

Officer Decision pursuant to Scheme of Delegation, Part 8

TONY SINGH
CHIEF HIGHWAY ENGINEER

PURSUANT TO SECTIONS 6, 122 and 124 OF THE ROAD TRAFFIC REGULATION ACT 1984 (the "Act")

SPRING 2023 BIKE HANGER SCHEME

Reference Number: ORD 4372A

Objection period: 22 March 2023 to 14 April 2023 2

Background

Ealing Council proposed to implement a number of Bike Hangers (covered and lockable bike storage lockers) in various locations within the borough to help provide residents a safe storage location for their bicycles on the publicly adopted highway.

A Traffic Management Order (TMO) formal consultation and notice of proposals was published on the Council website, in the Ealing Gazette and London Gazette and erected on posts/lamp columns at the proposed locations on 22 March 2023 for 21 days.

Summary of Comments and objections

We received eight responses to the notice of proposals which were objections. A summary of the issues raised, is as follows along with the Council's responses to them.

Whellock Road objections summary

- Objection to the location due to parking pressures, nearby roads suggested as alternative locations.
- Recent incidences of theft and question of safety of hangars

Whellock Road officers' response

- Ealing Council understands there is parking pressure on these roads. However, the installation of bike hangars is in response to very high demand for safe cycle storage across the borough. The Council are following the

principle that providing six residents with cycle parking is a greater resident benefit than retaining parking space for one car. The installation of bike hangars is in line with Ealing's commitment to zero carbon emissions and supporting residents to cycle

- This location has been chosen to serve requests from the immediate vicinity
- Cyclehoop hangars are accredited with the highest level of security, and as a result we have had very few reports of bike theft from the hangars. Our Community Safety Team have reported that there is no correlation between the installation of bike hangars and an increase in crime at these sites, in Ealing.

Bridgman Road objections summary (2 responses)

- There is not enough demand for the hangar
- Parking is very difficult on the road
- It is a tight area on the pavement due to a large tree and further obstructed with people open and closing a hangar.

Bridgman Road officers' response (2 responses)

- This location has been chosen to serve requests from the immediate vicinity
- Ealing Council understands there is parking pressure on these roads. However, the installation of bike hangars is in response to very high demand for safe cycle storage across the borough. The Council are following the principle that providing six residents with cycle parking is a greater resident benefit than retaining parking space for one car. The installation of bike hangars is in line with Ealing's commitment to zero carbon emissions and supporting residents to cycle
- Hangar will be placed in a parking bay and therefore will not impact road or pavement space
- Cyclehoop hangars are accredited with the highest level of security, and as a result we have had very few reports of bike theft from the hangars. Our Community Safety Team have reported that there is no correlation between the installation of bike hangars and an increase in crime at these sites, in Ealing.

Whellock Road comments

- Supportive of a hangar and the location positive idea for the local community, promoting clear heath/environment benefit

Newburgh Road comments

- Supportive of hangar installation

Whellock Road objections summary

- Objection to the location due to parking pressure and unable to find parking space after work
- Narrow road, will be an obstruction for drivers and an effect on emergency services
- Objection to the location due to parking pressure and unable to find parking space on Whellock Road and having to park on nearby roads
- Noise
- Possible theft
- Spare bike stands on the main roads

Whellock Road officers' response

- Hangar will be placed in a parking bay and therefore will not impact road or pavement space
- Ealing Council understands there is parking pressure on these roads. However, the installation of bike hangars is in response to very high demand for safe cycle storage across the borough. The Council are following the principle that providing six residents with cycle parking is a greater resident benefit than retaining parking space for one car. The installation of bike hangars is in line with Ealing's commitment to zero carbon emissions and supporting residents to cycle
- Cyclehoop hangars are accredited with the highest level of security, and as a result we have had very few reports of bike theft from the hangars. Our Community Safety Team have reported that there is no correlation between the installation of bike hangars and an increase in crime at these sites, in Ealing.
- Bike hangar doors are quieter than typical noises in residential areas like the closing of car doors and passing vehicles. The hangars will be at the same distance from houses as any parked car and are typically used by residents commuting to and from work, who leave and return at around the same times as car users.

Legal Implications

The Council has powers to implement on street waiting restrictions under the Road Traffic Regulation Act 1984 (including sections 6, 9, 122, and 124 in particular).

The relevant procedures are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

In exercising these powers, section 122(1) of the Act imposes a duty on the Council to have regard (so far as practicable having regard to the matters specified in subsection (2) to securing 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'. Subsection (2) also includes 'the desirability of securing and maintaining reasonable access to premises and 'any other matters appearing to the local authority to be relevant.

Concluding Statements of Officer

Officers have duly considered all comments and suggestions.

I have considered the comments and objections on the proposals and on the basis of the Council's powers and duties outlined above, I am satisfied that the decision to proceed with the implementation of the parking controls is correct subject to the variation to the restrictions south of the Noon entrance.

On this basis I authorise the implementation of the scheme and the making of the Ealing (Waiting and Loading Restriction) (Special Parking Area) (Amendment No. **) Order 2023

Service: Highways
Name: Tony Singh
Designation: Chief Highway Engineer

Signature:

A handwritten signature in black ink, appearing to read 'Tony Singh', written over a horizontal line.

23rd January 2024