Brent	**Healthy Streets & Parking** Active Travel Programme Delegated Approval Report Report for Head of Healthy Streets & Parking
Wards Affected: Harlesden and Kensal Green; Roundwood; Stonebridge.	
Title: Dockless Bike Parking Bay Implementation Programme – Phase 3 Locations	

Approved by:

Role	Title	Name	Date
Author	Electric & Shared Mobility Programme Coordinator	Christopher Egeonu	11/06/2025
Reviewer	Transportation Planning Manager	Tim Martin	24/06/2025
Approver	Head of Healthy Streets & Parking	Sandor Fazekas	

1.0 PURPOSE OF REPORT

1.1 This report summarises the outcome of public consultation conducted between 06 May and 30 May 2025, for the installation of dockless cycle parking bays at 22 locations in the Harlesden & Kensal Green, Roundwood, and Stonebridge wards. This is the third of five phases of a wider programme to implement 200 dockless cycle parking bays across Brent by July 2025.

1.2 In considering the outcome of the consultation, the report recommends the Head of Healthy Streets & Parking gives approval to progress with the installation of dockless cycle parking bays at 15 of the 22 locations listed in this report and to review/re-consult on the siting of parking bays at 7 locations.

2.0 BACKGROUND AND DEVELOPMENT

2.1 An e-bike hire scheme managed by Lime has been operating in Brent since November 2019. Currently operating with 500 bikes deployed across the borough, the scheme has become an established part of the borough transport network and has proved popular with users, with around 2 million trips made within the borough to date.

2.2 Despite its popularity, the scheme does give rise to regular complaints about how it operates, with issues around inconsiderate/unsafe parking of bikes - particularly on footways. To address this and other operational issues, the Council has reached agreement with Lime whereby they have committed to part fund the implementation of a network of 200 on-street cycle parking bays across the borough, to be delivered in phases by July 2025.

2.3 The Council has been working closely with Lime on identifying suitable locations for clearly designated on-street cycle parking bays across Brent, where bikes can be deployed and hired/returned. Locations have been informed by usage data supplied by Lime and Council

data on complaints, with a focus on the need to provide parking outside stations, in town centres, and at other key trip generators within the borough (including locations with high level of pedestrian activity). The costs of implementing these cycle parking bays will be met by Lime, with some funding also provided by TfL.

2.4 For phase 3 of the programme, locations for 22 on-street parking bays have been identified, providing space for c.176 dockless hire bikes. Details of the proposed locations are set out in Table 1, below, and in Appendix A. Most bays are proposed to be located on the carriageway, replacing a mix of formal and informal car parking spaces. Footway bays are proposed in two locations where there is deemed to be sufficient footway width available and where it is considered that no suitable alternative on-carriageway location exists. Where parking bays are proposed on the carriageway, protective bollards will be installed to prevent incursion from other vehicles. A Design Risk Assessment (DRA) has been undertaken for all proposed locations, with appropriate mitigation measures proposed where risks have been identified (see Appendix B). Road Safety Assessments have also been undertaken at all proposed locations.

Table 1: Proposed Phase 1 Dockless Bike Parking Bay Locations

Street	Priority Location	Ward	Carriageway / Footway
Whitby Avenue (1)	Park Royal Industrial Estate	Stonebridge	Carriageway
Cumberland Avenue (1)	Central Middlesex Hospital	Stonebridge	Carriageway
Central Way	Central Middlesex Hospital	Stonebridge	Carriageway
Cumberland Ave (2)	Park Royal Industrial Estate	Stonebridge	Carriageway
Cobbold Road	Church End	Roundwood	Carriageway
Stonebridge Park	Stonebridge	Stonebridge	Footway
Herbert Gardens	Kensal Rise	Harlesden & Kensal Green	Carriageway
Longstone Avenue	Harlesden	Harlesden & Kensal Green	Carriageway
Henderson Close	St Raphael's Estate	Stonebridge	Footway
Ridley Road	Harlesden	Harlesden & Kensal Green	Carriageway
Bridge Road	Gibbons Recreation Ground	Stonebridge	Carriageway
Whitby Avenue (2) near to the Junction with Abbey Rd	Park Royal Industrial Estate	Stonebridge	Carriageway
Ambleside Road	Roundwood	Roundwood	Carriageway
Holland Road	Elmwood Lawn Tennis Club	Harlesden & Kensal Green	Carriageway
Selbie Avenue	Church End	Roundwood	Carriageway
Albert Terrace	Stonebridge Park	Stonebridge	Carriageway
Barretts Green Road	Park Royal Industrial Estate	Stonebridge	Carriageway
Lawrence Avenue	Harlesden	Stonebridge	Carriageway
Creukhorne Road	Roundwood	Roundwood	Carriageway
St Marys Road	Harlesden Town Centre	Harlesden & Kensal Green	Carriageway
Kings Road	Harlesden	Roundwood	Carriageway
High Street Harlesden	Harlesden Town Centre	Harlesden & Kensal Green	Carriageway

3.0 CONSULTATION RESULTS

Consultation Process

3.1 A public consultation exercise was carried out between 06 May and 30 May 2025. Consultation letters were posted to 1,128 households and businesses located within 50 metres of all the proposed cycle parking bays; and detailed plans and a questionnaire were

published on the Council's consultation portal. Information on the proposals was also sent to Ward Councillors, community groups and statutory bodies, including the emergency services. An example of the consultation document can be found in Appendix C.

Consultation Responses

3.2 A total of 100 responses were received to the online consultation. Email responses were also received from the Metropolitan Police and the Brent Cycling Campaign. While the response rate is low, it is also acknowledged that the proposed interventions are relatively small scale in nature and in many cases, it is considered they would have limited negative impact. All comments and objections received have been carefully reviewed and are detailed in Appendix D. A summary of the key findings and recommendations is set out in Table 3, below:

Table 2: Consultation response rate

Question 1	**Yes**	**No**	**No opinion**
Do you agree with the proposed Cycle hire Bay?	13	86	1
Percentage	**13%**	**87%**	**1%**

Table 3: Overview of key findings and recommendations

Location	Letters Sent	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
Whitby Avenue (1)	53	0	0	0	0	No response received for this location	N/A	Progress to implementation
Cumberland Avenue (1)	16	0	0	0	0	No response received for this location	N/A	Progress to implementation
Central Way	150	25 (17%)	2 (8%)	23 (92%)	0	• Loss of parking • Accessibility and safety concerns • Abandoned bikes on footway • Antisocial/criminal behaviour • Consider alternative locations	Concerns outweigh benefits	Review site and reconsult
Cumberland Ave (2)	64	0	0	0	0	No response received for this location	N/A	Progress to implementation
Cobbold Road	33	3 (9%)	0	3 (100%)	0	No specific comments provided	N/A	Progress to implementation
Stonebridge Park	53	0	0	0	0	No response received for this location	N/A	Progress to implementation
Herbert Gardens	53	12 (23%)	4 (34%)	7 (58%)	1 (8%)	• Loss of parking • Abandoned bikes on footway • Consider alternative location	Benefits outweigh concerns	Progress to implementation
Longstone Ave	64	1 (2%)	0	1 (100%)	0	• Consider alternative locations	Benefits outweigh concerns	Progress to implementation
Henderson Close	55	0	0	0	0	No response received for this location	N/A	Progress to implementation
Ridley Rd	53	3 (6%)	1 (33%)	2 (67%)	0	• Road Safety concerns • Antisocial/criminal behaviour • Access Obstruction and Visual Impact • Consider alternative location	Benefits outweigh concerns	Progress to implementation
Bridge Rd	26	0	0	0	0	No specific comments provided	N/A	Progress to implementation
Whitby Ave (2) nr Junc Abbey Rd	53	0	0	0	0	• Site identified for EVCP – seek alternative location	N/A	Review site and reconsult
Ambleside Rd	52	2 (4%)	0	2 (100%)	0	• Loss of parking • Pedestrian and Bicycle Traffic • Consider alternative location	Benefits outweigh concerns	Review site and reconsult

Location	Letters Sent	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
Holland Rd	40	5 (13%)	1 (20%)	4 (80%)	1	• Road safety concerns • Consider alternative location due to planned relocation of UKPN substation entrance linked to wider sports club redevelopment	Concerns outweigh benefits	Review site and reconsult
Selbie Ave	22	1 (5%)	0	1 (100%)	0	No specific comments provided	N/A	Progress to implementation
Albert Terrace	22	12 (55%)	0	12 (100%)	0	• Anti-social behaviour • Loss of parking • Consider alternative locations	Concerns outweigh benefits	Review site and reconsult
Barretts Green Road	7	1 (14%)	1 (100%)	0	0	• No specific comments provided	N/A	Progress to implementation
Lawrence Avenue	64	14 (22%)	0	14 (100%)	0	• Road safety concerns • Abandoned bikes on footway • Consider alternative locations	Concerns outweigh benefits	Review site and reconsult
Creukhorne Rd	50	1 (2%)	0	1 (100%)	0	No specific comments provided	N/A	Progress to implementation
St Marys Rd	73	1 (1%)	0	1 (100%)	0	No specific comments provided	N/A	Progress to implementation
Kings Rd	41	12 (29%)	3 (25%)	9 (75%)	0	• Loss of parking • Road safety • Abandoned bikes on footway • Consultation process • Consider alternative locations	Concerns outweigh benefits	Review site and reconsult
High Street Harlesden	77	7 (9%)	1 (14%)	6 (86%)	0	• Road safety concerns • Loss of parking • Abandoned bikes on footway • Improvements planned to adjacent church site	Concerns outweigh benefits	Review site and reconsult

3.3 Officers have taken all the comments into consideration and are recommending implementing dockless bike parking bays at 15 locations (highlighted in green in Table 3) and reviewing/reconsulting on the siting of parking bays at 7 locations (highlighted in red in Table 3).

4.0 EQUALITIES CONSIDERATIONS

4.1 A very small number of respondents completed the equality monitoring questions. As such, it is difficult to draw any meaningful conclusions as to how representative of Brent's population the consultation was.

4.2 A high-level equality analysis of the proposals has been undertaken. This suggests that the proposals will have a positive impact on the following protected groups:

- Age
- Disability
- Pregnancy and maternity
- Sex

No groups are likely to be adversely affected by the proposals.

Table 4: Equality Analysis

Protected Characteristic	Positive	Neutral	Negative	Comments	Mitigation if required
Age	X			Dedicated cycle parking provision will result in a reduction in street clutter and improvements to the wider public realm which will be beneficial to older people.	N/A
Disability	X			Dedicated cycle parking provision will result in a reduction in street clutter and improvements to the wider public realm which will be beneficial to those with certain disabilities.	N/A
Gender reassignment		X		No reason to believe this group will be disproportionally affected.	N/A
Marriage and civil partnership		X		No reason to believe this group will be disproportionally affected.	N/A
Pregnancy and maternity	X			Improving physical access to the public realm is expected to have a positive impact for this group as it will improve accessibility and create more welcoming places.	N/A
Race		X		No reason to believe this group will be disproportionally affected.	N/A
Religion or belief		X		No reason to believe this group will be disproportionally affected.	N/A
Sex	X			The provision of safe, accessible, cycling infrastructure will benefit all groups, but particularly women.	N/A
Sexual orientation		X		No reason to believe this group will be disproportionally affected.	N/A

5.0 POLICY CONSIDERATIONS

5.1 In line with the Brent Long-Term Transport Strategy and Active Travel Implementation Plan, the Council is actively working to improve cycling facilities to encourage people to take up travel by active and sustainable modes. The overarching aim is to create conditions where cycling becomes a viable choice for more people in Brent. By promoting cycling, the Council aims to enhance public health, reduce traffic congestion, and improve air quality throughout the borough.

5.2 Micromobility provides an important and growing transport option in London allowing people to travel more sustainably through easy access to shared e-bikes and e-scooters. Between 2019 and 2024, around 2 million trips were made using Lime's e-bike service in Brent and there is significant potential to increase this further with two thirds of car trips in the borough that could be made by bike in 20 minutes or less.

6.0 FINANCIAL CONSIDERATIONS

6.1 It is proposed to replace a mix of on-street permit and pay and display parking with dockless bike parking bays in the following locations which could result in a small loss of parking revenue for the Council:

Location	Parking Changes
Cobbold Road	Loss of one permit parking space
Herbert Gardens	Loss of one permit parking space
Longstone Avenue	Loss of one dual use permit/pay and display parking space
Ridley Road	Loss of one permit parking space
Bridge Road	Loss of one permit parking space
Ambleside Road	Loss of one permit parking space
Holland Road	Loss of one dual use permit/pay and display parking space
Selbie Avenue	Loss of one permit parking space
Barretts Green Road	Loss of one dual use permit/pay and display parking space
St Marys Road	Loss of one dual use permit/pay and display parking space
Kings Road	Loss of one permit parking space
High Street Harlesden	Loss of section of loading bay

6.2 The costs of implementing the dockless cycle parking bay programme will be met by Lime, with some funding also provided by TfL. The Council secured c.£120,000 through TfL's Micromobility Parking Programme in 2024/25 and has been allocated an additional c.£94,000 for 2025/26.

6.3 The cost of implementing all Phase 3 cycle parking bays and associated infrastructure is estimated at c.£30,000. Installation works are to be undertaken by the Council's term contractors.

7.0 RECOMMENDATIONS

7.1 That the Head of Healthy Streets and Parking gives approval to:

(i) Subject to the outcome of a Road Safety Audit, progress with the installation of dockless cycle parking bays at the following 15 locations:

Whitby Avenue (1)	Stonebridge Park	Ridley Road	Barretts Green Road
Cumberland Avenue (1)	Herbert Gardens	Bridge Road	Creukhorne Road

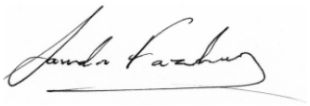
Cumberland Ave (2)	Longstone Avenue	Ambleside Road	St Marys Road
Cobbold Road	Henderson Close	Selbie Avenue	

(ii) That locations where concerns have been or are raised will be subject to monitoring and review, to address any emerging issues.

(iii) Review/re-consult on the siting of parking bays at the following 7 locations:

Central Way	Lawrence Avenue	Holland Road	Whitby Ave (2) nr Junc Abbey Rd
Albert Terrace	Harlesden High Street	Kings Road	

AGREED / ~~REJECTED~~

Signed: 

Date: 8 July 2025

Sandor Fazekas
Head of Healthy Streets and Parking

APPENDICIES

Appendix A: Map of Proposed Dockless Bike Parking Locations – Phase 3
Appendix B: Design Risk Assessment – Dockless Bike Parking Bays
Appendix C: Consultation Letter Example
Appendix D: Summary of Consultation Responses – Phase 3