighton Road and on a daily basis we</p>

				<p>witness the buses and HGV's driving on the opposite side of the road overtaking the island in the direction of oncoming traffic.</p> <p>Since the proposal for the location of this bike hanger has been submitted there has been a new tree planted outside 91 Creighton Road N17 and this will impact the opening of the bike hanger, meaning the hanger will have to be installed further back across 91 and 93 Creighton Road which does not reflect in the planning application drawings. Also missing from the planning application 'location plan' is the island which is located in the middle of the road and its measurements.</p> <p>I am not sure if there has been any consideration given to the thousands of pedestrian footfall traffic passing on event days (soon to be increased to 30 per year on top of the existing match days. When trying to access the bike hanger, this will mean the pedestrians will be forced to go around the bike hanger stepping into the road into coming traffic.</p> <p>This has to be the first bike hanger I can think of being installed on a busy main road.</p> <p>My suggestion would be to locate the bike hanger a few meters away from the proposed location on a side road, like opposite 270 White Hart Lane, there it will have little to no impact on the surrounding environment, away from potential damage and where the vehicles travel at a much slower speed, hardly any pedestrian traffic on event days. As a cyclist I know it is much safer to join the flow of traffic at a T junction where the vehicles are already slowing down, than to join on a busy main road, with vehicles travelling at much higher speeds and accelerating away.</p> <p>Failing this location, I would revert back to my earlier point about locating this at the end of a parking bay along Creighton Road N17 for example outside number 111 or 65, Creighton Road N17.</p> <p>Summary of Objections</p> <p>Objections for the following reasons:</p> <ul style="list-style-type: none"> <li>• Increased traffic accidents: The existing road layout, with an island in the middle, already causes frequent collisions between vehicles. Adding a cycle hanger at the start of a parking bay will exacerbate this issue.</li> <li>• Damage to the cycle hanger: The frequent collisions are likely to damage the cycle hanger and bicycles.</li> <li>• Congestion and safety: This location is already congested, especially with buses and HGVs. The cycle hanger will further impede traffic flow and pose a safety risk to pedestrians, particularly on event days.</li> <li>• Impact of new tree: The recently planted tree will affect the</li> </ul>
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				<p>installation of the cycle hanger, requiring it to be placed further back, which was not part of the original plan / consultation.</p> <p>Proposed Solutions</p> <p>Suggested alternative locations for the cycle hanger:</p> <ul style="list-style-type: none"> <li>• End of a parking bay: Placing the cycle hanger at the end of a parking bay, rather than the beginning, would reduce the risk of collisions and damage.</li> <li>• Side road: Locating the cycle hanger on a quieter side road, like opposite 270 White Hart Lane, would minimise impact on traffic, pedestrians, and the cycle hanger itself.</li> <li>• Alternative location on Creighton Road: If the cycle hanger must be on Creighton Road, it would be best placing it at the end of a parking bay at a location like 111 or 65 Creighton Road N17.</li> </ul> <p>I have attached amended plans showing the island (in red) missing from the original consultation documents and also a mock up of the bike hanger and its proposed location.</p> <p>Feel free to contact me if you wish to discuss this further or feel you would like more details.</p> <p>Kind regards Mr Essoo 93 Creighton Road N17 8JS</p> <p>Please note, the consultation end date for public objections are different on different documents. On the Appyway web site consultation for objections closed on 18th July 2024. On the Public Notice document downloaded on the Appyway web site it states the closing date is 24th July 2024. On the document posted through residents properties it states closing date is 23rd July 2024. Please can you confirm my formal objections have been received and logged ?</p>
Mon 22/07/2024 13:31	Granville Road	N22	WhollyObject	<p>RE: 2024 – T18 Bikehanger Batch 2 &amp; 3 Review outside 17-21 GRANVILLE ROAD, N22 5LP I am the owner and one of the residents of 19 Granville Road, along with my husband. We understand there is another proposal to install a Bikehanger outside our property. We are writing to strongly object this proposal and installation. We list our grounds of objection below.</p> <ol style="list-style-type: none"> <li>1. Loss of parking space</li> </ol> <p>The installation of the proposed Bikehanger</p>

				<p>will result in the loss of one parking space outside our property. This will have a significant and detrimental impact on access to my property. I am 66 years old, with respiratory and heart conditions, my husband is 74 and my daughter has young children. There are many cars on the street already. We usually cannot park outside our property as it is, due to lack of space and have to park across the road or further away from our flat. There is also a block of flats directly opposite our property, and the entrance to it and double yellow lines around the entrance means further loss of parking spaces. We believe the installation of a Bikehanger will negatively affect access to our property from our car, especially as there are elderly and young children residing in our home. 2. SafetyUnfortunately, our property is in a high crime area. We are concerned that placing a bike storage facility could attract more theft, vandalism, crime and anti-social behaviour to our doorstep. Our front door will be located within metres of the hanger, which gives us major concerns for our safety. 3. Lack of privacyWe are seriously concerned at the visibility of our front room from the street where the proposed hanger is to be installed. We believe this deprive us of our right to privacy, and if we were to keep our curtains closed, this would deprive us of our right to light.4. NoiseWe believe the opening and closing of the hanger, as well as general usage, would have a noise impact on our property. We understand the facility has 24/7 access, therefore we believe the noise impact could infringe on our right to quiet enjoyment of the property.5. Commercial activity We understand the hanger is to be managed by a separate entity (Cyclehoop) that will rent spaces to customers. This appears to be a business / commercial endeavour. We strongly object to a business / commercial venture operating and trading outside our property within metres of our front door. 6. Property priceWe believe that there will be a negative impact on our property price for the above-mentioned reasons. We understand that our neighbours will be objecting too. We sincerely hope you take our concerns into account. Given the lack of parking spaces already available to residents, our age, and safety record in the area, we believe a bike hanger facility will cause significant harm to our property, the residents, our quiet enjoyment and safety.</p>
Mon 22/07/2024 17:21	Muswell Road	N10	WhollyObject	<p>Proposed Bikehangar (Cycle Parking Storage) 2024 – T18 Batch 2&amp;3 Review Opposite 34 Muswell Road, London N10 We are hereby lodging several objections to the proposal to install a Bikehangar (Cycle Parking Storage) outside 34 Muswell Road on</p>

				<p>the following grounds:-</p> <ol style="list-style-type: none"> <li>1. It is stated that there is a government policy to encourage cycling in the capital. However many people need their cars to travel to work, to transport the elderly to doctors' appointments and the like and to take children to school where the pupil attends a school outside the area. In these instances cycling is not an option and the policy is irrelevant to these circumstances</li> <li>2. Far more car drivers than cyclists are observed on this road on a daily basis</li> <li>3. Whilst we encourage the reduction in congestion in Greater and Inner London any proposal to encourage cycling brings with it its own dangers and thus this policy could be viewed as deeply concerning. The objectors are aware of three individuals personally known to the writers who suffered serious injury whilst cycling in London. A policy to improve public transport in Greater London may be a safer solution</li> <li>4. What proportion of the residents in Muswell Road has requested a bikehangar? Please advise. The statement in the Letter advising of this request is vague.</li> <li>5. The letter notifying the residents of the proposed bikehangar states that the council and government are encouraging cyclists onto the main roads. This policy could well be viewed as an ageist policy and takes no account of those who cannot cycle owing to their infancy, disability or reluctance to cycle on main roads due to concern for their own safety</li> <li>6. Owing to the development currently underway behind 1-13 Rowan Court, in Methuen Park, several garages have been demolished, creating a greater need for more parking spaces on this stretch of Muswell Road as parking space has been lost owing to the new development in Methuen Park</li> <li>7. Parking spaces have already been lost in Muswell Road owing to the double yellow lines imposed near the corners of Muswell Road, Curzon Road and the corners of the side roads towards Muswell Hill Broadway. Imposing a bikehangar in Muswell Road would further reduce the number of car parking spaces in the road.</li> <li>8. We dispute the statement that a bikehangar occupies less space than one car parking space. There are some small cars which are shorter than the bikehangars already in place in the vicinity</li> <li>9. There are two bikehangars within five minutes walk from the proposed location of the new bikehangar. Neither is fully used. It is more efficient for any cyclist in Muswell Road to use one of these rather than placing yet another bikehangar in the area.</li> <li>10. We note that over the past few months Lime Bikes and Forest bikes have been parked for public use in various locations close to Methuen Park – this is a good use of cycles for those keen to cycle rather than encouraging residents to pay out for expensive bicycles and perhaps the council could encourage the increase in these bikes</li> <li>11. This is a residential area with plenty of space in front gardens and side entrances where bicycles can be stored.</li> <li>12. We have observed that no cyclists live</li> </ol>
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				<p>in any of the properties either side of the road where the proposed Bikehanger would be located. 13. Few cyclists use Muswell Road as a route to and from the centre of Muswell Hill because most of the residents of Muswell Hill use cars not bicycles as a form of transport.14. There is absolutely no evidence of an increase in cycling in the area in the months since the first bikehangars were put in position in Rosebery Road and Dukes Avenue15. It has been noted that the bikehanger in Rosebery Road is no longer located outside a resident's house. The present location of the bikehanger – positioned opposite a fence not a property - is clearly more suitable. However it is proposed that the proposed bikehanger will be located outside a residential house. Have the residents of number 34 been consulted about this proposal?16. It is noted that a bikehanger has been placed in Methuen Park with NO consultation or notification to the residents in Muswell Road. In addition, this has been positioned no more than two minutes' walk from where the proposed bikehanger would be placed17. It is a misguided and illogical policy to assume that installing a bikehanger would encourage residents to cycle rather than using their cars.</p>
<p>Mon 22/07/2024 18:14</p>	Milton Road	N6	WhollyObject	<p>I'm writing to object to the proposed bicycle parking spaces, reference 2023-T18.</p> <p>The consultation.appyway link is no longer open to objections, despite the advertised notices saying "objections open til 24/7/24". (See below photos).</p> <p>As a resident of 32 Milton Road, I have several concerns regarding the proposed bicycle parking space on N6 opposite N52 Milton park.</p> <ul style="list-style-type: none"> <li>• Limited parking spaces for residents at present. As a doctor working rotational placements and antisocial hours around London (currently at Newham), I have no choice but to drive to and from work. I often encounter difficulty parking outside my own home in the evenings after long on call shifts at work.</li> <li>• Residents already often park on the double yellow lines on the corner in front of the proposed rack, when there is no alternative parking available.</li> <li>• I use this part of the permit holders parking bay to park and charge my electric car. Taking away this parking space next to my house would leave me unable to charge my car from my home, with no choice but to charge my car at the extortionately expensive SourceLondon charging station at the top of Milton Road (a monopoly, as harringley has not authorised any other EV charging</li> </ul>



				<p>stations nearby) - which is often occupied by other EV cars charging.</p> <ul style="list-style-type: none"> <li>• There are few cyclists in the area - the proposed cycle rack at the top of Milton Road/ on Hornsey lane gardens would be sufficient, as logistically cyclists would not choose to cycle up Milton Road, since it's too steep. The vast majority of cyclists do not cycle UP Milton Road anyway, since it's too steep - they only push their bikes to the top. Thus the proposed rack at the top of is sufficient.</li> <li>• The proposed bike rack is approximately 3m from my basement flat's bathroom and bedroom. All other proposed bike racks are more considerately placed - not directly adjacent to buildings.</li> <li>• Due to poor ventilation and chronic basement damp issues, we have to have these basement windows open for several hours per day, and having an increase of pedestrian/ cyclist traffic directly outside our window would compromise our privacy.</li> <li>• Basement flats are also at higher risk of burglaries, and having these views unobstructed is a protective factor against this. These proposed racks would obscure the view of our basement windows, making our flat easier to burgle via these.</li> <li>• These bike racks would obscure the already very limited light to our basement flat's bathroom and bedroom. This would decrease the value of our flat.</li> <li>• Noise from e-bikes left on this street corner already disrupts the occupant of the basement bedroom facing 52 Milton park, and this bike rack would add to noise disturbance for that bedroom.</li> <li>• I suggest opposite 80 Milton park as a better location, since 34 Milton avenue doesn't have basement flats, and thus will be less disturbed by the bike rack.</li> </ul> <p>My household and I strongly oppose this proposed cycle rack outside my home, and I hope you take this into consideration.</p>
<p>Tue 23/07/2024 16:21</p>	<p>Milton Road</p>	<p>N6</p>	<p>WhollyObject</p>	<p>I'm writing to object to the proposed bicycle parking spaces, reference 2023-T18. The consultation appyway link is no longer open to objections, despite the advertised notices saying "objections open til 24/7/24". (See below photos). As a resident of 32 Milton Road, I have several concerns regarding the proposed bicycle parking space on N6 opposite N52 Milton park. • Limited parking spaces for residents at present. As a doctor working rotational placements and antisocial hours around London (currently at Newham), I have no choice but to drive to and from work. I often encounter difficulty parking outside my own home in the evenings after long on call shifts at work. • Residents already often park on the double yellow lines on the corner in front of the</p>

				<p>proposed rack, when there is no alternative parking available. • I use this part of the permit holders parking bay to park and charge my electric car. Taking away this parking space next to my house would leave me unable to charge my car from my home, with no choice but to charge my car at the extortionately expensive SourceLondon charging station at the top of Milton Road (a monopoly, as harringey has not authorised any other EV charging stations nearby) - which is often occupied by other EV cars charging. • There are few cyclists in the area - the proposed cycle rack at the top of Milton Road/ on Hornsey lane gardens would be sufficient, as logistically cyclists would not choose to cycle up Milton Road, since it's too steep. The vast majority of cyclists do not cycle UP Milton Road anyway, since it's too steep - they only push their bikes to the top. Thus the proposed rack at the top of is sufficient. • The proposed bike rack is approximately 3m from my basement flat's bathroom and bedroom. All other proposed bike racks are more considerably placed - not directly adjacent to buildings. • Due to poor ventilation and chronic basement damp issues, we have to have these basement windows open for several hours per day, and having an increase of pedestrian/ cyclist traffic directly outside our window would compromise our privacy. • Basement flats are also at higher risk of burglaries, and having these views unobstructed is a protective factor against this. These proposed racks would obscure the view of our basement windows, making our flat easier to burgle via these. • These bike racks would obscure the already very limited light to our basement flat's bathroom and bedroom. This would decrease the value of our flat. • Noise from e-bikes left on this street corner already disrupts the occupant of the basement bedroom facing 52 Milton park, and this bike rack would add to noise disturbance for that bedroom. • I suggest opposite 80 Milton park as a better location, since 34 Milton avenue doesn't have basement flats, and thus will be less disturbed by the bike rack. My household and I strongly oppose this proposed cycle rack outside my home, and I hope you take this into consideration.</p>
<p>Tue 23/07/2024 17:57</p>	<p>Alexandra Park Road</p>	<p>N22</p>	<p>WhollyObject</p>	<p>Objection to Cycle Street Storage outside 325 Alexandra Park Road N22 7BP</p> <p>I am writing to formally object to the proposed cycle street storage outside 325 Alexandra Park Road.</p> <p>While I understand the intention behind promoting cycling and</p>

				<p>providing storage solutions, I believe this proposed location has several drawbacks that need to be addressed.</p> <p><b>1. Safety Concerns</b> These units will obstruct the view of the property which is at street level. In light of increased break-ins and car thefts, as an active neighbourhood watch it is imperative that we have clear line of sight without obstructions. The opposite side of the road (e.g. outside 364 Alexandra Park Road) with its raised aspect is more optimal for these reasons or alternatively by Anderton court and near to the Palace.</p> <p><b>2. Reduction in Parking Space:</b> The installation of cycle storage will inevitably reduce the available parking space and with young families with small children close by, their safety is of concern given the high speed that cars travel along APR. Our neighbourhood already faces a scarcity of parking, and this initiative will exacerbate the problem, causing inconvenience to residents who rely on street parking.</p> <p>In light of these concerns, I urge the council to reconsider this location of the cycle street storage initiative.</p> <p>A more thorough assessment of the potential impacts and consideration of alternative solutions is necessary to ensure the well-being and satisfaction of all community members.</p> <p>Please kindly confirm receipt of this email at your earliest convenience</p>
Tue 23/07/2024 18:1	Alexandra Park Road	N22	WhollyObject	<p>Objection to Cycle Street Storage outside 325 Alexandra Park Road N22 7BP To Whom It May Concern, I am writing to formally object to the proposed cycle street storage outside 325 Alexandra Park Road. While I understand the intention behind promoting cycling and providing storage solutions, I believe this proposed location has several drawbacks that need to be addressed.</p> <p><b>1. Safety Concerns</b> These units will obstruct the view of the property which is at street level. In light of increased break-ins and car thefts, as an active neighbourhood watch it is imperative that we have clear line of sight without obstructions. The opposite side of the road (e.g. outside 364 Alexandra Park Road) with its raised aspect is more optimal for these reasons or alternatively by Anderton court and near to the Palace.</p> <p><b>2. Reduction in Parking Space:</b> The installation</p>

				<p>of cycle storage will inevitably reduce the available parking space and with young families with small children close by, their safety is of concern given the high speed that cars travel along APR. Our neighbourhood already faces a scarcity of parking, and this initiative will exacerbate the problem, causing inconvenience to residents who rely on street parking. In light of these concerns, I urge the council to reconsider this location of the cycle street storage initiative. A more thorough assessment of the potential impacts and consideration of alternative solutions is necessary to ensure the well-being and satisfaction of all community members. Please kindly confirm receipt of this email at your earliest convenience.</p>
<p>Wed 24/07/2024 04:16</p>	<p>Granville Road</p>	<p>N22</p>	<p>WhollyObject</p>	<p>I have tried to comment on your website but it won't work with my PC.</p> <p>The location proposed for the bicycle hangar (No.12, "opp. Side of 17-21 along the flank wall") won't work because not only does it rob residents of a frequently used parking space that allows visibility of vehicles in a high crime area, it also ignores the spaces where 'visitors' deposit their rubbish- be it food waste or furniture etc. The better (and less used) locations would be the parking space opposite aNo.39-41 adjacent to the garages of Pickering Court, or opposite Nos.3-5, next to the tree and road sign in front of Nos.2-12 Granville Road. Both of these places are popular with fly tippers which Haringey Council regularly ignores but would discourage such anti-social behaviour if the perpetrators were conscious of being watched by bike owners.</p> <p>I only write this because it seems clear from the feedback on other objections to bicycle hangars that there is a determination to impose them whatever the impact and regardless of what is actually needed.</p> <p>What is needed in this stretch of Granville Road is a two hour window of controlled parking on weekends that takes account of residents' need to live their lives without the disruption from shoppers using the free parking close to Wood Green Shopping City that isn't available to them on the opposite side of Lordship Lane. I don't hold out much hope of Haringey doing that, sadly.</p>

Sun 07/07/2024 21:06	Muswell Hill	N10	WhollySupport	Yes please will be great to use.
Sat 06/07/2024 16:24	Granville Road	N22	Comments	<p>I would just like to make a comment on the parking implications. It was stated in your recent letter that the bike hangar takes up 1 parking space which on a weekday is not ever going to be a problem due to CPZ operation.</p> <p>It is a constant problem in this road trying to park on Saturdays due to an influx of mainly vans from neighbouring streets where CPZ is in effect 6 days a week when it is only Monday to Friday here.</p> <p>It is an increasing problem which I've wished could be solved and even 1 less space will make parking even more difficult so making the suggestion now seems an appropriate time to ask if you would consider changing the operating hours of the CPZ to include Saturdays in Granville Rd .... PLEASE !!</p>
Mon 08/07/2024 18:27	Burlington Road	N17	Comments	<p>I received correspondence in relation to the proposed Cycle Hanger beside my home where Burlington Road connects Stirling Road.&gt; The point where Burlington Road joins Sterling Road is extremely busy &gt; 24/7 as 95.5% of vehicles, motorbike, Veola Bin Cart extra from Lansdowne Road into Burlington Road proceed to Tottenham Hale and all roads in that surround using that point.&gt; It is also drivers choice point for U turn as Hartington Park and the point leading to Sterling provides a perfect position.&gt; It is important to note that positioning the Cycle Hanger so close to a house will escalate the noise presently experienced by the occupants.&gt; It is pertinent to note that our wall is so thin that every movement or noise immediately beside the house can be heard inside.&gt; We understand the need to accommodate every segment of the community especially Cyclists and so not against the Cycle Hanger; our request is that the Hanger is moved further away from the main building.</p>