



**Cabinet**  
20 June 2022

**Report from the Strategic Director  
of Regeneration and Environment**

## Brent Bike Hangars

<b>Wards Affected:</b>	All Wards
<b>Key or Non-Key Decision</b>	Key
<b>Open or Part/Fully Exempt:</b> (If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)	Open
<b>No. of Appendices:</b>	One Appendix A Map of Bike Hangar Location Requests
<b>Background Papers:</b>	None
<b>Contact Officer(s):</b> (Name, Title, Contact Details)	Debbie Huckle Team Leader, Safety and Travel Planning Tel: 020 8937 5570 Email: <a href="mailto:debbie.huckle@brent.gov.uk">debbie.huckle@brent.gov.uk</a>  Sandor Fazekas Head of Healthy Streets and Parking Tel: 020 8937 5113 Email: <a href="mailto:sandor.fazekas@brent.gov.uk">sandor.fazekas@brent.gov.uk</a>

### 1.0 PURPOSE OF THE REPORT

- 1.1 This report seeks approval to tender for the purchase and management of future bike hangars and transfer of the management and maintenance of current bike hangars. This will provide the council with the opportunity to reduce or remove subsidising costs and reduce and standardise the annual costs for future and existing bike hangar users. Increasing the number of bike hangars and reducing rental costs to residents will help to promote usage and therefore increase cycling in the borough.

### 2.0 RECOMMENDATION(S)

That Cabinet;

- 2.1 Notes the content of this report and the current bike hangar provision in the borough and the S106 funding that is currently available to provide additional hangars.

2.2 Notes the continued delivery of the bike hangar programme under the Waltham Forest Framework, with a negotiated reduction in rental charges.

2.3 Approves the tendering for a contract to purchase further bike hangars and the management and maintenance of all the boroughs bike hangars, for a period of 3 years with an option to extend for 2 years.

### **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 and improving health and well-being.

3.2 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.

3.3 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.

3.4 Following a successful trial in 2016 we have continued to install bike hangars when funding has been available and there are now 104 bike hangars installed in the borough.

3.5 To date we have approximately 300 additional individual requests for bike hangar spaces, with most of these requests being for two or three spaces for family members. The council estimates that an additional 50 bike hangars are needed to meet demand. 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. Appendix A provides a map of bike hangar requests.

3.6 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 has limited location choices, officers have considered and used parking bay spaces for some installed locations. These have been subject to consultation and the majority have received support from local residents.

3.7 During 2020, Scrutiny Committee questioned the cost of hangars to residents and made comparisons to the cost of a parking permit. While a hangar is more costly to provide and maintain than a parking permit, it was agreed that officers would explore opportunities to reduce costs to residents, as the numbers increase.

## **4.0 DETAIL**

4.1 There are currently 104 bike hangar units installed around the borough. Under the current arrangements, there are three tiers of rental fees for hangars.

- For hangars installed prior to 2022, the full management and maintenance cost is £72 per hangar per year.
- However, the council agreed to subsidise half of this cost (£36) for 3 years. After the initial 3 years, the council subsidy ceases and residents are charged the full £72 per hangar per annum.
- For the new hangars installed early in 2022, the council was able to negotiate a reduction in management and maintenance costs of £48 per hangar per annum.

4.3 Each hangar accommodates 6 bikes, so for the majority of hangars that were installed before 2022, the total expected income from residents after the 3 year subsidy period ceases is £432 per annum, which covers the maintenance and management costs. Maintenance of the hangars include 2 visits per year to clean the interior and exterior of the hangars and ensure any significant damage is repaired. It is intended that as part of the tendering process, the cost to residents is standardised across the borough and reduced, in consideration of the Scrutiny Committee recommendation that it should be cheaper to park a bike than to park a car in Brent. The aim is for the costs to be reduced to £45 to £50 per bike hangar space per annum.

4.4 With increasing numbers of bike hangars, officers have looked at different options for their effective management and maintenance.

4.5 Officers have conducted soft market testing with both of our current suppliers to determine whether there is an opportunity to make savings for the installation and future management of bike hangars. Both companies confirmed that they are willing to take on the management and maintenance of all the bike hangars. Having considered the outcome of the soft market testing exercise, officers have concluded that outsourcing management and maintenance contracts provides the best value for the council and bike hangar users.

4.6 It is considered that a three year arrangement, with an option to extend for a further two years dependent upon performance, provides the optimum value for the council and users, based upon available funding and projected cost to the council and end users. These arrangements will enable us to review our contract after 3 years and carry out market testing to see if there are any further economies of scale savings or new suppliers which may offer better value for money in the future.

## **5.0 FINANCIAL IMPLICATIONS**

5.1 Each bike hangar unit (containing six spaces) currently costs in the region of £4,000, including delivery and installation. Acquisition and installation funding is currently met from S106 developer contributions. Any maintenance or management costs will be met through the income received from the users. We

envisage the rental cost per space will be £45-£50 per year which compares more favourably with the lowest cost parking permit available for all but the greenest vehicles. There is, of necessity, a cost to be incurred for the physical maintenance of bike hangars which is not required for the provision of a parking bay with no additional physical infrastructure.

5.2 £300,000 of S106 developer funding has been secured for the installation of bike hangars. The cost of 40 Hangars procured under the Waltham Forest Framework was in the region of £155,000, with £49,500 expended on associated project related costs. There is therefore a residual budget of £95,500 that will be available for purchasing additional bike hangars following the tender process.

5.3 It is anticipated that a further £150,000 will be made available over the next 3 years from TfL Local Implementation Plan funding and further S106 developer funding to provide more cycle hangars.

## **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 of any necessary making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.

6.4 The estimated value of the proposed call off contract is likely to fall below the threshold for Services and Supplies under the Public Contracts Regulations 2015 (the "PCR 2015") and the procurement is therefore governed in part only by the PCR 2015.

6.5 The procurement is subject to the council's own Standing Orders and Financial Regulations in respect of Low or Medium Value Contracts. Whilst Strategic Director/Operational Directors ordinarily have authority to approve the procurement of the contract using a framework, Cabinet approval is required where the decision falls within paragraph 12 of Part 3 of the Constitution, namely is a "Strategic and high level highways and transportation matter which includes decisions which affect 4 wards or more". As such Cabinet approval is required for the procurement and award of the proposed contract for the provision, maintenance and management of all of Brent's cycle hangars.

## **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.

7.3 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 and any implications considered when seeking authority to determine suitable locations for the new bike hangars.

## **8.0 CONSULTATION WITH WARD MEMBERS AND STAKEHOLDERS**

8.1 Bike Hangar locations are agreed with suppliers, subject to consideration of the outcome of officer consultation with ward members, local residents, businesses and other stakeholders.

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

9.1 There are no implications for council staff or for council accommodation arising from the recommendations in this report.

### **Related Document:**

Cabinet Report – Brent Bike Hangars 9<sup>th</sup> March 2020

**Report sign off:**

***Alan Lunt***

Strategic Director of Regeneration &  
Environment.