

	Cabinet 9 th March 2020
	Report from the Strategic Director of Regeneration and Environment
Brent Bike Hangars	

Wards Affected:	All Wards
Key or Non-Key Decision:	Key decision
Open or Part/Fully Exempt: (If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)	Open
No. of Appendices:	Three Appendix A: Bike hangar product sheet Appendix B: Map of Bike Hangar Location Requests. Appendix C: Bike Hangar Locations 2020 Phase 2.
Background Papers:	Highways Committee Report – 26/10/2016
Contact Officer(s): (Name, Title, Contact Details)	Debbie Huckle Team Leader Safety and Travel Planning 020 8937 5570 Sandor Fazekas Project Development Manager 020 8937 5113

1.0 PURPOSE OF THE REPORT

- 1.1 To seek Cabinet approval to use the Waltham Forest framework, which will enable us to use an additional bike hangar supplier.
- 1.2 To inform Cabinet of the alternative bike hangar arrangements that can be provided and the offer to Brent residents.

2.0 RECOMMENDATION(S)

That Cabinet:

2.1 Delegates authority to the Strategic Director for Regeneration and Environment, in consultation with the Cabinet Member for Environment, to award a contract for bike hangars using the Waltham Forest framework.

3.0 BACKGROUND

3.1 Brent Council is actively promoting sustainable travel and encouraging more residents to cycle and to enjoy the many benefits that cycling brings, including reducing air pollution in the borough.

3.2 Our cycle parking programme is designed to help facilitate modal shift to cycling and it supports the Councils response to the Climate Emergency and tackling poor air quality in Brent.

3.3 Local authorities are expected to make appropriate provision for cycle parking to support targets to increase cycling. In order to fulfil that role effectively, the quality of cycle parking is an important component in providing cycling infrastructure.

3.4 Bike hangars were developed in response to a growing demand for secure on street parking particularly in areas where residents do not have access to private outdoor space. Bikes can block hallways and staircases in some properties and those left on street can be a target for cycle theft. Concerns about secure bike parking can often be a barrier to residents choosing to cycle.

3.5 A bike hangar provides secure, lockable and sheltered parking space for six bikes taking up the area of a 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. More details about bike hangars can be found in appendix A.

3.6 Following a successful trial in 2016, as detailed in the Highways Committee Cycle Parking report 26 October 2016, we have continued to install bike hangars when funding has been available, we currently have 11 bike hangars installed in the borough and a further 9 will be installed mid-February from phase one of the 2020 programme.

3.7 To date we have 307 requests for bike hangar spaces. The requests originate from 15 different wards, and are predominantly from the south of the borough mainly Kilburn and Queens Park wards although we have recently seen a rise in the number of requests from residents in Kensal Green, Willesden Green and Brondesbury Park. The map in Appendix B shows the requests received for bike hangars.

3.8 At present the majority of bike hangars are located at sites where there has been minimal impact in reducing on street car parking capacity such as single yellow lines but as this is now limiting location choices, we will be considering using parking bays too as this would only result in the loss on a single on-street parking space.

- 3.9 Bike hangars can also be provided on Brent Housing managed estates and officers will be working with residents and ward councillors to identify suitable locations for inclusion in a future programme.
- 3.10 In November 2019 Brent submitted a request for funding from Transport for London (TfL) and was subsequently awarded £159,257 to implement 63 Sheffield stands around stations and 38 bike hangars at various locations around the borough. Brent was awarded this funding on the stipulation that the bike hangars will be installed by 31st March 2020. Appendix C lists the locations for phase two of the 2020/21 programme where we propose to install the 38 bike hangars in 34 locations, subject to consultation.
- 3.11 In December, after being awarded funding from TfL, officers contacted Cyclehoop Ltd (our current bike hangar supplier) and we were informed that as they are experiencing an influx of demand they could not guarantee the delivery of the 38 bike hangars by 31st March. If the council were not able to have the bike hangars installed by this date, TfL have advised that they would withdraw the funding for 2019/20 as no extension will be granted.

4.0 DETAILS

- 4.1 Having reviewed the situation, officers agreed it would be in the Council's best interest to sign up to the Waltham Forest Framework. With the growth in demand for secure on-street cycle parking, there is now more than one bike hangar contractor that can supply, maintain and manage the hangars. By signing up to the Waltham Forest Framework this will provide us with the opportunity to use an additional contractor Falco UK Ltd who have informed us that they would be able to deliver the new cycle hangers within the timeframe required for the TfL funding.
- 4.2 Commissioning Falco UK Ltd to supply bike hangars would result in the following advantages:
- We would be able to deliver phase two of the 2019/20 bike hangar scheme on schedule, as per TfL stipulation, therefore holding on to the external funding provided.
 - The bike hangars have a more inclusive design, and as a result, a more varied range of residents will be able to apply for a space. This is because they accommodate residents with non- standard cycles, such as upright, Dutch style bikes and bikes with children's seats.
 - The bike hangars are more secure. Cycle Hoop have experienced some issues with their bike hangars being targeted by vandals and the locks destroyed, with bikes reported stolen. Falco's bike hangar have a different designed lock which make them more secure.

- The bike hangars have been designed with branding and marketing in mind. Unlike the Cycle Hoop hangars, the council could brand the Falco hangars with Brent's logo and details (www.brent.gov.uk/cycling).
 - Ability to deliver and install all cycle hangars within the required timeframe.
- 4.3 To ensure we meet the TFL deadline officers are progressing with the consultation process. The documents were sent to Ward Councillors on 17th January 2020 and posted to local residents and uploaded onto the consultation portal on 27th January 2020. The consultation closing date is 21st February 2020. This will enable officers to determine suitable locations for future installation.
- 4.4 If we receive support for all 38 phase two locations this will result in an additional 228 secure cycle parking spaces being available for residents.
- 4.5 Each bike hangar with Falco UK LTD costs £3,283. Delivery and installation costs £1,150 per three units. Key management per cycle space is £35. Service and maintenance per unit is £200 (for two site visits per year).
- 4.6 Each bike hangar supplied by Cycle Hoop costs £3420. Delivery and installation costs £1200 per three units. Key management per cycle space is £25. Service and maintenance per unit is £432.
- 4.7 To encourage resident uptake, the council, at present and following previous approval by the Highways Committee, subsidises every space with 50%. This brings the cost to residents down to £36 with Cycle Hoop, for the first three years. After three years the costs rises to £72 (including VAT) per annum, per space.
- 4.8 If residents surrender their space over the three-year period, the subsidised rate is passed on to other users until expiry of the maintenance agreement.
- 4.9 Table 1 summarises and compares the annual rental/maintenance costs between Cycle Hoop and Falco UK LTD.

This space is intentionally left blank. Please turn over.

<u>Cycle Hoop</u>		<u>Falco UK LTD.</u>	
<u>Zero Subsidy model</u>	<u>Part-Subsidised model</u>	<u>Zero Subsidy model</u>	<u>Part-Subsidised model</u>
Users to pay an annual rental fee (including VAT): £72	Users to pay an annual rental fee (including VAT): £36	Users to pay an annual rental fee (including VAT): £60	Users to pay an annual rental fee (including VAT): £30
Users to pay a key deposit: £25	Users to pay a key deposit: £25	Users to pay a key deposit: £35	Users to pay a key deposit: £35
Annual cost to Brent Council: £0	Annual cost to Brent Council: £36 per space x 6 spaces = £216 per year per Hangar	Annual cost to Brent Council: £0	Annual cost to Brent Council £30 per space x 6 spaces = £180 per year per hangar

4.10 Tables 2 and 3 summarise and compare costs between Cycle Hoop and Falco UK LTD over one and three years for the delivery of bike hangars in 2020/21.

4.10.1 Cycle Hoop:

Bike Hangars	Subsidy 1 space	Subsidy 6 spaces (1 hangar)	Subsidy 38 hangars 1 year	Subsidy 38 hangars 3 years
38	£36	£216	£8,208	£24,624

4.11.2 Falco UK LTD:

Bike Hangars	Subsidy 1 space	Subsidy 6 spaces (1 hangar)	Subsidy 38 hangars 1 year	Subsidy 38 hangars 3 years
38	£30	£180	£6,840	£20,520

5 FINANCIAL IMPLICATIONS

- 5.1 Brent Council was awarded £159,257 of funding by TfL to implement 63 Sheffield stands around stations and 38 bike hangars at various locations around the borough.
- 5.2 The cost to supply, install and manage the 38 bike hangars can be fully met from the TfL allocation for cycle parking. This includes the rental subsidy for the first three years.
- 5.3 To help meet future increasing demand officers are planning to apply for S106 developer contributions and explore the opportunities to use TfL Local Implementation Plan and Housing Revenue Account (HRA) funding.
- 5.4 The Council are responsible for paying for any repair costs that are the result of vandalism. This is thought to be a minimal amount and can be paid for from LIP funding. Since the first bike hangars were installed in 2016 there has only been one occasion where a bike hangar was broken into and this cost the Council £530.
- 5.5 The supplier is responsible for managing the rentals and costs associated with this, if there is insufficient demand for spaces the Council do not pay for the shortfall.

6 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 Under paragraph 3.12 of Part 3 of the Council's Constitution, strategic and high level highways and transportation matters which includes decisions which affect four or more wards in the borough are outside the scope of the delegated authority of the Strategic Director for Regeneration and Environment and require a decision by the Cabinet. Approval therefore to award any contract for bike hangars will therefore require Cabinet approval although Cabinet has scope to delegate specific decisions in this regard to the Strategic Director.
- 6.4 Officers have indicated a wish to use the Waltham Forest framework to procure bike hangars. In accordance with Contract Standing Order 86(e)(ii), use of a framework agreement established by another contracting entity must be approved by the relevant Chief Officer who must also confirm that there is sufficient budgetary provision for the proposed call-off contract. Participation in

the framework agreement is also subject to the Director of Legal HR Audit and Investigations advising that participation is legally permissible. Full information has been requested from Waltham Forest regarding the establishment of the framework agreement and once this is received, advice from the Director of Legal HR Audit and Investigations will be sought to confirm that participation is legally permissible. Thereafter approval from the Chief Officer must be sought.

7 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 for approval by the Head of Highways and Infrastructure in providing new cycle parking facilities.

8 STAFFING / ACCOMMODATION IMPLICATIONS (IF APPROPRIATE)

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

9 BACKGROUND PAPERS

Appendix A – Bike hangar product sheet

Appendix B – Map of Bike Hangar Location Requests.

Appendix C – Bike Hangar Locations 2020 Phase 2.

Report sign off:

Amar Dave

Strategic Director of Regeneration & Environment.