

Bay Location	Coordinates	Ward	Letters Sent	Responses Received	Response Rate	Response			Consultation Response Summary of Key Issues Raised	Officer comments	Recommendation
					%	Yes	No	No Opinion			
Cambridge Avenue	525 405 E, 183 360 N	Kilburn	138	10	7%	5	5	0	<p>Resident Responses</p> <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of residents parking provision adding to local parking pressure. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes being left on the pavement blocking access – particularly for wheelchair users. <p>Consider alternative location</p> <ul style="list-style-type: none"> • Suggest locating cycle parking on footway and closer to station. <p>Other Responses</p> <p>Met Police Response –</p> <p>Proposed Site Cambridge Avenue</p> <ul style="list-style-type: none"> • Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. • Abandoned and irresponsibly parked e-cycles especially around the nearby Kilburn Park underground station creates a particular problem for pedestrians especially those that are sight impaired. 	<p>Loss of parking</p> <p>The location of the cycle hire bay will result in the loss of one parking space at the end of a row of residents permit parking but is unlikely to add significantly to parking pressure in the area.</p> <p>Footway parking</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to:</p> <ul style="list-style-type: none"> • Address issues around inconsiderate/unsafe parking of bikes on the footway outside the station which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. • Ensure existing cycle parking at the station remains available to non-hire bike users. <p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>

Christchurch Avenue	524 608 E, 184 619 N	Brondesbury Park	188	10	5%	7	2	1	<p>Resident Responses</p> <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of residents parking provision adding to local parking pressure. • Concern over loss of existing on-street cycle parking. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes being left on the pavement blocking pedestrian access. <p>Consider alternative location</p> <ul style="list-style-type: none"> • Suggest replacing existing taxi parking bay with cycle hire bay. <p>Other Responses</p> <p>Met Police Response –</p> <p>Proposed Site Christchurch Avenue</p> <ul style="list-style-type: none"> • Proposed dockless bay is located on a footway near an underground station and presents a risk of conflict between pedestrians and e-cycle users. • Abandoned and irresponsibly parked e-cycles on a footway create a particular problem for pedestrians using the underground station especially those that are sight impaired. 	<p>Loss of parking</p> <p>The cycle hire bay is proposed to be installed on an existing kerb build-out and will not result in the loss of any on-street parking provision in the area. Whilst the proposal will result in the removal of four existing cycle stands, these are not heavily used and cycle parking will still be available to use by non-hire bike users.</p> <p>Footway parking</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to:</p> <ul style="list-style-type: none"> • Address issues around inconsiderate/unsafe parking of bikes on the footway outside the station which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. • Retain existing on street vehicle parking and waiting/loading facilities in an area of high parking stress. <p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.
Church Road	521 399 E, 184 583 N	Roundwood	62	5	8%	3	2	0	<p>Resident Responses</p> <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of pay and display parking provision adding to local parking pressure. <p>Antisocial/criminal behaviour</p> <ul style="list-style-type: none"> • Concern placing of bike parking bay will lead to increase in anti-social behaviour and criminal activity. 	<p>Loss of parking</p> <p>The location of the cycle hire bay will result in the loss of one parking space at the end of an existing row of pay and display parking but is unlikely to add significantly to parking pressure in the area.</p> <p>Antisocial/criminal behaviour</p> <p>It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial or criminal</p>	Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by road safety concerns raised by the Metropolitan Police. It is therefore recommended this site be reviewed and reconsulted.

										<p><u>Other Responses</u></p> <p>Met Police Response –</p> <p><u>Proposed Site Church Road NW10</u></p> <ul style="list-style-type: none"> Proposed dockless bay is located directly next to a bus stop and this creates a high risk of conflict between buses and e-cycle users. Proposed dockless bay is in a busy carriageway and creates a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area.</p> <p>Road safety concerns We acknowledge the road safety concerns raised around the location of the bike hire bay adjacent to a bus stop on a busy road and will consider an alternative location for it.</p>	
Coventry Close	525 441 E, 183 533 N	Kilburn	81	5	6%	3	2	0	<p><u>Resident Responses</u></p> <p>Loss of parking</p> <ul style="list-style-type: none"> Concern over loss of resident permit parking adding to local parking pressure. <p><u>Other Responses</u></p> <p>Met Police Response -</p> <p><u>Proposed Site Coventry Close</u></p> <ul style="list-style-type: none"> Proposed dockless bay is in a carriageway and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Loss of parking The location of the cycle hire bay will result in the loss of one dual-use parking space at the end of a row of residents permit and pay and display parking but is unlikely to add significantly to parking pressure in the area.</p> <p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>	
Curtis Lane	518 113 E, 185 032 N	Wembley Central		0	0%	0	0	0	No responses received.	N/A	<p>There are considerable benefits to installing a cycle hire bay in this location, which provides easy access to Wembley Central station. It is therefore recommended this site be progressed to implementation.</p>	

Dollis Hill Lane	522 414 E, 186 096 N	Dollis Hill	60	7	12%	4	3	0	<p><u>Resident Responses</u></p> <p>Road safety concerns</p> <ul style="list-style-type: none"> • Concern over volume and speed of traffic at this location and potential conflict with cyclists/pedestrians accessing the park. <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of parking provision adding to local parking pressure. <p>Antisocial/criminal behaviour</p> <ul style="list-style-type: none"> • Concern placing of bike parking bay will lead to increase in anti-social behaviour and criminal activity. <p><u>Other Responses</u></p> <p>Met Police response -</p> <p><u>Proposed Site Dollis Hill Lane</u></p> <ul style="list-style-type: none"> • Proposed dockless bay is located in the carriageway and near a pedestrian crossing and recreational area and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. • Abandoned and irresponsibly parked e-cycles creates a particular problem for pedestrians especially those that are sight impaired. 	<p>Footway parking</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the park which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers and the elderly.</p> <p>Loss of parking</p> <p>The location of the cycle hire bay will result in the loss of one informal parking space outside the park but is unlikely to add significantly to parking pressure in the area.</p> <p>Antisocial/criminal behaviour</p> <p>It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial or criminal behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>
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Donnington Road (East)	522 986 E, 183 978 N	Roundwood	27	3	11%	3	0	0	<p>Other Responses</p> <p>Met Police Response -</p> <p>Proposed Site Donnington Road (East)</p> <ul style="list-style-type: none"> Proposed dockless bay is in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. Abandoned and irresponsibly parked e-cycles near to a recreational area create a particular problem for pedestrians especially those that are sight impaired. 	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the sports centre which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers and the elderly.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>
Donnington Road (West)	522 805 E, 183 976 N	Roundwood	10	3	30%	3	0	0	<p>Other Responses</p> <p>Met Police Response -</p> <p>Proposed Site Donnington Road (East)</p> <ul style="list-style-type: none"> Proposed dockless bay is on the footway next to a pedestrian crossing and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. Abandoned and irresponsibly parked e-cycles near to a recreational area create a particular problem for pedestrians especially those that are sight impaired. 	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified.</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the sports centre which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers and the elderly.</p>	<p>Whilst there are considerable benefits to installing a cycle hire bay in this location, these are outweighed by road safety concerns over the siting of the bay on the footway close to a pedestrian crossing. It is therefore recommended this site be reviewed and reconsulted.</p>
Doyle Gardens	522 796 E, 183 456 N	Harlesden & Kensal Green	33	16	48%	6	10	0	<p>Resident Responses</p> <p>Road safety concerns</p> <ul style="list-style-type: none"> Concern over volume and speed of traffic at this location and close proximity to a busy junction; and potential conflict with cyclists/pedestrians accessing the park. <p>Loss of parking</p> <ul style="list-style-type: none"> Concern over loss of parking provision adding to local parking pressure. <p>Antisocial/criminal behaviour</p> <ul style="list-style-type: none"> Concern placing of bike parking bay will lead to increase in anti-social behaviour and criminal activity. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> Concern about bikes being left on the pavement blocking pedestrian access. 	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Loss of parking</p> <p>The location of the cycle hire bay will result in the loss of one parking space at the end of a row of residents permit parking but is unlikely to add significantly to parking pressure in the area.</p> <p>Antisocial/criminal behaviour</p>	<p>Whilst there are considerable benefits to installing a cycle hire bay in this location, these are outweighed by the high number of objections received. In addition, a number of shortcomings have been identified with the consultation. It is therefore recommended this site be reviewed and reconsulted.</p>

										<p>Consider alternative location</p> <ul style="list-style-type: none"> • Suggest placing the cycle hire bay within the park. <p>Other Responses</p> <p>Met Police Response -</p> <p>Proposed Site Doyle Gardens</p> <ul style="list-style-type: none"> • Proposed dockless bay is located in a carriageway and near a recreational area and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. • Abandoned and irresponsibly parked e-cycles create a particular problem for pedestrians especially those that are sight impaired. 	<p>It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial or criminal behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area.</p> <p>Footway parking</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the park which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. The parking of cycle hire bikes in Brent parks is also currently prohibited by the Council.</p>
Dyne Road	524 810 E, 184 381 N	Kilburn	75	10	13%	5	5	0	<p>Resident Responses</p> <p>Road safety concerns</p> <ul style="list-style-type: none"> • Concern over volume of traffic at this location and close proximity to a busy junction. <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of parking provision adding to local parking pressure. <p>Antisocial/criminal behaviour</p> <ul style="list-style-type: none"> • Concern placing of bike parking bay will lead to increase in anti-social behaviour and criminal activity. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes being left on the pavement blocking pedestrian access. <p>Other Responses</p> <p>Met Police Response -</p> <p>Proposed Site Dyne Road</p>	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Loss of parking</p> <p>The location of the cycle hire bay will result in the loss of one pay by phone parking space but is unlikely to add significantly to parking pressure in the area.</p> <p>Antisocial/criminal behaviour</p> <p>It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial or criminal behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>

										<ul style="list-style-type: none"> Proposed dockless bay is located in a carriageway near a pedestrian crossing and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>residents and operator data suggests a demand for hire bike parking in this area.</p> <p>Footway parking The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway in the area which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p>	
Eccleston Place	518 864 E, 185 304 N	Wembley Hill	25	5	18%	2	3	0	<p>Resident Responses</p> <p>Road safety concerns</p> <ul style="list-style-type: none"> Concern over width of road at this location and potential for conflict with other vehicles. <p>Loss of parking/loading bay</p> <ul style="list-style-type: none"> Concern over loss of parking provision adding to local parking pressure. Concern over loss of loading bay used for servicing shops in Wembley Triangle. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Eccleston Place</p> <ul style="list-style-type: none"> Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Loss of parking/loading bay The location of the cycle hire bay will result in the loss of one resident permit parking space but is unlikely to add significantly to parking pressure in the area. The existing loading bay is proposed to be retained.</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.	
Exeter Road	524 564 E, 184 671 N	Cricklewood & Mapesbury	126	10	8%	5	5	0	<p>Resident Responses</p> <p>Parking pressures</p> <ul style="list-style-type: none"> Concern that cycle hire bay will add to local parking pressure. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> Concern about bikes being left on the pavement blocking access – particularly for wheelchair users. <p>Consider alternative location</p>	<p>Parking pressure The location of the cycle hire bay will result in the loss of one dual-use parking space at the end of a row of residents permit and pay and display parking but is unlikely to add significantly to parking pressure in the area.</p> <p>Footway parking The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.	

										<ul style="list-style-type: none"> Suggest relocating bay to another part of the street or to use existing cycle parking outside the station. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Exeter Road NW2</p> <ul style="list-style-type: none"> Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>unsafe parking of bikes on the footway in the area which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to ensure existing cycle parking at the station remains available to non-hire bike users.</p> <p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>
Hamilton Road	522 226 E, 185 224 N	Willesden Green	31	10	32%	3	7	0	<p>Resident Responses</p> <p>Road safety concerns</p> <ul style="list-style-type: none"> Concern over volume of traffic at this location and close proximity to a busy junction; and potential conflict with other vehicles. <p>Loss of parking</p> <ul style="list-style-type: none"> Concern over loss of parking provision adding to local parking pressure. <p>Antisocial/criminal behaviour</p> <ul style="list-style-type: none"> Concern placing of bike parking bay will lead to increase in anti-social behaviour and criminal activity. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> Concern about bikes being left on the pavement blocking access – particularly for wheelchair users. <p>Consider more/alternative locations</p>	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Loss of parking</p> <p>The location of the cycle hire bay will result in the loss of one dual-use parking space at the end of a row of residents permit and pay and display parking but is unlikely to add significantly to parking pressure in the area.</p> <p>Antisocial/criminal behaviour</p> <p>It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial or criminal behaviour. The Council's priority is to</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>

										<ul style="list-style-type: none"> Suggest the need for additional cycle hire bays on other streets in the area. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Hamilton Road</p> <ul style="list-style-type: none"> Proposed dockless bay is located in a carriageway & near a pedestrian crossing and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area.</p> <p>Footway parking Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>More/Alternative locations The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the shops and nearby station entrance which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. The Council is also looking at additional locations to install further cycle hire bays in the area.</p>	
Harlesden Road	522 294 E, 183 903 N	Brondesbury Park	36	4	29%	3	1	0	<p>Addressing footway parking</p> <ul style="list-style-type: none"> Supportive if it will address issues of footway parking which block access for pedestrians. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Harlesden Road</p> <ul style="list-style-type: none"> Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. Proposed dockless bay is in close proximity to a recreational green area and data shows that there is an increased risk of collisions in pedestrian dominated environments. 	<p>Footway parking The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway in the area which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	<p>There are considerable benefits to installing a cycle hire bay in this location, which provides easy access to Roundwood Park. It is therefore recommended this site be progressed to implementation.</p>	

Hartland Road	524 577 E, 183 418 N	Queens Park	78	14	18%	5	8	1	<p><u>Resident Responses</u></p> <p>Road safety concerns</p> <ul style="list-style-type: none"> • Concern over narrowness of road, volume of traffic and close proximity to a busy junction. <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of parking provision adding to local parking pressure. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes being left on the pavement blocking pedestrian access. <p>Consider more/alternative locations</p> <ul style="list-style-type: none"> • Suggest the need for additional cycle hire bays on other streets in the area. <p><u>Other Responses</u></p> <p>Met Police response -</p> <p><u>Proposed Site Hartland Road</u></p> <ul style="list-style-type: none"> • Proposed dockless bay is located in the carriageway and near a pedestrian crossing and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. • Abandoned and irresponsibly parked e-cycles creates a particular problem for pedestrians especially those that are sight impaired. 	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Loss of parking</p> <p>The location of the cycle hire bay will result in the loss of one pay and display parking space but is unlikely to add significantly to parking pressure in the area.</p> <p>Footway parking</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>More/Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the shops which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. The Council is also looking at additional locations to install further cycle hire bays in the area.</p>	<p>Whilst there are considerable benefits to installing a cycle hire bay in this location, these are outweighed by the high number of objections received and road safety concerns over the siting of the bay. It is therefore recommended this site be reviewed and reconsulted.</p>
Harvist Road (East)	524 585 E, 183 262 N	Queens Park	57	10	18%	8	2	0	<p><u>Resident Responses</u></p> <p>Road safety concerns</p> <ul style="list-style-type: none"> • Concern over volume and speed of traffic and close proximity to a busy junction. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes being left on the pavement blocking pedestrian access. <p>Consider more locations</p> <ul style="list-style-type: none"> • Supportive of providing cycle hire parking provision and suggest the need for additional bays on other streets in the area for people accessing the shops/station. <p><u>Other Responses</u></p>	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Footway parking</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>

											<p>Met Police response -</p> <p>Proposed Site Harvist Road (East)</p> <ul style="list-style-type: none"> Proposed dockless bay is located in the carriageway near a pedestrian crossing and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>remove/relocate any bikes that overspill the parking bay.</p> <p>More locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the nearby shops and station which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. The Council is also looking at additional locations to install further cycle hire bays in the area.</p>
Harvist Road (West)	524 321 E, 183 193 N	Queens Park	41	9	22%	6	3	0	<p>Resident Responses</p> <p>Road safety concerns</p> <ul style="list-style-type: none"> Concern over narrowness of road and volume and speed of traffic. <p>Loss of parking</p> <ul style="list-style-type: none"> Concern over loss of parking provision adding to local parking pressure. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> Concern about bikes being left on the pavement blocking pedestrian access to the park. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Harvist Road (West)</p> <ul style="list-style-type: none"> Proposed dockless bay is located in the carriageway near a pedestrian crossing and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Loss of parking</p> <p>The location of the cycle hire bay will result in the loss of one dual-use parking space at the end of a row of residents permit and pay and display parking but is unlikely to add significantly to parking pressure in the area.</p> <p>Footway parking</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the park which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>	

Hazel Road	523 171 E, 182 800 N	Queens Park	25	6	24%	4	2	0	<p>Road safety concerns</p> <ul style="list-style-type: none"> • Concern over volume of traffic and close proximity to a busy junction. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes being left on the pavement blocking pedestrian access. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Hazel Road</p> <ul style="list-style-type: none"> • Proposed dockless bay is located in the carriageway near a pedestrian crossing and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Footway parking</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the station opposite which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>
High Street (Harlesden)	521 889 E, 183 302 N	Harlesden & Kensal Green	107	9	8%	5	3	1	<p>Resident Responses</p> <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of pay and display parking provision adding to local parking pressure. <p>Antisocial/criminal behaviour</p> <ul style="list-style-type: none"> • Concern placing of bike parking bay will lead to increase in anti-social behaviour and criminal activity. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site High Street</p> <ul style="list-style-type: none"> • Proposed dockless bay is located directly next to a bus stop and this creates a high risk of conflict between buses and e-cycle users. • Proposed dockless bay is in a busy carriageway and creates a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Loss of parking</p> <p>The location of the cycle hire bay will result in the loss of one parking space at the end of an existing row of pay and display parking but is unlikely to add significantly to parking pressure in the area.</p> <p>Antisocial/criminal behaviour</p> <p>It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial or criminal behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area.</p> <p>Road safety concerns</p> <p>We acknowledge the road safety concerns raised around the location of the bike hire bay adjacent to a bus stop on a busy road and will consider an alternative location for it.</p>	<p>Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by road safety concerns raised by the Metropolitan Police. It is therefore recommended this site be reviewed and reconsulted.</p>

Kendal Road	522 710 E, 185 539 N	Willesden Green	18	9	50%	5	4	0	<p><u>Resident Responses</u></p> <p>Road safety concerns</p> <ul style="list-style-type: none"> • Concern over speed of traffic at this location and potential conflict with cyclists/pedestrians accessing the park. <p>Antisocial/criminal behaviour</p> <ul style="list-style-type: none"> • Concern placing of bike parking bay will lead to increase in anti-social behaviour and criminal activity. <p>Consider alternative locations</p> <ul style="list-style-type: none"> • Suggest placing the cycle hire bay within the park or adjacent side streets. <p><u>Other Responses</u></p> <p>Met Police response -</p> <p><u>Proposed Site Kendal Road</u></p> <ul style="list-style-type: none"> • Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. • Proposed dockless bay is in close proximity to a recreational green area and data shows that there is an increased risk of collisions in pedestrian dominated environments. 	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Antisocial/criminal behaviour</p> <p>It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial or criminal behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area.</p> <p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the park which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. In terms of other locations, the Council is also looking at additional sites to install further cycle hire bays in the area.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>
Keslake Road	523 670 E, 183 136 N	Harlesden & Kensal Green	85	16	19%	9	7	0	<p><u>Resident Responses</u></p> <p>Antisocial/criminal behaviour</p> <ul style="list-style-type: none"> • Concern placing of bike parking bay will lead to increase in anti-social behaviour and criminal activity. <p>Consider alternative locations</p> <ul style="list-style-type: none"> • Suggest placing the cycle hire bay within the adjacent side streets. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes being left on the pavement blocking pedestrian access to the pocket park. <p><u>Other Responses</u></p> <p>Met Police response -</p> <p><u>Proposed Site Keslake Road</u></p>	<p>Antisocial/criminal behaviour</p> <p>It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial or criminal behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area.</p> <p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the shops which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. In terms of other locations, the Council is also looking at additional sites to install further cycle hire bays in the area.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>

										<ul style="list-style-type: none"> Proposed dockless bay is located on a footway near to a pedestrian crossing and presents a risk of conflict between pedestrians and e-cycle users. Abandoned and irresponsibly parked e-cycles create a particular problem for pedestrians especially those that are sight impaired. 	<p>Footway parking Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>
Kingswood Avenue	524 332 E, 183 400 N	Queens Park	19	12	63%	8	4	0	<p>Resident Responses</p> <p>Antisocial/criminal behaviour</p> <ul style="list-style-type: none"> Concern placing of bike parking bay will lead to increase in anti-social behaviour and criminal activity. <p>Consider more/alternative locations</p> <ul style="list-style-type: none"> Suggest the need for more cycle hire bays and placing these within the adjacent side streets. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> Concern about bikes being left on the pavement blocking pedestrian access to the pocket park. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Kingswood Avenue</p> <ul style="list-style-type: none"> Proposed dockless bay is located in the carriageway near a pedestrian crossing and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Antisocial/criminal behaviour It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial or criminal behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area.</p> <p>Alternative locations The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the park which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. In terms of other locations, the Council is also looking at additional sites to install further cycle hire bays in the area.</p> <p>Footway parking Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed</p>	

												locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.	
Lancelot Road	518 019 E, 185 083 N	Wembley Central	69	5	7%	1	3	1	<p>Resident Responses</p> <p>Road safety/congestion concerns</p> <ul style="list-style-type: none"> • Concern over volume of traffic at this location and potential to worsen congestion and cause conflict with other vehicles. <p>Consider alternative locations</p> <ul style="list-style-type: none"> • Suggest placing the cycle hire bay within other adjacent side streets. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Lancelot Road</p> <ul style="list-style-type: none"> • Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. • Proposed dockless bay is in close proximity to a pedestrian crossing and data shows that there is an increased risk of collisions in pedestrian dominated environments. 	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway in Wembley High Road which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. In terms of other locations, the Council is also looking at additional sites to install further cycle hire bays in the area.</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.		

Lansdown Grove	521 393 E, 185 493 N	Dollis Hill	72	7	10%	3	3	1	<p><u>Resident Responses</u></p> <p>Road safety concerns</p> <ul style="list-style-type: none"> • Concern over volume of traffic at this location and potential to cause obstruction to nearby properties/driveways. <p>Antisocial/criminal behaviour</p> <ul style="list-style-type: none"> • Concern placing of bike parking bay will lead to increase in anti-social behaviour and criminal activity outside people's properties. <p>Consider alternative locations</p> <ul style="list-style-type: none"> • Suggest the need for cycle hire bays to be located closer to the station. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes being left on the pavement blocking pedestrian access to people's properties. <p><u>Other Responses</u></p> <p>Met Police response -</p> <p><u>Proposed Site Lansdown Grove</u></p> <ul style="list-style-type: none"> • Proposed dockless bay is located in the carriageway and near a pedestrian crossing and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. • Abandoned and irresponsibly parked e-cycles creates a particular problem for pedestrians especially those that are sight impaired. 	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Antisocial/criminal behaviour</p> <p>It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial or criminal behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area.</p> <p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the nearby station which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Footway parking</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p>	<p>Whilst there are considerable benefits to installing a cycle hire bay in this location, these are outweighed by the high number of objections received and road safety concerns over the siting of the bay. It is therefore recommended this site be reviewed and reconsulted.</p>
Llanover Road	517 740 E, 186 258 N	Wembley Hill	43	4	9%	4	0	0	<p><u>Resident Responses</u></p> <p>Consider more/alternative locations</p> <ul style="list-style-type: none"> • Suggest the need for more cycle hire bays in other streets in the area. <p><u>Other Responses</u></p> <p>Met Police response -</p> <p><u>Proposed Site Llanover Road</u></p> <ul style="list-style-type: none"> • Proposed dockless bay is located in a carriageway and on the exit of a blind bend and presents a risk of conflict between vehicles, pedestrians and e-cycle users 	<p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the nearby station which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. In terms of other locations, the Council is also looking at additional sites to install further cycle hire bays in the area.</p> <p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>

										emerging from and returning to the bay without any form of protection.	locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.	
London Road	518 308 E, 185 139 N	Tokyngton	39	3	8%	2	1	0	<p>Resident Responses</p> <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes being left on the pavement blocking pedestrian access to people's properties. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site London Road</p> <ul style="list-style-type: none"> • Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Footway parking</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.	
Mordaunt Road	520 939 E, 183 456 N	Stonebridge	71	3	4%	1	2	0	<p>Resident Responses</p> <p>Road safety concerns</p> <ul style="list-style-type: none"> • Concern over volume and speed of traffic at this location. <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of parking provision adding to local parking pressure. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Mordaunt Road</p>	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Loss of parking</p> <p>The location of the cycle hire bay will not result in the loss of any dedicated parking provision and is unlikely to add</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.	

										<ul style="list-style-type: none"> Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	significantly to parking pressure in the area.	
Neasden Lane	521 284 E, 186 029 N	Roundwood	83	4	%5	2	2	0	<p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> Concern about bikes being left on the pavement blocking pedestrian access to the pocket park. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Neasden Lane</p> <ul style="list-style-type: none"> Proposed dockless bay is located in the footway in a busy high street and presents a risk of conflict between pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Footway parking</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified.</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.	
Oakington Manor Drive	518 977 E, 185 237 N	Tokyngton	28	9	32%	2	7	0	<p>Resident Responses</p> <p>Road safety concerns</p> <ul style="list-style-type: none"> Concern over volume of traffic at this location and potential to cause obstruction to nearby driveways. <p>Antisocial behaviour</p> <ul style="list-style-type: none"> Concern placing of bike parking bay will lead to increase in anti-social behaviour and people cycling on pavements. <p>Consider alternative locations</p> <ul style="list-style-type: none"> Suggest the need for cycle hire bays to be located on the opposite side of the road and to provide a bigger parking bay. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> Concern about bikes being left on the pavement blocking pedestrian access to people's properties. <p>Other Responses</p> <p>Met Police response -</p>	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Antisocial/criminal behaviour</p> <p>It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area.</p> <p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/</p>	Whilst there are considerable benefits to installing a cycle hire bay in this location, these are outweighed by the high number of objections received over the siting of the bay. It is therefore recommended this site be reviewed and reconsulted.	

										<p>Proposed Site Oakington Manor Drive</p> <ul style="list-style-type: none"> Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>unsafe parking of bikes on the busy footway on nearby Harrow Road which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Footway parking Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p>	
Old North Circular Road	519 712 E, 184 137 N	Stonebridge Park	5	2	40%	2	0	0	<p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Old North Circular Road</p> <ul style="list-style-type: none"> Proposed dockless bay is located on a footway near a seating area and presents a risk of conflict between pedestrians and e-cycle users. Abandoned and irresponsibly parked e-cycles on a footway create a particular problem for pedestrians especially those that are sight impaired. 	<p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified.</p> <p>Footway parking The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.	
Oxgate Lane	522 710 E, 186 907 N	Dollis Hill	26	9	35%	6	3	0	<p>Resident Responses</p> <p>Antisocial/criminal behaviour</p> <ul style="list-style-type: none"> Concern placing of bike parking bay will lead to increase in crime/anti-social behaviour. Concerns over hacking of bikes. <p>Loss of parking</p> <ul style="list-style-type: none"> Concern over loss of parking provision adding to local parking pressure. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Oxgate Lane</p>	<p>Antisocial/criminal behaviour It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial or criminal behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area. Lime is also working to address issues around the hacking of bikes.</p> <p>Loss of parking The location of the cycle hire bay will result in the loss of one space at the end of a row of permit parking but is unlikely</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.	

										<ul style="list-style-type: none"> Proposed dockless bay is located in the carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>to add significantly to parking pressure in the area.</p> <p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	
Park Lane	518 422 E, 185 279 N	Wembley Hill	309	6	2%	5	1	0	<p>Resident Responses</p> <p>Consider alternative locations</p> <ul style="list-style-type: none"> Suggest the need for cycle hire bays to be located closer to the park. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> Concern about bikes being left on the pavement blocking pedestrian access to people's properties. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Park Lane NW10</p> <ul style="list-style-type: none"> Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. Proposed dockless bay is in close proximity to a busy high street and pedestrian crossing and data shows that there is an increased risk of collisions in pedestrian dominated environments. 	<p>Alternative locations The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the busy footway on nearby Wembley High Road which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. In terms of other locations, the Council is also looking at additional sites to install further cycle hire bays in the area.</p> <p>Footway parking Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>	

Rucklidge Avenue	522 161 E, 183 101 N	Harlesden & Kensal Green	56	17	30%	7	10	0	<p><u>Resident Responses</u></p> <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of parking provision adding to local parking pressure. <p>Consider alternative location</p> <ul style="list-style-type: none"> • Suggest placing the cycle hire bay closer to the nearby pocket park. <p><u>Other Responses</u></p> <p>Met Police response -</p> <p><u>Proposed Site Rucklidge Avenue</u></p> <ul style="list-style-type: none"> • Proposed dockless bay is located in the carriageway and near a pedestrian crossing and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Loss of parking</p> <p>The location of the cycle hire bay will result in the loss of one dual use parking space at the end of a row of permit and pay and display parking but is unlikely to add significantly to parking pressure in the area.</p> <p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the busy footway on the nearby High Road which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. In terms of other locations, the Council is also looking at additional sites to install further cycle hire bays in the area.</p> <p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>
South Way	518 932 E, 185 397 N	Wembley Park	204	3	1%	1	2	0	<p><u>Resident Responses</u></p> <p>Consider alternative locations</p> <ul style="list-style-type: none"> • Suggest the need for cycle hire bays to be located elsewhere in the area. Conflicts with event day closures. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes falling over/being left on the pavement blocking pedestrian access. <p><u>Other Responses</u></p> <p>Met Police response -</p> <p><u>Proposed Site South Way</u></p> <ul style="list-style-type: none"> • Proposed dockless bay is located on a footway near a pedestrian crossing and presents a risk of conflict between pedestrians and e-cycle users. • Abandoned and irresponsibly parked e-cycles on a footway create a particular 	<p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes in the area which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. Bay's located within the Wembley Event Day Zone will not be in operation on event days with bikes expected to be parked/relocated elsewhere.</p> <p>Footway parking</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Road safety concerns</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>

										problem for pedestrians especially those that are sight impaired.	A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified.	
St Pauls Avenue	523 388 E, 184 810 N	Willesden Green	20	9	45%	6	2	1		<p>Resident Responses</p> <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> Concern about bikes being left on the pavement blocking pedestrian access if too many bikes are parked in the area. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site St Pauls Avenue</p> <ul style="list-style-type: none"> Proposed dockless bay (whilst the plans appear to show is inset) is still located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Footway parking</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.
Station Approach	521 797 E, 182 949 N	Harlesden & Kensal Green	3	6	100%	4	1	1		<p>Resident Responses</p> <p>Consider alternative locations</p> <ul style="list-style-type: none"> Suggest the need for cycle hire bays to be located elsewhere in the area as land is not Brent Highway. <p>Bike parking on the footway</p> <ul style="list-style-type: none"> Concern about bikes being left on the pavement blocking pedestrian access. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Station Approach</p> <ul style="list-style-type: none"> Proposed dockless bay is located on a footway near an underground station and a bus stop and presents a risk of conflict between pedestrians and e-cycle users. 	<p>Alternative locations</p> <p>We acknowledge that the footway is not Brent Highway and another location will be considered.</p> <p>Footway parking</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to</p>	Whilst there are considerable benefits to installing a cycle hire bay in this location, we acknowledge that the land is not Brent Highway. It is therefore recommended this site be reviewed and reconsulted.

										<ul style="list-style-type: none"> Abandoned and irresponsibly parked e-cycles on a footway create a particular problem for pedestrians using the underground station and bus stop especially those that are sight impaired. 	<p>remove/relocate any bikes that overspill the parking bay.</p> <p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified.</p>	
Station Terrace	523 565 E, 183 231 N	Queens Park	84	13	15%	8	5	0	<p>Resident Responses</p> <p>Consider bigger bay/alternative locations</p> <ul style="list-style-type: none"> Suggest the need for a larger cycle hire bay and for it to be located on the road away from the station entrance. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> Concern about bikes being left on the pavement blocking pedestrian access to the station. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Station Terrace</p> <ul style="list-style-type: none"> Proposed dockless bay is located on a footway next to an underground station entrance and presents a risk of conflict between pedestrians and e-cycle users. Abandoned and irresponsibly parked e-cycles create a particular problem for pedestrians especially those using the underground station that are sight impaired. 	<p>Alternative locations The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the busy footway around the station and shops which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. In terms of other locations, the Council is also looking at additional sites to install further cycle hire bays in the area.</p> <p>Footway parking Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. Bike corrals are also being considered at busier locations.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>	
Strode Road	522 352 E, 184 666 N	Roundwood	57	1	2%	1	0	0	<p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Strode Road</p> <ul style="list-style-type: none"> Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>	

The Avenue	524 146 E, 183 970 N	Brondesbury Park	83	19	23	12	7	0	<p><u>Resident Responses</u></p> <p>Road safety concerns</p> <ul style="list-style-type: none"> • Concern over volume of traffic at this location and potential to cause obstruction to nearby driveways. <p>Consider alternative locations</p> <ul style="list-style-type: none"> • Suggest the need for cycle hire bays to be located nearer the station/park. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes being left on the pavement blocking pedestrian access to people's properties. <p><u>Other Responses</u></p> <p>Met Police response -</p> <p><u>Proposed Site The Avenue</u></p> <ul style="list-style-type: none"> • Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p> <p>Alternative locations</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the busy footway outside the nearby station which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. In terms of other locations, the Council is also looking at additional sites to install further cycle hire bays in the area.</p> <p>Footway parking</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.
Tokyngton Avenue	519 706 E, 184 287 N	Tokyngton	43	5	12%	5	0	0	<p><u>Resident Responses</u></p> <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of parking provision adding to local parking pressure. <p><u>Other Responses</u></p> <p>Met Police response -</p> <p><u>Proposed Site Tokyngton Avenue</u></p> <ul style="list-style-type: none"> • Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Loss of parking</p> <p>The location of the cycle hire bay will not result in the loss of any dedicated parking provision and is unlikely to add significantly to parking pressure in the area.</p> <p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.

Waxlow Road	520 735 E, 183 212 N	Stonebridge	8	2	25%	1	1	0	<p><u>Resident Responses</u></p> <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of parking provision adding to local parking pressure for businesses. <p><u>Other Responses</u></p> <p>Met Police response -</p> <p><u>Proposed Site Waxlow Road</u></p> <ul style="list-style-type: none"> • Proposed dockless bay is located in a carriageway and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Loss of parking</p> <p>The location of the cycle hire bay will result in the loss of one parking space at the end of a row of pay by phone parking but is unlikely to add significantly to parking pressure in the area.</p> <p>Road safety concerns</p> <p>A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>
Wembley Park Drive	519 204 E, 186 192 N	Wembley Hill	65	13	20%	7	5	1	<p><u>Resident Responses</u></p> <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of parking provision adding to local parking pressure. <p>Antisocial behaviour</p> <ul style="list-style-type: none"> • Concern placing of bike parking bay will lead to increase in anti-social behaviour. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes being left on the pavement blocking access – particularly for wheelchair users. <p>Consider alternative locations</p> <ul style="list-style-type: none"> • Suggest the need to review as review of parking/loading arrangements is currently underway in the area. <p><u>Other Responses</u></p> <p>Met Police response -</p> <p><u>Proposed Site Wembley Park Drive</u></p> <ul style="list-style-type: none"> • Proposed dockless bay is located in a carriageway next to a busy junction and presents a risk of conflict between vehicles and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Loss of parking</p> <p>The location of the cycle hire bay will result in the loss of one free part-time parking space and would not in itself add significantly to parking pressure in the area. However, we have subsequently been made aware that a review of parking/loading arrangements is currently underway in the area.</p> <p>Antisocial behaviour</p> <p>It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area.</p> <p>Footway parking</p> <p>The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the footway outside the shops and nearby station entrance which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly.</p> <p>Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p>	<p>Whilst there are considerable benefits to installing a cycle hire bay in this location, a review of parking/loading arrangements is currently underway in the area. It is therefore recommended this site be reviewed and reconsulted.</p>

											<p>Alternative locations The Council is also looking at alternative locations for parking bays in the area as we have subsequently been made aware that a review of parking/loading arrangements is currently underway at this location.</p> <p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	
Wrentham Avenue	523 569 E, 183 339 N	Queens Park	52	50	96%	27	20	3	<p>Resident Responses</p> <p>Loss of parking</p> <ul style="list-style-type: none"> • Concern over loss of parking provision adding to local parking pressure. <p>Antisocial behaviour</p> <ul style="list-style-type: none"> • Concern placing of bike parking bay will lead to increase in anti-social behaviour. <p>Abandoned bikes on the footway</p> <ul style="list-style-type: none"> • Concern about bikes being left on the pavement blocking access – particularly for wheelchair users. <p>Consider alternative locations</p> <ul style="list-style-type: none"> • Suggest the need for cycle hire bays to be located elsewhere in the area. <p>Other Responses</p> <p>Met Police response -</p> <p>Proposed Site Wrentham Avenue</p> <ul style="list-style-type: none"> • Proposed dockless bay is located in the carriageway near a pedestrian crossing and presents a risk of conflict between vehicles, pedestrians and e-cycle users emerging from and returning to the bay without any form of protection. 	<p>Loss of parking The location of the cycle hire bay will result in the loss of one parking space at the end of a row of permit and pay and display parking but is unlikely to add significantly to parking pressure in the area.</p> <p>Antisocial behaviour It is not thought that the placing of the bike hire bay in this location would lead to an increase in antisocial behaviour. The Council's priority is to provide safe, sustainable, and convenient transport options for all residents and operator data suggests a demand for hire bike parking in this area.</p> <p>Footway parking Following installation, the cycle hire bay will be 'geofenced', which will prevent the parking of hire bikes anywhere other than in the designated parking bay. The operator will also be required to remove/relocate any bikes that overspill the parking bay.</p> <p>Alternative locations The location of the proposed cycle hire bay has been carefully considered to address issues around inconsiderate/unsafe parking of bikes on the busy footway outside the nearby shops which can cause obstruction to pedestrians - particularly for those with disabilities, parents with strollers, and the elderly. In</p>	It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.	

											<p>terms of other locations, the Council is also looking at additional sites to install further cycle hire bays in the area.</p> <p>Road safety concerns A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified. As a minimum, all carriageway bays will have flexible bollards installed to prevent ingress from motor vehicles. Bike corrals are also being considered at busier locations.</p>	
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