



ADVANCED PUBLICATION OF REPORTS

This publication gives five clear working days' notice of the decisions listed below.

These decisions are due to be signed by individual Cabinet Members
and operational key decision makers.

Once signed all decisions will be published on the Council's
Publication of Decisions List.

- 1. BIKE HANGARS INSTALLATION (Pages 1 - 22)**

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London Borough of Enfield**Portfolio Report****Report of Director of Environment & Operational Services**

Subject: Bike Hangars Installation**Cabinet Member: Cllr Guney Dogan****Director: Doug Wilkinson****Wards; Enfield Lock, Grange, Highlands, Palmers Green, Southbury, Southgate, Bowes, Chase, Southgate Green, Town, Turkey Street & Winchmore Hill.****Key Decision: Non KD**

Purpose of Report

1. This report seeks approval as part of the Healthy Streets Programme to implement 22 on-street bike hangars, referred to in appendix 1 and 4. These proposals form part of the Mayor of London's Transport Strategy to increase active travel in Enfield.

Proposal(s)

2. The proposal is to implement 22 secure cycle parking units on the highway in residential locations to provide a total of 132 secure cycle parking spaces for residents. TfL have provided £120,000 funding for this proposal from the cycle parking improvement plan.
3. The request is to implement the 22 sites as per appendix 4.



Figure 1: A Cycle Hangar

Reason for Proposal(s)

4. Lack of secure cycle parking is a major barrier to people cycling, especially the lack of safe storage space at home. Much of the borough's housing stock does not provide enough space for people to store bikes inside, particularly when residential addresses are shared or converted into flats.

5. Circa 17% of cyclists have suffered bike theft in the last three years, of these 24% no longer cycle at all and 66% have reduced their levels¹.

Relevance to the Council's Corporate Plan

6. Good homes in well-connected neighbourhoods.
The scheme directly supports the Council's commitment to reduce congestion, improve air quality, reducing vehicle dominance and road danger.
7. Safe, healthy and confident communities.
The scheme also helps to deliver the Council commitment to improve health by promoting active travel. This is particularly relevant at a time where Covid-19 measures affect the willingness of people to use public transport.
8. An economy that works for everyone.
Wider investment in the walking & cycling network forms part of the Council's strategy to support our high streets and town centres by providing safe and easy access to local shops and services.

Background

9. A mix of cycle parking and storage solutions have been deployed across the Borough.
10. Six bike hangars were initially trialled in various locations across the Borough. Following the success of this trial, a further 6 hangars were implemented.
11. The secure Bikehangar is an on-street parking solution for cyclists which houses 6 bikes within a lockable unit. Using only 2.5 metres of carriageway (half a car space), sitting seamlessly within any row of parked cars, it is proving to be extremely desirable with residents within the borough, giving them access to secure facilities where they need them most, conveniently located on their doorstep. We are seeing a typical 80% occupancy rate for the current hangars installed.
12. The people of Enfield are able to register their interest in having a bike hanger near their home by registering on the Cyclehoop website. Based on these requests, sites have been chosen for progression.
13. The bike hangar programme contributes towards reducing crime, by removing exposed bikes which previously might have been vulnerable to theft.

Main Considerations for the Council

¹ <https://trl.co.uk/sites/default/files/TRL284.pdf>

14. Placement of a unit on any given street requires the consent of the highway authority. The basis for the scheme is to provide a service to those who have requested it, making cycle parking as easy as car parking. This scheme allows reallocation of a minor amount of road space to the 36% of residents who do not own a car and who could, along with other residents who own a car, choose to cycle more of their shorter journeys.
15. The sites identified have been selected from requests by residents which have then been screened for suitability of installation by engineers and the manufacturer. Officers will mark out the proposal on street and photograph the location for council records.
16. Parking services have been consulted on the proposals to ensure that compliance is maintained within controlled parking zones.
17. Ward members will be notified of the proposal and provided with location information prior to proceeding to public notification.
18. Letters detailing the scheme will be distributed to the immediate area surrounding the proposal. Typically, this is approximately a radius of 100m around the location or approximately 30 - 40 houses.
19. Individual places within each facility will not be assigned until 2 or 3 weeks prior to a bikehangar being installed. This allows the maximum opportunity for everyone to be considered who wishes to apply for the service having seen the bikehangar installed.
20. Any property adjacent to the highway installation will automatically be offered the opportunity for a place in the Bikehangar.
21. Locations relating to these proposals were identified from requests received from residents that wished to use the service. All streets with 2 or more requests were assessed for suitability. Where appropriate locations were identified these sites were progressed to formal designs.
22. Letters were distributed in February 2020 to notify the public of the proposal. Public notices were also placed around the street to further raise awareness of the scheme. The delivery was suspended owing to the Covid-19 pandemic. Therefore this notification process will be repeated.
23. From the original notification, comments and feedback were collated over 4 weeks. This was summarised and used to review the proposal and identified how proposals had been received, and where adjustments may be possible based on residential feedback.
24. Where any objections were thought to outweigh support or demand, some proposal were withdrawn.

25. Based on the outcomes of this feedback it is recommended that cycle hangars are installed at the locations that are specified in the table at Appendix 1.

Safeguarding Implications

26. None identified

Public Health Implications

27. Cycling has increased worldwide following the Covid-19 pandemic as it has been seen as an alternative to crowded public transport where private motor car journeys are not possible or desirable. Cycling provision will reduce return to private car and prevent deterioration in air quality.
28. Transport is one of the fundamental determinants of health; it may be health-damaging or health promoting. The Secure cycle parking programme will contribute towards making transport in Enfield much more health-promoting by increasing physical activity and reducing the health costs of motorised transport. It will help increase physical activity by making this part of everyday life e.g. walking or cycling as a normal, everyday transport mode. Achieving a modal shift towards active travel will also reduce the health damaging effects of motorised transport e.g. road traffic injuries, air pollution, community segregation and noise. Such is the effect of physical activity upon health that it has been calculated that a modal shift to levels of active transport in The Netherlands would save the NHS £17 billion per year. This would be achieved through savings in treating Type 2 diabetes, heart disease, stroke, some cancers, musculo-skeletal disease and dementia.
29. Creating an environment that enables more walking and cycling would also be likely to positively impact upon health inequalities as income or wealth would become a less significant factor in a person's ability to travel within the borough e.g. access to employment, healthcare, social networks etc.
30. Reducing obesity is a priority for Enfield, as outlined in the Borough's Health and Wellbeing Strategy. 61.4% of adults are classified as overweight or obese (ALS, 2016). Data for academic years 2014/15 to 2016/17 shows that the average prevalence of excess weight in year 6 pupils is 41.5%. This is higher than London (37.9%) and England (33.87%) averages. If left unchanged, this will lead to serious health complications later in life, such as diabetes, heart disease and cancers.
31. Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health and has the potential to reduce health inequalities. It is an essential component of a strategic approach to increasing physical activity and may be more cost-effective than other initiatives that promote exercise, sport and active leisure pursuits.
32. Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries.

33. More walking and cycling also has the potential to achieve related policy objectives:
- Supports local businesses and promotes vibrant town centres
 - Provides a high-quality, appealing public realm
 - Reduces road danger and noise
 - Increases the number of people of all ages out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction and children’s play
 - Provides an opportunity for everyone, including people with impairments, to exercise and enjoy the outdoor environment.
34. There is an extensive evidence base for effective action on active travel. The most relevant review has been conducted by the National Institute for Health and Care Excellence, looking specifically at local measures to promote active transport²

Equalities Impact of the Proposal

35. Local authorities have a responsibility to meet the Public Sector Duty of the Equality Act 2010. The Act gives people the right not to be treated less favourably because of any of the protected characteristics. We need to consider the needs of these diverse groups when designing and changing services or budgets so that our decisions do not unduly or disproportionately affect access by some groups more than others. The Public Sector Duty Act 2010 requires Local Authorities, in the performance of their functions, to:

- Eliminate discrimination, harassment, victimisation and other prohibited conduct
- Advance equality of opportunity
- Foster good relations

36. In recommending this proposal we have considered the needs of all highway users including those from the protected characteristic groups.

Age	Neutral impact - No specific impacts identified.
Disability	Neutral impact - No specific impacts identified.
Gender reassignment	Neutral impact - No specific impacts identified.
Marriage or civil partnership	Neutral impact - No specific impacts identified.

² National Institute for Health and Care Excellence. Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation. London 2012

Pregnancy and maternity	Neutral impact - No specific impacts identified.
Race	Neutral impact - No specific impacts identified.
Religion or belief	Neutral impact - No specific impacts identified.
Sex	Neutral impact - No specific impacts identified.
Social economic	Slight positive impact – Any impact on social economic inequality is likely to be low, as those on low incomes are less likely to own cars, meaning they are more likely to walk or cycle and these projects promote active health and create a safer environment for this to occur.

Environmental and Climate Change Considerations

37. The table below provides an overview of environmental and climate change considerations.

Consideration	Impact of Proposals
Energy consumption in delivering service	Neutral There are no changes proposed to the current service delivery arrangements.
Measures to reduce carbon emissions	Positive Transport generates a significant amount of greenhouse gas emissions (33% of UK CO2 emissions in 2018). The proposals will enable: <ul style="list-style-type: none"> • Increased levels of active travel. • Reduced private vehicle trips.
Environmental management	Neutral The main impact will be in the implementation of the project and the resultant embedded carbon. However, the main offset will be a forecast reduction in the use of private vehicles as noted above.
Climate change mitigation	Neutral There will be no long-term contracts entered into as part of this proposal.

Risks that may arise if the proposed decision and related work is not taken

36. Several risks have been identified;

Risk Category	Risks
Strategic	A reduction in the ability to deliver on its commitments that form part of the Climate Action Plan and Health and Wellbeing Strategy to increase active and sustainable travel.
Reputational	Loss of public support, where cycle parking requests have been gathered and engaged with under the pretence that a service can be delivered.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

37.

Risk Category	Comments/Mitigation
Strategic	Risk: Vacant parking spaces Mitigation: Promotion of facility, monitoring of occupancy
Operational	Risk: Disruption during installation. Mitigation: Installation is quick, and permits will be displayed to inform the public. Roadworks will also be co-ordinated to take account of other work in the area.
Financial	Risk: Insufficient funds/cost escalation Mitigation: Funding from TfL was allocated to the scheme and falls within the available budget.
Reputational	Risk: Underused facility Mitigation: Engagement has been undertaken to consider views of residents. If the Bike hangars remain underused they can be easily relocated to alternative locations.
Regulatory	Risk: Failure to comply with statutory requirements. Mitigation: The installation is being delivered by an experienced provider that we have had past dealings with.

Financial Implications

38. The total cost of implementation is £120,000.00 This award provided by Transport for London will help deliver the Mayor's Transport Strategy.
39. The funding arrangements that are governed through the TfL Borough Portal and no costs will fall on the Council. The release of funds by TfL is based on a process that records the progress of the works against approved spending profiles. TfL makes payments against certified claims as soon as costs are incurred, ensuring the Council benefits from prompt reimbursement.

Legal Implications

- 40. Statutory consultation will take place to make Traffic Management Orders (TMOs) that are mandatory to give effect to any waiting and loading restrictions. This consultation includes a statutory objection period. Notices will also be advertised providing information to the locations of all bikehangars as per regulations.
- 41. The Council has the power under s63 of the Road Traffic Regulation Act 1984 to provide parking places for securing bicycles without prior notification or the need for a traffic order.
- 42. The Council has power under section 1(1) of the Localism Act 2011 to do anything individuals generally may do providing it is not prohibited by legislation and subject to Public Law principles. There is no express prohibition, restriction or limitation contained in a statute against use of the power in this way. Under Section 111 of the Local Government Act 1972 local authorities may do anything, including incurring expenditure or borrowing which is calculated to facilitate or is conducive or incidental to the discharge of their functions. Legal Services notes that the award of the grant to North Middlesex University Trust is on behalf of TfL. Under the Council's Contract Procedure Rules there is an exemption for unconditional grants (see CPR 1.5.5). It appears that the award of the grant would not constitute State Aid as set out in the Treaty of the Functioning of the European Union 2009.

Workforce Implications

- 43. None identified

Property Implications

- 44. The bike hangars are being placed on land designated as public highway in line with legislation as set out in 7.1. Where a clear issue in respect of access to land or utilities is identified, then this will be considered in the siting of the bike hangar.
- 45. The cycle hangars will become Council assets; however, their maintenance is provided by a third party at a cost to the council.

Other Implications

- 46. None identified.

Options Considered

- 47. The following alternative option has been considered:

Option	Comment
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Do nothing.	This is not recommended as this project provides a key contribution to the wider Borough strategy of delivering climate change and health & wellbeing objectives, whilst building a strong relationship with NMUT.
Partial Implementation	Not recommended. TfL are grant funding the works and the impact of C19 means that investment over the next 1-2 years may decrease.

Conclusions

48. The proposals support the Councils corporate objectives for tackling climate change, building healthier streets and regenerating the Borough.
49. This proposal contributes toward the provision of accessible secure cycle parking. This element is an integral part of secure cycle parking at home, and will continue to develop along with cycle parking at:
- Transport interchanges
 - Places of employment
 - Destinations of public interest
50. This proposals also delivers on the following:
- a. To create healthy streets that enable more active forms of travel, leading to healthier communities.
 - b. To provide more travel choices for the 34% of Enfield households who have no access to a car and an alternative travel choice for the 66% that do.
 - c. To contribute towards the ongoing development of a Borough-wide active travel network. Reducing the reliance on short vehicle trips
 - d. To contribute towards an active reduction in bicycle theft which is a known barrier to the uptake of cycling.
51. It is recommended that the Cabinet Member for Environment & Sustainability the contents of this report, and approves the installation of a bike hangars at each of the following locations, as specified Appendix 1.

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Date of report: 30/10/2020

Appendices

Appendix 1 -

Table of locations for installation.

Appendix 2 -

Table of existing and proposed units by ward

Appendix 3 - Borough map of existing and proposed units.
Appendix 4 - Location plans.

Background Papers

None.

Appendix 1- Table of locations for installation.

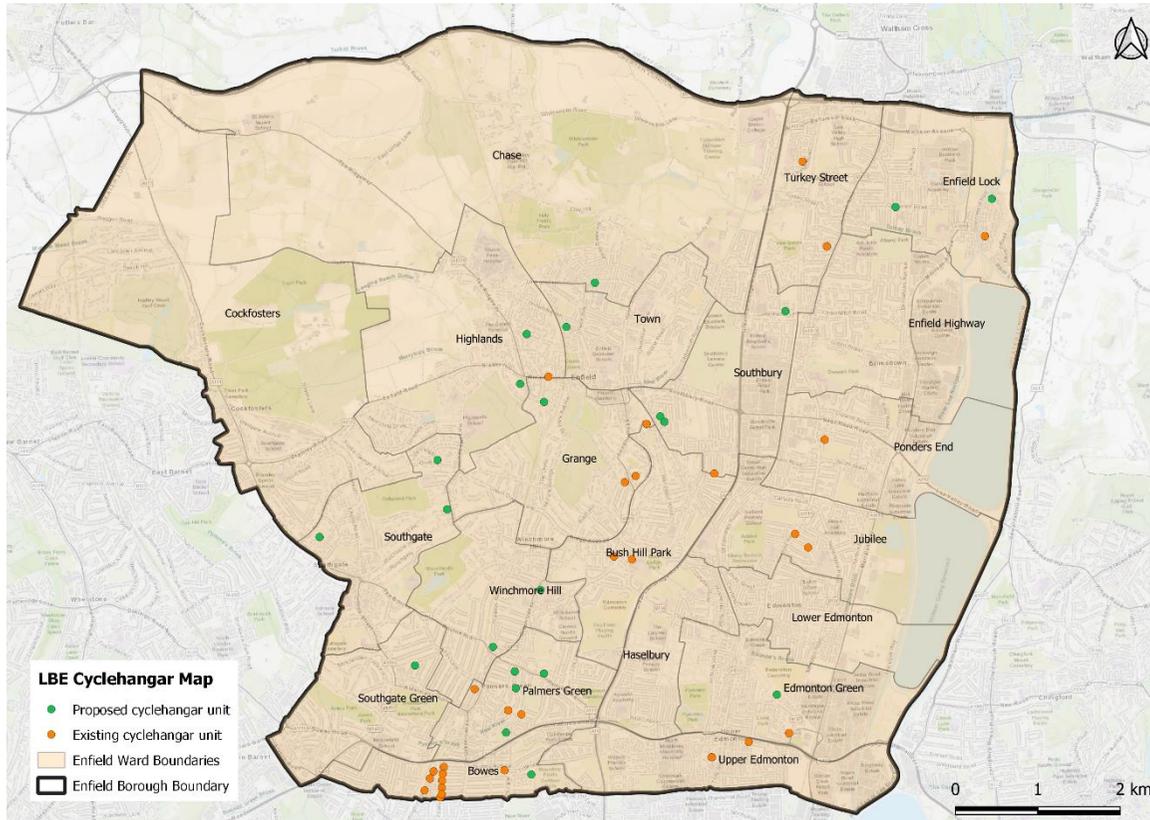
Street Name	Location	No of requests	Ward	Post Code
Hispano Mews	on Martin Drive, outside Hispano Mews	2	Enfield Lock	EN3 6LU
Grilse Close	Outside 50 - 60 Grilse Close (block)	1	Edmonton Green	N9 0UU
Waverley Road	opposite the common boundary of 13 to 16 and 17 to 20 Vermont Close	8	Grange	EN2 7BF
Rowntree Road	outside the Rowans House, Flat 1-9, Rowantree Road	3	Highlands	EN2 8PY
New River Crescent	outside 89 New River Crescent	6	Palmers Green	N13 5RJ
New River Crescent	opposite 92 New River Crescent	4	Palmers Green	N13 5RG
Chimes Avenue	outside no.11 Chimes Avenue	7	Palmers Green	N13 5HX
Larksfield Grove	Corner of Wagrail Close	1	Southbury	EN1 4LA
Cross Road	outside no. 5 Cross road	2	Southbury	EN1 1PD
Springbank	outside no.35 Springbank	4	Southgate	N21 1JH
Pennington Drive	outside Clover House, Pennington Drive	3	Southgate	N21 1TY
Deans Drive	the opposite no.1 to 6 Colet Close	1	Bowes	N13 6LH
Lancaster Road	outside 176A Lancaster Road	2	Chase	EN2 0JT
Ordnance Road	on side of 171 Ordnance Road	1	Enfield Lock	EN3 6AD
Old Park Road	outside the eastern wall side 1-20 Millers Green Close	1	Highlands	EN2 7BD
Mintern Close	in front of no. 64-99 Mintern Close	4	Palmers Green	N13 5SY
Waddington Close	on the south side of no. 64 Waddington Close	4	Southbury	EN1 1NX
Nursery Road	outside no.66 Nursery Road	2	Southgate	N14 5QH

Conway Road	outside no.70 Conway Road	2	Southgate Green	N14 7BE
Churchbury Road	outside 67 Churchbury Road	3	Town	EN1 3HP
Stonard/Hoppers Road	outside Woodside Court	2	Winchmore Hill	N13 4DN
Queens Avenue	outside 33 Queens Avenue	3	Winchmore Hill	N21 3JH

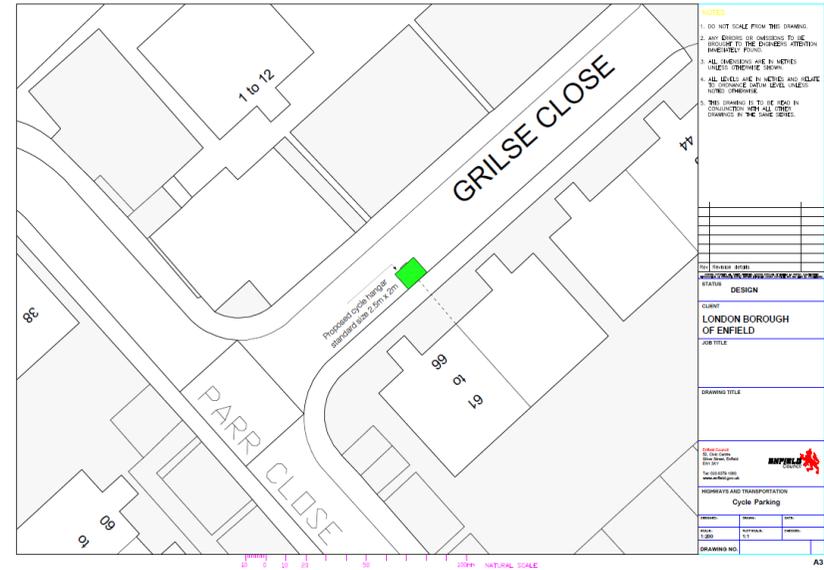
Appendix 2 - Table of existing and proposed units by ward

Wards	Installed bikehangars	Proposed bikehangars	Combined total
Bowes	10	1	11
Bush Hill Park	2	0	2
Chase	0	1	1
Cockfosters	0	0	0
Edmonton Green	1	1	2
Enfield Highway	0	0	0
Enfield Lock	1	2	3
Grange	3	1	4
Haselbury	0	0	0
Highlands	1	2	3
Jubilee	2	0	2
Lower Edmonton	0	0	0
Palmers Green	3	4	7
Ponders End	1	0	1
Southbury	1	3	4
Southgate	0	3	3
Southgate Green	0	1	1
Town	0	1	1
Turkey Street	2	0	2
Upper Edmonton	2	0	2
Winchmore Hill	0	2	2
Total	29	22	51

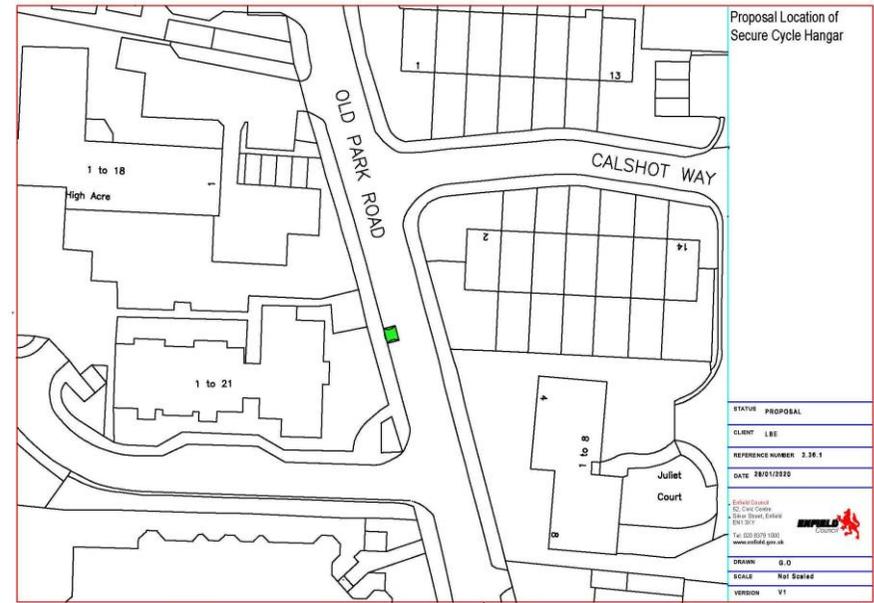
Appendix 3 - Borough map of existing and proposed units.



Appendix 4 - Location plans.

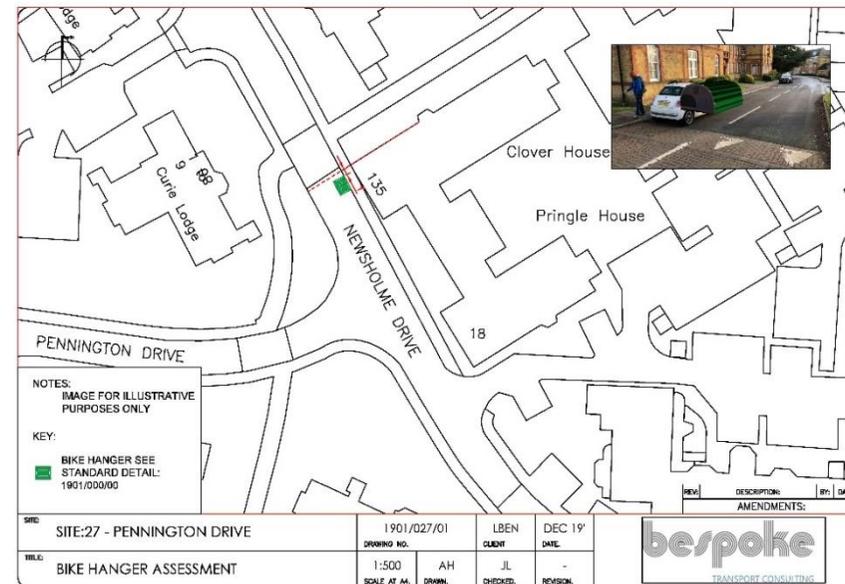
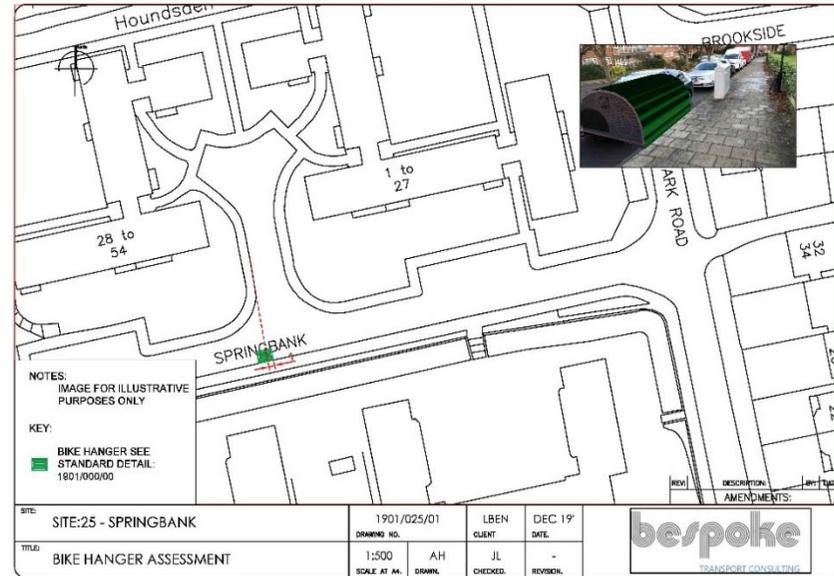














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