

Subject: Batch 8 Bike Hangar Installations

Delegated decision report of: Director of Climate Change and Transport

Delegated Officer Decision

Date: 6 December 2022

Ward(s): Borough-wide

1 Summary

- 1.1. This report sets out the proposal, consultation and recommendation to install 102 bike hangars at 94 locations across the borough, as part of the council's commitment to significantly expand bike hangar provision.
- 1.2. The installation of on-street bike hangars is interlinked with numerous council priorities, including tackling sedentary lifestyles and the obesity crisis, improving air quality, and promoting a more equal Islington. The provision of safe and secure bike hangars also supports the council's objectives of achieving net zero carbon emissions by 2030 and contributes to the delivery of Islington's Transport Strategy by promoting and increasing cycling as one of the chosen modes of transport.

2 Decision

- 2.1. To approve the proposal as described below in Section 4 for the installation of 102 bike hangars at 94 locations boroughwide.

3 Background

- 3.1 The Islington Transport Strategy outlines the council's commitment to create a cleaner, greener and healthier borough. A key mechanism to achieve this is by reducing the dominance of the private vehicle as poor air quality resulting from vehicle emissions is widely acknowledged as a cause for the damage it inflicts upon public health.

- 3.2 As a consequence, the council's approach is to be bold in reallocating road space away from private car parking to uses designed to support active travel such as cycling.
- 3.3 For many residents a lack of secure, accessible and dry cycle parking prevents them from making regular trips by bike. Bike hangars provide secure, covered and lockable cycle parking facilities for residents to store their bikes.
- 3.4 In 2019, the council declared a climate emergency and in 2020 adopted Vision 2030: Building a Net Zero Carbon Islington by 2030 with a key objective to "Reduce the need for cars by making active travel (i.e. walking, cycling and public transport) the safest, easiest and most enjoyable option." The expansion of the council's on-street bike hangar programme will significantly support this objective. The Mayor's Transport Strategy for London (2018) and central Government policy also evidence a widely recognised need to reduce motor vehicle journeys.
- 3.5 Resident parking bays on the carriageway have been repurposed for bike hangars and will address concerns regarding storage security to reduce theft, clutter and potential obstructions for pedestrians.
- 3.6 Since 2017, the council has been responsible for managing both the installation and rental of cycle parking hangars. At present, Islington has 408 on-street bike hangars which provides 2,448 spaces. There are currently approximately 3,630 residents on the bike hangar waiting list. The council's approach is to identify sites which have high demand (which is derived from the numbers of applications received in the area around a given location) and put proposals forward for those sites to ensure a high occupancy rate.
- 3.7 Only 29% of Islington households have access to a car. Walking and cycling are the most popular ways to get around Islington, and nearly half of all trips in Islington are currently made on foot and by bicycle. The council already exceeds the Mayor of London's target of ensuring 80% of all trips will be made by sustainable travel by 2041. The council is now committed to increasing the overall number of journeys made by walking, cycling and public transport to 90% by 2041 and providing secure cycle storage facilities will contribute to meeting this target.

4 Proposals

- 4.1 To proceed with the public consultation and advertisement of the permanent Traffic Management Orders associated with the proposed 102 bike hangars.
- 4.2 Subject to the outcome of the statutory consultation which forms part of the Traffic Management Order process, proceed to repurpose 52 parking bays to accommodate 102 bike hangars, providing cycle parking for up to 612 cycle users. Two bike hangars are approximately the size of one parking space.

4.3 The proposed bike hangar locations and number of units planned for each location are listed in Appendix 1. The proposed locations are in wards across the borough and are based on demand from residents who have registered an interest for a bike hangar parking space. Appendix 2 illustrates the dimensions of the council's existing bike hangars.

5 Public Consultation

5.1 Prior to the commencement of public consultation with residents, the views of the relevant ward members were sought on the locations of the bike hangars from 8 – 15 September 2022.

5.2 A borough-wide public consultation exercise ran from 28 October – 18 November 2022. The consultation sought views on 119 bike hangars at 109 locations. At each of the 109 locations, a site-specific proposal letter was distributed to properties within 100m from the proposed locations (an example letter is included at Appendix 3). Residents and local organisations were asked to express any concerns about the proposal. Consultation responses were accepted via telephone, email and the council's consultation page.

5.3 The council received a total of 373 responses to the public consultation. The feedback provided during the consultation has been considered. Table 1 shows the summary of the results which indicate: support for the installation of the proposed bike hangars, no concerns for the proposed bike hangars (due to lack of responses) and where resident concerns have been raised and can be mitigated.

Table 1:

Proposed Location	Ward	Responses	Support Level
Ambler Road (2)	Arsenal	1	Concerns raised and mitigated
Avenell Road (1)	Arsenal	2	Concerns raised and mitigated
Avenell Road (2)	Arsenal	1	Concerns raised and mitigated
Blackstock Road (1)	Arsenal	4	Support
Blackstock Road (2)	Arsenal	1	Support
Caedmon Road	Arsenal	2	Concerns raised and mitigated
Dunford Road	Arsenal	3	Concerns raised and mitigated
Jackson Road	Arsenal	1	Concerns raised and mitigated
Barnsbury Road (1)	Barnsbury	0	No Concerns/Responses
Barnsbury Road (2)	Barnsbury	1	Concerns raised and mitigated
Barnsbury Street	Barnsbury	6	Concerns raised and mitigated
Bridgeman Road	Barnsbury	3	Concerns raised and mitigated
Offord Road (1)	Barnsbury	7	Concerns raised and mitigated

Proposed Location	Ward	Responses	Support Level
Offord Road (2)	Barnsbury	2	Concerns raised and mitigated
Epworth Street	Bunhill	1	Support
Northchurch Road	Canonbury	1	Support
Cleveland Road	Canonbury	1	Support
Downham Road	Canonbury	3	Concerns raised and mitigated
Elmore Street	Canonbury	1	Support
Amwell Street	Clerkenwell	0	No Concerns/Responses
Claremont Square	Clerkenwell	3	Concerns raised and mitigated
Myddelton Street	Clerkenwell	0	No Concerns/Responses
Great Percy Street	Clerkenwell	3	Concerns raised and mitigated
Myddelton Square	Clerkenwell	9	Concerns raised and mitigated
Ambler Road (1)	Finsbury Park	1	Concerns raised and mitigated
Medina Road	Finsbury Park	3	Concerns raised and mitigated
Monsell Road	Finsbury Park	3	Concerns raised and mitigated
Ardilaun Road	Highbury	7	Concerns raised and mitigated
Battledean Road	Highbury	5	Concerns raised and mitigated
Fieldway Crescent	Highbury	1	Support
Framfield Road	Highbury	6	Concerns raised and mitigated
Horsell Road (1)	Highbury	4	Support
Horsell Road (2)	Highbury	2	Concerns raised and mitigated
Sotheby Road	Highbury	1	Concerns raised and mitigated
Highbury Place	Highbury	6	Support
Calabria Road	Highbury	2	Support
Wyatt Road	Highbury	14	Concerns raised and mitigated
Drayton Park	Highbury	2	Concerns raised and mitigated
Leigh Road	Highbury	2	Concerns raised and mitigated
Aubert Park	Highbury	1	Concerns raised and mitigated
Waltersville Road	Hillrise	1	Concerns raised and mitigated
Courtauld Road	Hillrise	2	Support
Fairbridge Road	Hillrise	0	No Concerns/Responses
Gladsmuir Road	Hillrise	4	Support
Harberton Road	Hillrise	1	Concerns raised and mitigated
Hazellville Road	Hillrise	0	No Concerns/Responses
Mulkern Road	Hillrise	0	No Concerns/Responses
Hatchard Road	Hillrise	3	Concerns raised and mitigated
Marlborough Road	Hillrise	8	Concerns raised and mitigated
Freegrove Road	Holloway	0	No Concerns/Responses
Hillmarton Road	Holloway	0	No Concerns/Responses
Cardozo Road	Holloway	1	Support
Hungerford Road	Holloway	0	No Concerns/Responses
North Road	Holloway	0	No Concerns/Responses

Proposed Location	Ward	Responses	Support Level
Despard Road	Junction	17	Concerns raised and mitigated
St John's Villas	Junction	2	Support
Hargrave Road	Junction	6	Concerns raised and mitigated
Highgate Hill	Junction	6	Concerns raised and mitigated
Junction Road	Junction	3	Concerns raised and mitigated
Dartmouth Park Hill	Junction	2	Concerns raised and mitigated
Ellington Street (2)	Laycock	4	Concerns raised and mitigated
Watkinson Road	Laycock	2	Concerns raised and mitigated
Compton Road (1)	Laycock	3	Concerns raised and mitigated
Compton Road (2)	Laycock	3	Concerns raised and mitigated
Furlong Road	Laycock	0	No Concerns/Responses
Crossley Street (1)	Laycock	10	Concerns raised and mitigated
Crossley Street (2)	Laycock	6	Concerns raised and mitigated
Highbury New Park	Mildmay	2	Concerns raised and mitigated
Beresford Road	Mildmay	4	Concerns raised and mitigated
Gibson Square	St Mary's and St James'	5	Concerns raised and mitigated
Milner Square	St Mary's and St James'	4	Concerns raised and mitigated
Halton Road	St Mary's and St James'	2	Concerns raised and mitigated
Packington Street	St Mary's and St James'	0	No Concerns/Responses
Remington Street	St Mary's and St James'	9	Concerns raised and mitigated
Baring Street	St Mary's and St James'	0	No Concerns/Responses
Duncan Terrace	St Peter's and Canalside	11	Concerns raised and mitigated
Graham Street	St Peter's and Canalside	2	Concerns raised and mitigated
Haverstock Street	St Peter's and Canalside	8	Concerns raised and mitigated
Danbury Street	St Peter's and Canalside	5	Support
Thorpedale Road	Tollington	13	Concerns raised and mitigated
Hanley Road (1)	Tollington	3	Support
Hanley Road (2)	Tollington	3	Support
Landseer Road	Tollington	3	Concerns raised and mitigated
Sussex Way	Tollington	3	Concerns raised and mitigated
Corbyn Street	Tollington	0	No Concerns/Responses
Kingsdown Road	Tollington	2	Concerns raised and mitigated
Wray Crescent	Tollington	4	Concerns raised and mitigated
Mercers Road	Tufnell Park	5	Concerns raised and mitigated
Anson Road (1)	Tufnell Park	6	Concerns raised and mitigated
Anson Road (2)	Tufnell Park	0	No Concerns/Responses
Bardolph Road	Tufnell Park	3	Concerns raised and mitigated
Corinne Road (1)	Tufnell Park	1	Concerns raised and mitigated
Corinne Road (2)	Tufnell Park	0	No Concerns/Responses
Hilldrop Road	Tufnell Park	0	No Concerns/Responses

5.4 At locations where residents have raised objections or concerns, the council carefully considered each issue and classified these into the themes. Table 2 shows the themes of concern and how they could be mitigated:

Table 2:

Theme	Officer Response
Bike hangars reduce car parking spaces	As per policy 1C of the Transport Strategy, the council is committed to providing attractive alternatives to car ownership by promoting walking, cycling and public transport. The provision of secure on-street cycle parking may encourage residents to relinquish their vehicles, leading to a modal shift to cycling and a reduction in car use. As per policy 4B of the Transport Strategy, the council will reallocate road space away from private vehicles to cyclists.
Bike hangars prevent disabled people from parking close to their home	The council will contact the respondents who flagged a need for disabled access and advise them to apply for a dedicated disabled parking bay. The council will not install a bike hangar in a location where there is a disabled parking bay or where there is a pending application for a bay.
Bike hangars are not needed	The council has documented demand from the number of applications received for bike hangar spaces at the proposed locations. As per policy 1F of the Transport Strategy, the council will provide secure cycle storage hangars for residents who are not able to store bicycles in their homes.
Bike hangars are not allowed in conservation areas	Section 32 of the Road Traffic Regulations Act 1984 confers on the council the legal powers to provide on street parking for bicycles in conservation areas.
Bike hangars attract crime and anti-social behaviour	The council provides bike hangars for local residents. The council considers it low risk that users of the bike hangars will engage in crime and anti-social behaviour in their own neighbourhood. The views of the council's Community Safety Team have been sought in relation to such concerns and their recommendation is to continue to improve the area with cycling facilities.

Theme	Officer Response
Bike hangars are unattractive	The council will ensure the colour of the cycle hangars will be neutral (e.g. carbon green) to ensure they blend in with the public realm.
Bike hangars will generate noise	The council currently operates 408 bike hangars and does not have any documented confirmation that bike hangars generate noise
Bike hangars pose a traffic and safety issue at busy roads and junctions	The council's engineers have conducted site assessments to ensure that the proposed locations do not pose a threat to any road users.
Bike hangars are a waste of public money	The council considers that bike hangars will contribute towards tackling sedentary lifestyles, improving air quality and promoting a more equal Islington, while supporting the council's objectives of achieving net zero carbon emissions and promoting active travel.
Bike hangars are too expensive and only benefit the people who can afford them	The council is currently reviewing the pricing structure of parking charges for all vehicles in the borough and this includes bike hangar subscriptions.
Bike hangars installed directly outside residential properties will impede of residents' views	The council received feedback from bike hangar users that having bike hangars overlooked by residences on both sides is something that would make them more comfortable with security of the bike hangars as well as their personal safety.
Bike hangars installed directly outside residential properties will impede on residents' privacy	The council considers it low risk that bike hangar users would impede on residents' privacy any more than motor vehicle users.
Bike hangars installed directly outside residential properties will block light entering basement properties	The council considers it low risk that a bike hangar would block any additional light entering a basement property than an average motor vehicle
Bike hangars installed directly outside residential properties will decrease the value of these properties	The council has not received any documented evidence that the installation of bike hangars increases or decreases the value of residential properties.

Theme	Officer Response
Bike hangars attract leaves, litter, and other debris and are not maintained	The council operates an annual cleaning programme for bike hangars where each unit is checked and cleaned of rubbish, leaves and other debris both inside and outside the unit. The council also carry out ad-hoc cleaning upon request.
The council should provide cargo-bike parking and buggy parking hangars	The council is continuing to monitor the demand for cargo-bike parking. The council does not provide parking for buggies on the public highway.
The council should spend money on electric vehicle charge points instead of bike hangars	The council is continuing to expand its ambitious programme of electric vehicle charge points borough-wide and encourages residents to register their interest for a charge point close to their home.

5.5 Table 3 shows the summary of the results where concerns need to be addressed. The concerns relate to recent applications for dedicated disabled bays, high footfall and suitability of proposed sites and a significant decrease in the demand for a bike hangar space owing to residents' reconfirmation to remain on the bike hangar waiting list. Further investigation and consultation with ward members, council officers and residents will be necessary before any installations can take place.

Table 3:

Proposed Location	Ward	Responses	Support Level
Chatterton Road	Arsenal	16	Concerns to be addressed
Cloudesley Square	Barnsbury	8	Concerns to be addressed
Biram Road	Finsbury Park	4	Concerns to be addressed
Ashley Road (1)	Hillrise	14	Concerns to be addressed
Ashley Road(2)	Hillrise	9	Concerns to be addressed
Hartham Road	Holloway	1	Concerns to be addressed
Hargrave Park	Junction	5	Concerns to be addressed
Ellington Street (1)	Laycock	2	Concerns to be addressed
Pleasant Place	St Mary's and St James'	0	Concerns to be addressed
Axminster Road	Tollington	2	Concerns to be addressed
Japan Crescent (1)	Tollington	4	Concerns to be addressed
Japan Crescent (2)	Tollington	4	Concerns to be addressed
Evershot Road	Tollington	5	Concerns to be addressed
Tollington Park	Tollington	5	Concerns to be addressed
Gatcombe Road	Tufnell Park	5	Concerns to be addressed

6 Statutory Consultees

6.1 The Traffic Management Order was advertised in the Islington Tribune and London Gazette from 28 October – 18 November 2022.

6.2 The following Statutory Consultees were contacted and no objections were received:

- The National Health Service
- London Ambulance Service (LAS)
- MET Police
- London Fire Brigade
- Transport for London
- Royal Mail
- Road Haulage Association (RHA)

7 Section 122, Road Traffic Regulation Act 1984

7.1 In regard to Section 122, Road Traffic Regulation Act 1984, officers consider that the proposed installations of 102 bike hangars should proceed on the basis of the following factors:

- Access, including for motorised traffic, is maintained to all residential and other properties as bike hangars will be installed in parking bays. As each bike hangar is 2.55m in length (half a car parking space), access to all premises is reasonably maintained and there is no impediment for other traffic.
- All local amenities remain accessible. The proposed bike hangar locations will benefit from reduced congestion as more residents switch from private motor vehicle use to cycling which will provide an improvement to the amenity of the area.
- Air quality is expected to improve both locally and in surrounding areas as car parking spaces will be reallocated for cycle hangar provision, enabling more people to switch from private motor vehicle use to cycling.
- There is a need for public service vehicles responding to emergencies to be able to access areas around the proposed locations safely and expeditiously. As bike hangars will be installed in parking bays, emergency services should not experience any additional delays or diversions to their route. The council has a legal duty to consult with emergency services during the statutory consultation to see whether

any specific concerns are raised with regards to the precise location of the bike hangars and will do so as part of the consultation process.

- Placing bike hangars on the public highway is a more efficient use of space as each parking bay can accommodate 12 cycle parking spaces (in two bike hangars) as opposed to one motor vehicle. Reallocating road space away from private motor vehicles to cycle infrastructure will enable the council to reduce vehicle dominance in the borough. The provision of bike hangars will also enable the council to reduce private motor vehicle ownership in the borough as more residents switch to cycling.

8 Human Rights

- 8.1 Regard should be had to the provisions of the Human Rights Act. In particular, the provisions of Article 1 of the First Protocol - protection of property, Article 2 of the First Protocol – right to education, and Article 8 of the First Protocol - right to respect for private and family life.
- 8.2 In relation to Article 1 residents will retain the most direct access to their homes during the installation of the bike hangars and post installation. The scheme is therefore not considered to have a significant impact on Article 1.
- 8.3 In relation to Article 2, access to educational institutes will not be affected by the bike hangar proposals. Access to educational institutes will be maintained to the premises by walking, cycling and public transport. The scheme is not considered to have an impact on Article 2.
- 8.4 In relation to Article 8, right to respect for private and family life has a broad interpretation and extends to being in a public place if there is a reasonable expectation of privacy there. This right can be interfered with where lawful necessary and proportionate to protect a number of other concerns including public safety and health. It is not considered that the installation of bike hangars will impede on the right to individuals to respect for private and family life either in public or on private land.

9 Implications

9.1 Financial Implications

- 9.1.1 **Costs.** The estimated implementation cost is £436,000 for 102 bike hangars. This includes the costs of the public consultation exercise, drafting the TMOs, advertising the TMOs, suspending resident parking bays and supply and installation of the cycle hangar units.
- 9.1.2 **Funding.** As part of the 2021/22 to 2030/31 Capital Programme, a sum of £4.957m of capital funding was allocated to significantly expand bike hangar provision in the

borough. Of this, £436,000 is allocated for 2022/3 and £450,000 in subsequent years up to 2031.

- 9.1.3 **Revenue.** The on-street bike hangar scheme will bring in revenue via renting spaces. Pricing of the usage of the service is set at £107.25 per year with an additional £27.75 refundable key deposit. All income will be reinvested into the programme towards operational management of the rental scheme and pay for scheduled and non-scheduled maintenance and repairs.

9.2 Legal Implications

- 9.2.1 In the exercise of its powers under the Road Traffic Regulation Act 1984 (RTRA), the council is required, under s.122 of the Act, to exercise its order making function (so far as practicable having regard to the matters specified below) 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. The specified matters are:

- a. the desirability of securing and maintaining reasonable access to premises;
- b. the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- c. the impact on air quality both locally and in the surrounding areas;
- d. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- e. any other matters appearing to the council to be relevant.

- 9.2.2 Control of on-street parking may be imposed by way of a Traffic Management Order ("TMO") under section 6 of the RTRA. Sections 45 and 46 of the RTRA also enable the council to designate parking places on highways and make charges for such parking places. This power extends to providing, in roads or elsewhere, stands or racks for, or devices for securing, bicycles under section 63 of RTRA.

- 9.2.3 When exercising the power at Section 45 of the Road Traffic Regulation Act 1984 (to designate parking places) the council is obliged to consider both the interest of traffic and those of the owners and occupiers of adjoining property, and required to have particular regard to the following matters:

- (a) the need for maintaining the free movement of traffic; and
- (b) the need for maintaining reasonable access to premises.

- 9.2.4 When making a TMO, the council must follow the statutory consultation procedure set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations prescribe specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the council to take account of any representation made during the consultation stage and any material

objections received to the making of the Order, must be reported back to the decision maker before the Order is made.

- 9.2.5 The council must have regard to the Mayor of London's Transport Strategy (sections 142 and 144(1)(a) Greater London Authority Act 1999). That strategy emphasises the importance of reducing emissions, improving air quality and encouraging active, inclusive and safe travel.
- 9.2.6 By virtue of Part 12 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, the placing of bike hangars is considered as permitted development and no planning consent is required.

9.3 Environmental Implications and contribution to achieving a net zero carbon Islington by 2030

- 9.3.1 The installation of bike hangars will have environmental implications related to the production and installation of the hangars, including material and energy use, waste generation and impacts of the transport of materials and contractors. However, in the long-term, the purpose of installing the hangars is to encourage people to use sustainable transport rather than vehicular transport, reducing emissions and air pollution, as well as the supply chain impacts of vehicles.
- 9.3.2 As part of the council's procurement for the supply and installation of cycle hangars, a Social Value criteria weighing 10% of the total score was included in the Specification. This is to ensure the procurement contract maximises the social, economic and environmental benefits to the borough.

9.4 Equalities Impact Assessment

- 9.4.1 The council must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity, and foster good relations, between those who share a relevant protected characteristic and those who do not share it (section 149 Equality Act 2010). The council has a duty to have due regard to the need to remove or minimise disadvantages, take steps to meet needs, in particular steps to take account of disabled persons' disabilities, and encourage people to participate in public life. The council must have due regard to the need to tackle prejudice and promote understanding.
- 9.4.2 An Equality Impact Assessment (EqIA) was undertaken and has been provided with this report for information in Appendix 4. The EqIA identifies general positive and negative impacts for groups with protected characteristics and details the specific positive and negative impacts of the on-street bike hangars programme. The EqIA has identified both positive and negative impacts in the following protected characteristic groups: Age,

Disability, Pregnancy and Maternity, Race, Sex & Socio-economic status. There were no identified impacts on Gender Reassignment, Marriage or Civil Partnership, Sexual Orientation, or Religion and Belief. In some instances, a balanced view is taken between positive and negative impacts, in particular where the impacts are considered to have both a positive and negative impact on one group with protected characteristics, especially where there is variation between the requirements of different individuals within an equalities group. For example, while some disabled people may rely on cars for mobility there are also many disabled people who use other modes and therefore for most groups the impacts will be a mix of positive and negative depending on the particular mode of travel generally used.

9.4.3 Positive Impacts

The installation of cycle hangars deliver an environment which promotes active travel and represents a fairer balance of different modes of travel. Over time, bike hangars will enable a modal shift from motorised vehicles to cycling which will in turn improve air quality and reduce road danger and noise from private car use.

9.4.4 Negative Impacts

It is the purpose of the Equalities Impact Assessment to also examine any negative impacts on residents, particularly those with protected characteristics to ensure that a robust mitigation plan is in place and so that these negative impacts can be taken into account in decision making on the implementation of the scheme.

9.4.4.1. The installation of bike hangars may result in increased inconvenience to disabled motorists who may be disadvantaged by reduced parking spaces close to their home.

9.4.4.2. As bike hangars are designed for upright cyclists they can be perceived as non-inclusive to recumbent or hand-powered cyclists and cargo bike users.

9.4.4.3. Purchasing a bike or renting a bike hangar space can be a barrier for people with less disposable income than those with more disposable income which means not everyone will have equal access to the new cycle hangars.

9.4.5 A number of actions were set out in the EqIA and the list of actions and timelines is provided below in Table 4.

Table 4: Actions from the Equalities Impact Assessment

Action	Deadline
Bike hangars will not be located in place of existing disabled car parking bays. If a request for a disabled parking bay is approved by the council's Parking Operations Team, bike hangars can be relocated to another location on the Public Highway, as they are not permanent structures.	Ongoing
The council will not locate bike hangars in bays which do not have parking spaces on either side. This is to minimise disruption to disabled residents	Ongoing

Action	Deadline
who may rely on carers and family members for their local trips and for those who are shielding and rely on deliveries for accessing food and essential supplies	
The council will monitor the demand for a bike hangar space for non-standard cycles and the availability and feasibility of installing bike hangars that can accommodate them.	Ongoing
Promotion of Islington's 'Try Before You Bike' scheme can help people purchase a new bicycle with monthly payments (£20 for adult bikes, £10 for child bikes), with the option of returning the cycle and stopping payments if they choose to.	Ongoing
The council is reviewing the subscription costs for the bike hangar scheme and will explore whether there is scope for the price to secure a space can be reduced.	Ongoing

10 Conclusions and reason for recommendation

- 10.1** This report sets out the council's proposal for installing 102 secure bike hangars at 94 locations across the borough.
- 10.2** Following the public consultation and statutory consultation, the Director of Climate Change and Transport is asked to agree to the installation of 102 bike hangar units at 94 locations, resulting in the repurposing of 52 parking bays and revocation of Traffic Management Orders and implementation of the new Traffic Management Orders.
- 10.3** The council's proposal to install 102 bike hangars will meet the growing demand from residents to provide access to secure on-street cycle parking, which at present, far exceeds supply. It will contribute towards Islington's Transport Strategy targets for 90% of trips by Islington residents to be by walking, cycling and use of public transport by 2041. It will also reduce vehicle dominance in the borough by reallocating road space away from private motor vehicles to cycle infrastructure provision. The proposals are also supportive of the council's Vision Zero net zero carbon strategy and the creation of a more equal Islington, where everyone who lives here has an equal chance to thrive.



Signed by:

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- Appendix 1 – Proposed Bike Hangar Locations
- Appendix 2 – Dimensions of a Bike Hangar
- Appendix 3 – Example Consultation Letter
- Appendix 4 – Equality Impact Assessment

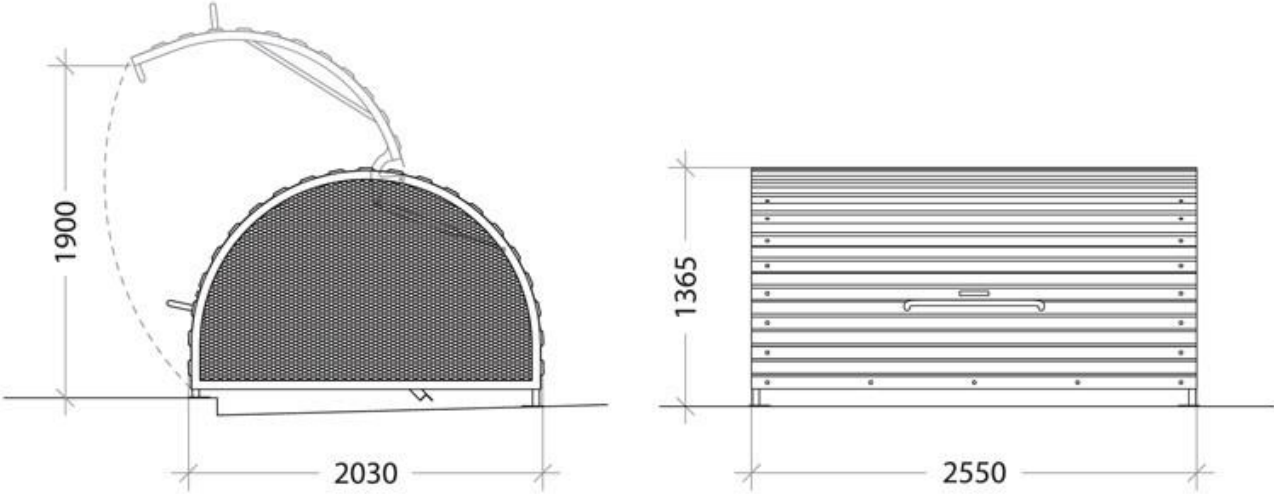
Appendix 1 – Proposed Bike Hangar Locations

No. of Locations	Proposed Location	Ward	No. of installations
1	Ambler Road (2)	Arsenal	1
2	Avenell Road (1)	Arsenal	1
3	Avenell Road (2)	Arsenal	1
4	Blackstock Road (1)	Arsenal	1
5	Blackstock Road (2)	Arsenal	1
6	Caedmon Road	Arsenal	1
7	Dunford Road	Arsenal	1
8	Jackson Road	Arsenal	1
9	Barnsbury Road (1)	Barnsbury	1
10	Barnsbury Road (2)	Barnsbury	1
11	Barnsbury Street	Barnsbury	1
12	Bridgeman Road	Barnsbury	1
13	Offord Road (1)	Barnsbury	1
14	Offord Road (2)	Barnsbury	1
15	Epworth Street	Bunhill	1
16	Northchurch Road	Canonbury	1
17	Cleveland Road	Canonbury	1
18	Downham Road	Canonbury	2
19	Elmore Street	Canonbury	1
20	Amwell Street	Clerkenwell	1
21	Claremont Square	Clerkenwell	1
22	Myddelton Street	Clerkenwell	1
23	Great Percy Street	Clerkenwell	1
24	Myddelton Square	Clerkenwell	1
25	Ambler Road (1)	Finsbury Park	1
26	Medina Road	Finsbury Park	1
27	Monzell Road	Finsbury Park	1
28	Ardilaun Road	Highbury	1
29	Battledean Road	Highbury	1
30	Fieldway Crescent	Highbury	1

No. of Locations	Proposed Location	Ward	No. of installations
31	Framfield Road	Highbury	1
32	Highbury Place	Highbury	2
33	Horsell Road (1)	Highbury	1
34	Horsell Road (2)	Highbury	1
35	Sotheby Road	Highbury	1
36	Calabria Road	Highbury	2
37	Aubert Park	Highbury	2
38	Wyatt Road	Highbury	1
39	Drayton Park	Highbury	1
40	Leigh Road	Highbury	1
41	Waltersville Road	Hillrise	1
42	Courtauld Road	Hillrise	1
43	Fairbridge Road	Hillrise	1
44	Gladsmuir Road	Hillrise	1
45	Harberton Road	Hillrise	1
46	Hazellville Road	Hillrise	1
47	Mulkern Road	Hillrise	1
48	Hatchard Road	Hillrise	1
49	Marlborough Road	Hillrise	2
50	Freegrove Road	Holloway	1
51	Hillmarton Road	Holloway	1
52	Cardozo Road	Holloway	1
53	Hungerford Road	Holloway	1
54	North Road	Holloway	1
55	Despard Road	Junction	2
56	St John's Villas	Junction	2
57	Hargrave Road	Junction	1
58	Highgate Hill	Junction	1
59	Junction Road	Junction	1
60	Dartmouth Park Hill	Junction	1
61	Ellington Street (2)	Laycock	1
62	Watkinson Road	Laycock	1
63	Compton Road (1)	Laycock	1

No. of Locations	Proposed Location	Ward	No. of installations
64	Compton Road (2)	Laycock	1
65	Furlong Road	Laycock	1
66	Crossley Street (1)	Laycock	1
67	Crossley Street (2)	Laycock	1
68	Highbury New Park	Mildmay	1
69	Beresford Road	Mildmay	1
70	Gibson Square	St Mary's and St James'	1
71	Milner Square	St Mary's and St James'	1
72	Halton Road	St Mary's and St James'	1
73	Packington Street	St Mary's and St James'	1
74	Remington Street	St Mary's and St James'	1
75	Baring Street	St Mary's and St James'	1
76	Duncan Terrace	St Peter's and Canalside	1
77	Graham Street	St Peter's and Canalside	1
78	Haverstock Street	St Peter's and Canalside	1
79	Danbury Street	St Peter's and Canalside	1
80	Thorpedale Road	Tollington	1
81	Hanley Road (1)	Tollington	1
82	Hanley Road (2)	Tollington	1
83	Landseer Road	Tollington	1
84	Sussex Way	Tollington	1
85	Corbyn Street	Tollington	2
86	Kingsdown Road	Tollington	1
87	Wray Crescent	Tollington	1
88	Mercers Road	Tufnell Park	1
89	Anson Road (1)	Tufnell Park	1
90	Anson Road (2)	Tufnell Park	1
91	Bardolph Road	Tufnell Park	1
92	Corinne Road (1)	Tufnell Park	1
93	Corinne Road (2)	Tufnell Park	1
94	Hilldrop Road	Tufnell Park	1
Total	All streets	All wards	102

Appendix 2 – Dimensions of a Bike Hangar



Appendix 3 – Example Consultation Letter

 **ISLINGTON**
For a more equal future

Climate Change and Transport
1 Cottage Road
London N7 8TP

Telephone: 020 7527 2000
cycleparking@islington.gov.uk
www.islington.gov.uk

Friday 28 October 2022

Dear Resident,

Proposed new bike hangar – Ambler Road (2)

As part of our commitment to make Islington a cleaner, greener and healthier borough, we are providing secure on-street bike hangars for residents who are not able to store their bikes in their homes.

As part of the Islington Transport Strategy, we committed to improving the environment in Islington, working to reduce traffic pollution, promoting the benefits of physical activity, like walking and cycling, and ensuring everyone in the borough has the same opportunity to access transport.

Our cycling programme and cycle storage is a key part of this. By repurposing parking bays for cycle storage, we can provide a safe space for people to store their bikes, reducing the risk of cycle theft, and make cycling more accessible for local people.

The council has already installed 408 bike hangars and we are now proposing to install one new bike hangar on Ambler Road (2). The bike hangar will be installed in the resident parking bay and will take up 2.55m (about half a car length). The bike hangar will provide secure cycle parking for up to six bikes.

Figure 1 shows a plan of the proposed location
Figure 2 is a photo of a bike hangar

If the project goes ahead, the installation will take place between December 2022– March 2023.

Let us know if you have any concerns
We know how important Islington's streets are to local people, community groups and businesses.

You can let us know if you have any concerns about this proposal by scanning the QR code below or visiting the following website: www.islington.gov.uk/consultations/bikehangars.



The Ambler Road (2) consultation started on Friday 28 October and closes at 11.59pm on Friday 18 November 2022.

If you do not have access to the website and would like to receive information about the scheme or you have any queries, please contact cycleparking@islington.gov.uk or phone 020 7527 2000.

If you would like to make an objection, please complete the online form, and clearly outline your reasons for the objection.

To apply to rent a bike hangar space, go to: www.islington.gov.uk/roads/cycling/cycleparking.

[Find out more about cycling in Islington on our website: www.islington.gov.uk/roads/cycling](http://www.islington.gov.uk/roads/cycling)

Yours faithfully

Selina Talukdar |
Active Travel Programme Manager
Environment Department

Figure 1 - a plan of the proposed location of the bike hangar on Ambler Road (2).

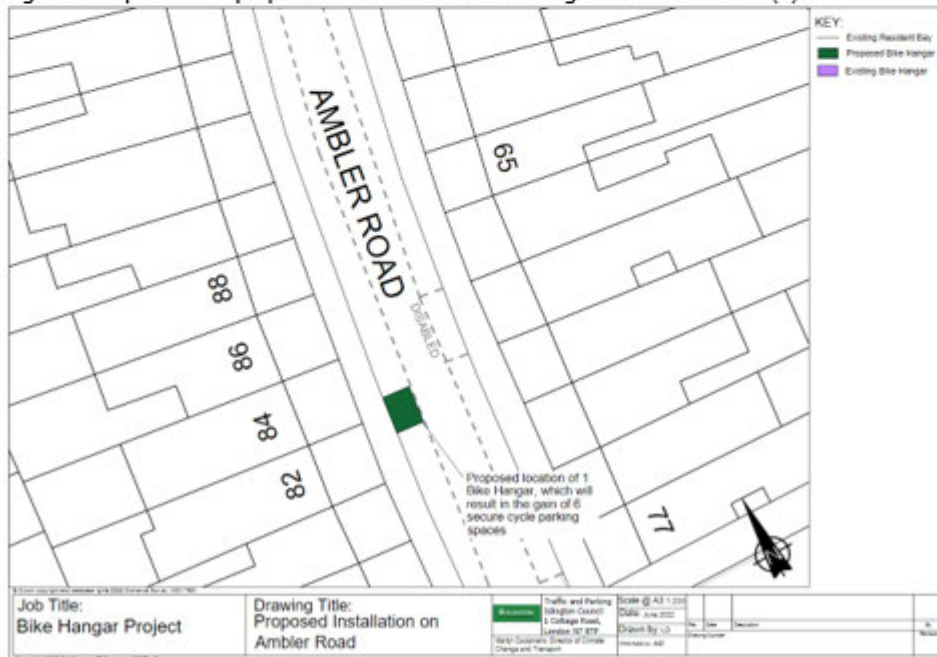


Figure 2 - a photo of a bike hangar



If you would like this document in large print or Braille, audiotape or in another language, please telephone 020 7527 2000.