



**Highways Committee**  
26 October 2016

**Report from the Head of Highways and  
Infrastructure**

For Action

Wards Affected:  
All

**Cycle Parking**

**1.0 SUMMARY**

- 1.1 This report informs the Committee of current cycle parking arrangements, types of equipment provided and of levels of demand from residents.
- 1.2 It provides information on the trial of bike hangars in Brent as a potential measure to provide secure cycle parking for residents that do not have suitable space to store their bikes at home.

**2.0 RECOMMENDATIONS**

- 2.1 That the Committee notes the contents of this report and current cycle parking arrangements in the borough.
- 2.2 That the Committee notes and approves the type of cycle parking facilities that are provided.
- 2.3 That the Committee notes the outcome from the bike hangar trial and approves the prioritisation process detailed in this report.
- 2.4 That the Committee authorises the continued delivery of the cycle parking programme, subject to funding availability.

**3.0 BACKGROUND**

- 3.1 The Brent Cycling Strategy 2016-2021 clearly sets out the Council's aspiration to encourage and support cycling in the borough. The strategy's specific objectives were informed by a two stage public consultation process that engaged Brent

residents and other stakeholders regarding their views and priorities on cycling in the borough.

- 3.2 During consultation, many comments were received about the importance of secure cycle parking in supporting cyclists and encouraging residents to take up cycling. Some of these comments came from residents that have been victims of bike theft who informed us of their experiences and how this affects their travel choices on a daily basis. Others also raised concerns that their bike might be stolen if they left it parked on street. These comments are supported by the Mayor for London's 2013 Vision for Cycling, which raises the importance of secure cycle parking provision in encouraging cycling.
- 3.3 Officers have been advised by the Metropolitan Police that for the five year period between September 2011 and September 2016, there were 2756 reported cycle thefts in Brent. Over the last year there were 602 reported thefts. The figures could be significantly higher as many people do not report bike thefts. The Police also advised that hot spots are Northwick Park Hospital, sports centres and train stations including Willesden Junction, Stonebridge, Kilburn, Willesden Green, Queens Park and Wembley Central are hotspots. Also, that the Kilburn and Wembley areas have a high number of thefts.
- 3.4 Objective 4 of the Brent Cycling Strategy aims to improve access to cycling for all our residents and businesses. Specifically, the Cycle Strategy states that: "We will, in cooperation with residents and stakeholders, continue to identify the level and locations of demand for cycle parking facilities, find practical ways to meet these without unduly adding to street clutter and seek the necessary funding to deliver them. Particular attention will be paid to suitability of type of provision in locations such as new and existing residential areas, as well as high street locations, stations/transport interchange hubs, schools and employment hubs."
- 3.5 In 2014 the Council secured funding for providing cycle parking through Transport for London's Borough Cycle Programme. The three year programme allocated £25,000 for 2014/15, £24,000 for 2015/16 and £25,200 for 2016/2017. Initially it was planned to use the funding for standard cycle stands in town centres, high streets, near stations and other public amenities. However, following specific requests from residents and further research into different cycle parking facilities, the original plan was reconsidered and in consultation with the Lead Member for Environment, we piloted the use of bike hangars. Details of the 2014-2017 Cycle Parking Programme can be found in Appendix A.

## **4.0 DETAIL**

### Cycle Parking Provision

- 4.1 Cycle parking provision can broadly be divided into two categories:
- Cycle stands for short stay parking
  - Cycle stands for long stay parking

- 4.2 Short stay cycle parking is typically provided when visiting places like high streets, doctors' surgeries or leisure destinations such as restaurants or cinemas. For short stay cycle parking, standard cycle stands such as 'Sheffield' loop cycle stands may be appropriate and shelter from weather conditions may be less of a concern. The type of cycle stand used should support the bikes sufficiently allowing for them to be locked correctly with two locks securing the frame and both the front and the rear wheel. They should also provide sufficient support to avoid bikes falling over and cause an obstruction. In some locations space may be very limited and more innovative styles of cycle parking provision that make use of signposts, lamp columns or space along walls may be appropriate. These are usually loops that can be retrofitted to existing street furniture to provide a cycle parking facility.
- 4.3 Long stay cycle parking is typically provided at places of work or at public transport stations. Whilst some cyclists may undertake their entire commute to and from work by bike, many others cycle to public transport stations and leave their bike there for many hours. Good secure cycle parking provision that supports the bikes and ideally provides shelter from the elements encourages commuters to undertake part of the journey by bike and use public transport for the rest of their journey. At home cyclists require safe, lockable and sheltered spaces to store their bikes.
- 4.4 Cycle parking facilities and cycle stands can be provided as part of highway improvement schemes, or under the cycle parking programme. A list of the preferred cycle parking facilities can be found in Appendix B.

#### Bike Hangars

- 4.5 Bike hangars were developed in response to a growing demand for secure on street cycle parking provision in residential areas and are now increasingly popular in boroughs across London. Bike hangars offer a new service to residents as they provide safe and secure cycle parking near their homes. This is particularly important for those living in flats and on the upper floors of residential buildings. These residents would usually store their bikes within their homes, often having to wheel them through narrow corridors or carry them up the stairs posing a disincentive to purchase a bike and take up cycling. The alternative is to park their cycles on street for long periods increasing the risk of theft.
- 4.6 A bike hangar provides secure, lockable and sheltered parking space for six bikes taking up the area of half a car parking space. Within the hangar each bike can be individually locked to a stand. The hangar comes with a gas sprung door for easy access. The cycle hangars are provided and installed by Cycle Hoop who also maintain them and manage the allocation of spaces. Cyclists can currently rent a space in a hangar for an annual fee of £30 + vat per annum plus a returnable deposit of £25.

#### Demand

- 4.7 A comprehensive Cycle Parking Audit was commissioned and undertaken by the London Cycling Campaign who carried out similar surveys for other London boroughs. Officers identified key locations in town centres, near stations and sport venues across the borough; Brent being audited on a repeat basis in October 2014, May 2015, October 2015 and May 2016. For each location the audit recorded the following information;

- the number of stands,
- the style of provision,
- condition,
- number of bikes parked,
- any abandoned bikes, and;
- cycles locked to guard rail or fencing, sign posts and other street furniture as an indication of demand for cycle parking provision exceeding supply.

4.8 The results identified where additional provision is needed to satisfy demand, and also referenced to areas where cycling was a popular mode of travel from the 2011 census.

#### Programme

4.9 Officers considered the cycle parking audit, census data and comments from the Cycle Strategy consultation to develop our cycle parking programme.

4.10 In 2014 after a number of London boroughs such as Lambeth, Hackney and Southwark had introduced cycle hangars, we received a number of requests from residents asking for this facility in Brent. Officers considered a number of secure on-street parking facilities available on the market. They also visited other boroughs to learn of their experiences in providing bike hangars and, in consultation with the Lead Member for Environment, it was decided to pilot the use of bike hangars in the borough.

#### Bike Hanger Trial

4.11 Since 2014 there have been numerous requests for bike hangars from residents in the borough that have difficulty storing their bikes at home. These requests have been recorded and considered by officers for inclusion in the cycle parking programme.

4.12 Following increasing numbers of requests and to learn how bike hangars could potentially benefit residents in Brent, six bike hangars were installed as a pilot scheme, on the public highway and Brent Housing Partnership locations, in Kilburn, Brondesbury Park, Kensal Green and Dollis Hill wards during 2015/2016. Funding for these bike hangars was allocated by Transport for London through the Borough Cycling Programme. Locations were chosen applying a set of different criteria that varied according to the nature of the proposed sites but included:

- evidence of demand,
- direct requests, and
- availability of suitable space

- 4.13 On-street locations for three of the bike hangars was identified in Kilburn on Carlton Vale, Hazelmere Road and Tennyson Road were chosen for the pilot scheme following direct requests from local residents and officers assessment of potential sites. Officers identified suitable locations where there would be high demand and a minimal impact in reducing on street car parking capacity. These locations were chosen due to:
- a high population density,
  - high numbers of residents living in flats in terraced housing without access to secure outdoor spaces to park bikes, and;
  - a high percentage of residents cycling to work.
- 4.14 Public consultation was undertaken for all three sites with residents located within approximately 75 metres of the proposed sites receiving consultation documents. For the Tennyson Road and Hazelmere Road locations enthusiastic residents acted as 'champions' promoting the consultation process through speaking with their neighbours, explaining what a bike hangar is and why the Council is considering installing a bike hangar in their street. Also, what can be expected following the installation if the consultation is positive and how explaining residents can rent a space in the hangar. There was a good response rate for all three locations and indicating a high level of support with 48% (Tennyson Road), 56% (Carlton Vale) and 83% (Hazelmere Road) in favour respectively.
- 4.15 For the proposed location at Carlton Vale no champion could be identified and whilst a majority of respondents supported the proposed bike hangar, both the percentage of returned consultation forms and the approval rate were much lower than for the other two on-street locations.
- 4.16 The bike hangars were installed in January and February 2016 through the Borough Cycling Programme. A three year maintenance contract was also funded to encourage uptake and modal shift. Spaces in the hangars were offered to local residents following the following list of prioritisation criteria:
- Residents actively involved in promoting the bike hangar during the consultation process (names to be supplied by Brent Council)
  - Residents who requested the provision of a bike hangar in their area
  - Residents living locally and using their bike frequently
  - Residents without outdoor space to store their bike
  - Residents living on the first floor or above
  - Following the criteria listed above spaces were allocated on a first come first serve basis.

4.17 Officers also investigated reported cycle parking demand in a number of Brent Housing Partnership (BHP) managed estates. Locations were considered where residents had difficulty storing their bikes at home and three locations were identified in collaboration with BHP at;

- Cavendish Close estate in Brondesbury Park
- Seymour Court estate in Dollis Hill
- Longstone Avenue estate in Kensal Green

4.18 BHP managed the consultation process and the distribution of available spaces within the hangar.

#### Outcome

4.19 For the three on-street bike hangars in Kilburn, there has been a very positive response with all three hangars soon fully occupied although the hangar on Carlton Vale took a little longer to achieve this. Since installation Officers have received numerous requests for additional bike hangars in the area.

4.20 For the bike hangars on BHP estates, there has been a good uptake from the residents of Cavendish Close and Seymour Court. However, there has been a poor uptake for Longstone Avenue, despite numerous attempts to encourage residents to take up spaces and consideration is being given to relocating this facility.

#### Maintenance and management of Bike Hangars

4.21 Under the agreement Cycle Hoop will provide a management and maintenance service for the bike hangars including:

##### a) Rental management

- Website management
- Mapping bike hangar locations
- Updating availability of spaces
- Dealing with phone and email enquiries
- Processing applications
- Liaising and reporting to the council / housing association
- Allocation of keys and posting welcome packs
- Collection of rental fees and deposits (if applicable)
- Dealing with problems such as lost keys or damage etc.

b) Maintenance management

- Carry out two maintenance visits per year to inspect and check the Bike hangar is working and initiate any necessary repairs
- Clean the bike hangar including the clearing of any internal detritus and the exterior
- Report any relevant issues to the Council

4.22 The above maintenance and management arrangements continue following the initial 3 year subsidy period.

Resident Feedback

4.23 Feedback received to date from tenants of the on-street hangars and their management in Kilburn is predominately very positive and residents have asked for additional provision.

4.24 Residents did however raise some concerns regarding the visual impact of the hangar and anticipated lack of demand and potential vandalism.

4.25 However, since installation there have been no reports of damage or vandalism to the bike hangars.

4.26 Overall, officers have received very positive feedback and resident's comments are provided in Appendix C.

Current Level of Demand

4.27 Although the Council has not actively encouraged residents to contact officers with requests for bike hangars, since the pilot scheme the number of requests have steadily increased.

4.28 Officers have been recording the requests and the number currently stands at 84 individual requests for a bike hangar, some of these requests are for two or three spaces for family members. The requests originate from seven different wards, but predominantly in the south of the borough where there is a higher density of population, particularly Kilburn and Queens Park wards. Appendix D is a map identifying these requests. Appendix E provides examples of requests from residents.

With each bike hanger providing parking for 6 cycles, this is the equivalent of 14 bike hangers. However, officers continue to receive further requests and anticipate further demand as more are provided. Lambeth now has some 200 bike hangars on-street since they were first introduced in 2012.

Bike Hangars and Cycle Stand Prioritisation

4.29 Identification of sites for future bike hangars will be based on a prioritisation methodology that takes into consideration a number of criteria including:

- Number of requests (multiple requests from one household are counted as one request)
- Type of properties and difficulty storing bikes
- Lack of outdoor secure space to store bikes
- Level of local support and anticipated uptake
- Consultation outcomes
- Geographical spread of requests and provision of bike hangars across the borough
- Impact on other local cycle parking infrastructure (e.g. alleviating cycle parking pressure on on-street stands in town centres or at public transport stations)
- Availability of suitable space to accommodate bike hangar
- Current car parking pressures
- Date of reception of request (applying an element of first come first serve)

4.30 Officers will consider all of the above factors in determining whether to programme the provision of a bike hangar.

4.31 Requests for cycle stands will be assessed and programmed if Officers identify that demand outweighs supply on a location by location basis.

## **5.0 FINANCIAL IMPLICATIONS**

5.1 Each bike hangar costs £2,850 plus an installation cost of £400.

5.2 To encourage uptake the Council has entered a maintenance contract for the first three years from the installation date at a cost of £540, whereby residents would only be charged £36 (including VAT) per annum per space for the period. After 3 years the costs will rise to £72 (including VAT) per annum per space.

5.3 If residents surrender their space over the 3 year period, the subsidised rate is passed on to other users until expiry of the maintenance agreement.

5.4 After the 3 year period, maintenance costs need to be covered by residents. This can be passed onto other users for the maintenance period.

5.5 Table 1 summarises these costs.

Table 1 – Bike Hangar Costs



<b>Zero Subsidy Model</b>		<b>Part-Subsidised Model</b>	
Management and maintenance support service paid for entirely by end users		Management and maintenance support service part-subsidised rental for residents	
Users to pay an annual rental fee (including VAT)	£ 72	Users to pay an annual rental fee (including VAT)	£36
Users to pay a key deposit	£ 25	Users to pay a key deposit	£ 25
Annual Cost to Brent Council	£ 0	Annual Cost to Brent Council	£ 174

- 5.6 Officers are exploring the options for reducing the level of subsidy (currently at 50% for 3 years) over a longer period of time to reduce the potential impact of the cost increase on users when the subsidy expires.
- 5.7 From 2014/15 to the current financial year funding from the Transport for London's Borough Cycle Programme (BCP) has been available to provide cycle parking in the borough, however this funding ceases in 2017/18.
- 5.8 A capital budget for cycle parking in future years could be allocated from the Councils £100,000 discretionary TfL Local Transport Fund, if the Committee agrees that this is a priority use for this funding and subject to cabinet approval.
- 5.9 The Council can consider utilisation of capital developer funding from S106 legal agreements for introducing new cycle parking facilities in the borough, providing this meets the terms of the legal agreement and is agreed as a priority use for this source of funding. Allocations of S106 funding will be subject to Cabinet approval.
- 5.10 The delivery of future cycle parking facilities will depend on the levels of demand and future availability of capital funding.
- 5.11 Officers will also look at opportunities to provide bike hangers through sponsorship.
- 5.12 As per the information in Table 1 above, if a Zero Subsidy Model is implemented for the management and maintenance of cycle hangers there are no implications to the Councils revenue budgets. However, a subsidised model would result in an annual cost to the Council of £174 per hanger for which there is currently no budgetary provision.

## **6.0 LEGAL IMPLICATIONS**

- 6.1 Planning permission for cycle parking facilities is not required under the Town and Country Planning Act 1990.

6.2 The Highways Act 1980 permits local authorities to place objects or structures on a highway for the purposes of providing a service for the benefit of the public or a section of the public.

6.3 The requirements regarding to publication and consultation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.

## **7.0 DIVERSITY AND EQUALITY IMPLICATIONS**

7.1 The public sector duty set out at Section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.

7.2 There are no diversity implications arising from this report and its recommendations at this time. However, an Equality Assessment will be carried out for any future proposals for cycle parking facilities after the consultation with all affected residents, businesses and other stakeholders.

7.3 An Equalities Assessment will be also included in the Delegated Authority decision report for approval by the Head of Highways and Infrastructure in providing new cycle parking facilities.

## **8.0 STAFFING / ACCOMMODATION IMPLICATIONS (IF APPROPRIATE)**

8.1 There are no requirements for increased staffing levels or alteration of accommodation.

## **9.0 BACKGROUND PAPERS**

Brent Cycling Strategy 2016 – 2021

### **Appendices**

Appendix A - Cycle Parking Programme 2014-2017

Appendix B - Preferred Cycle Parking Facilities for Brent

Appendix C - Resident Feedback

Appendix D - Borough Map of Bike Hangar Requests

Appendix E - Examples of Residents Requests for Bike Hangars

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