

Officer Decision pursuant to Scheme of Delegation, Part 8

TONY SINGH
CHIEF HIGHWAY ENGINEER

PURSUANT TO SECTIONS 6, 32, 35, 45, 46, 49 AND 124 OF AND PARTS III AND IV OF SCHEDULE 9 OF THE ROAD TRAFFIC REGULATION ACT 1984 (the "Act")

Winter 2024/25 Cycle Hangar scheme – Batch 1

Reference Number: P061-2024

Objection period: 28 August 2024 to 18 September 2024

Background

Ealing Council are installing bike hangars in autumn and winter 2024 as part of our commitment to deliver at least 150 hangars by 2026. The installation of bike hangars across the borough is in line with Ealing's commitment to zero carbon emissions and encouraging residents to cycle. Evidence from other London boroughs shows that the installation of bike hangars increases the uptake of cycling, and in time this reduces overall motor traffic and the need for car parking space in the future.

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 28 August 2024 for 21 days.

Summary of comments and objections

We received a response to several of the locations. A summary of the issues raised, is as follows along with the Council's responses to them.

Comment: Court Farm Road, concerns that the location is in a conservation area and that the bike hangar does not fit aesthetically

Officer response: Proceed to Traffic Management Order on Court Farm Road

The hangar will likely replace a parked car, as it is proposed in a parking zone. The bike hangar does not present a material difference to the aesthetics of the proposed location over a parked vehicle.

As a council we are keen to remove some of the barriers residents face when wanting to cycle, and access to secure cycle storage is one of them. We are hoping to encourage more trips in the borough to be made by cycling.

As we have had requests from the area and have received limited objections, Ealing Council will proceed to the Traffic Management Order. This is a 21-day statutory consultation, which will then fully consider any objections before a decision is made on installing the hangar.

Comment: Gifford Gardens, concerns about its location on bus route and car parking availability

Officer response: Proceed to Traffic Management Order on Gifford Gardens

As a council we are keen to remove some of the barriers residents face when wanting to cycle, and access to secure cycle storage is one of them. We understand that there is parking pressure on your road; however, the installation of secure cycle parking, which allows six residents to park their bikes in the same space occupied by half of a car parking space, will benefit more residents and encourage more people to start cycling.

As pictured in the consultation letter, the bike hangar would be placed on the carriageway and would occupy the same space as a car, and therefore would not be an issue for the operation of the bus. The hangar opens inwards, onto the footway, to access the bicycles.

Ealing Council will proceed to the Traffic Management Order. This is a 21- day statutory consultation, which will then fully consider any objections before a decision is made on installing the hangar.

Comment: Ingram Way, concerns about its contribution to congestion and the need for it in this location

Officer response: Proceed to Traffic Management Order on Ingram Way

As a council we are keen to remove some of the barriers residents face when wanting to cycle, and access to secure cycle storage is one of them. We understand that there is parking pressure on your road; however, the installation of secure cycle parking, which allows six residents to park their bikes in the same space occupied by half of a car parking space, will benefit more residents and encourage more people to start cycling.

Ingram Way has had two requests in the vicinity, and therefore we are keen to install the hangar to meet this demand in the area.

As pictured in the consultation letter, the bike hangar would be placed on the carriageway and would occupy the same space as a parked car. Therefore, it should not exacerbate congestion.

Ealing Council will proceed to the Traffic Management Order. This is a 21- day statutory consultation, which will then fully consider any objections before a decision is made on installing the hangar.

Comment: Lancaster Road, concern about congestion on Lancaster Road

Officer response: Proceed to Traffic Management Order on Lancaster Road

The bike hangar will be placed in a car parking bay and therefore will not impact current congestion levels. The response also noted that the new micromobility bays have already been damaged by passing cars. The bike hangar will also serve to protect this bay.

Ealing Council will proceed to the Traffic Management Order. This is a 21- day statutory consultation, which will then fully consider any objections before a decision is made on installing the hangar.

Comment: Wicket Road, concern about car parking pressure

Officer response: Proceed to Traffic Management Order on Wicket Road

As a council we are keen to remove some of the barriers residents face when wanting to cycle, and access to secure cycle storage is one of them. We understand that there is parking pressure on your road; however, the installation of secure cycle parking, which allows six residents to park their bikes in the same space occupied by half of a car parking space, will benefit more residents and encourage more people to start cycling.

Ealing Council will proceed to the Traffic Management Order. This is a 21- day statutory consultation, which will then fully consider any objections before a decision is made on installing the hangar.

Comment: Yeading Lane

Officer response: Do not proceed with Traffic Management Order

As a council we are keen to remove some of the barriers residents face when wanting to cycle, and access to secure cycle storage is one of them. We are hoping to encourage more trips in the borough to be made by cycling rather than by car.

We have not received any requests from the immediate area and have received no responses to the local consultation. Therefore, although we will keep this location in mind should local residents request a bike hangar in future, we will not proceed to Traffic Management Order at this stage.

Legal Implications

The Council has powers to implement on street waiting restrictions under the Road Traffic Regulation Act 1984 (including sections 6, 45, 46, 49 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 proposals is correct.

On this basis I authorise the implementation of the scheme and the making of the following order: **The Ealing (Free Parking Places) (Bikehanger) (No. 1, 2015) (Amendment No. ***) Order 202***; **The Ealing (Parking Places) (Pay and Display) (Southall Area 1) (2003, Amendment No. ***) Order 202***; **The Ealing (Parking Places) (Telephone Parking) (Greenford Station - Zone Q) (No. 1, 2019) (Amendment No. ***) Order 202***; **The Ealing (Waiting and Loading Restriction) (Special Parking Area) (Amendment No. ***) Order 202***, under sections 6, 32, 35, 45, 46, 49 and 124 of and Parts III and IV of Schedule 9 to the Road Traffic Regulation Act 1984, as proposed on 28/08/2024.

Service: Highways

Name: Tony Singh

Designation: Chief Highway Engineer

Signature:

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