

Bay Location	Post Code	Ward	Letters Sent	Responses Received	Response Rate	Response			Consultation Response Summary of Key Issues Raised	Officer comments	Recommendation
					%	Yes	No	No Opinion			
1 Dog Lane	NW10 1PF	Dollis Hill	69	6	(9%)	0	6 (100%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern over severe parking shortage on Dog Lane following installation of EV charging. Removing additional parking spaces for a Lime bike bay is seen as unacceptable without offsetting restrictions for other users. <p>Accessibility and Safety Concerns</p> <ul style="list-style-type: none"> Concern that the positioning of the bay will lead to an increase in people using the gardens and pathways of the nearby residential block as a shortcut, heightening safety and privacy concerns for residents. <p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> Concern that presence of bike parking bays may lead to an increase in antisocial behaviour. <p>Lack of Transparency or Understanding</p> <ul style="list-style-type: none"> Would like to better understand rationale for bay location, including site-selection criteria, or assessments undertaken when choosing this location. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for alternative locations nearer station or commercial premises. 	<p>Loss of Parking</p> <p>The proposed cycle hire bay would replace one dual-use parking space at the end of a row of resident permit bays. Whilst the proposal aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels, we recognise that there is considerable pressure on parking availability in the area.</p> <p>Accessibility and Safety Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Antisocial/Criminal Behaviour</p> <p>The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Lack of Transparency or Understanding</p> <p>Operator data suggests a demand for hire bike parking in this location. Bays are also targeted in areas where we have received requests for parking facilities and/or complaints around badly parked/abandoned bikes.</p> <p>Consideration of other locations</p> <p>There is a lack of suitable locations for dedicated dockless bike parking bays close to the station due to narrow footways and lack of existing on street parking. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	<p>Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted.</p>
2 Brendon Avenue	NW10 1SS	Dollis Hill	38	2	(5%)	0	2 (100%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces. Elderly/disabled residents who depend on car access may face increased difficulty. <p>Accessibility and Safety Concerns</p> <ul style="list-style-type: none"> Concern that the road is narrow and difficult for vehicles to access. Concern that additional infrastructure like a cycle hire bay may intensify these issues and reduce safety for all road users. 	<p>Loss of Parking</p> <p>The proposed cycle hire bay would replace one parking space at the end of a row of resident permit bays. However, this change is not anticipated to significantly affect overall parking availability in the area. It also aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels.</p> <p>Accessibility and Safety Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location outweigh the various issues/concerns raised. In particular, there is a demand for cycle parking at nearby Neasden station, but a lack of suitable safe and accessible locations for this in the immediate vicinity of the station. It is therefore recommended this site be progressed to implementation.</p>

										<p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for alternative locations nearer Neasden station. 	<p>appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Consideration of other locations</p> <p>There is a lack of suitable locations for dedicated dockless bike parking bays close to the station due to narrow footways and lack of existing on street parking. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	
3	Richmond Avenue	NW10 2QD	Willesden Green	95	2	(2%)	1 (50%)	1 (50%)	0	<p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> Concern that the road is narrow and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including Poplars Avenue, Dean Road and Park Avenue. 	<p>Road Safety and Traffic Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Consideration of other locations</p> <p>Proposals for a bay on Poplars Avenue were previously consulted on but were not progressed due to a large number of objections. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</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>
4	Langton Road	NW2 6QF	Cricklewood & Mapesbury	60	4	(7%)	0	4 (100%)	0	<p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> Concern that the road is narrow and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. <p>Loss of Parking</p> <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces. <p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including Gladstone Park/Rainbow Park. 	<p>Road Safety and Traffic Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Loss of Parking</p> <p>The proposed cycle hire bay would replace one dual-use parking space at the end of a row of resident permit bays. However, this change is not anticipated to significantly affect overall parking availability in the area, with a large number of properties having access to off-street parking. The proposal also aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels.</p> <p>Antisocial/Criminal Behaviour</p> <p>The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Consideration of other 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>

											Bays have recently been installed at several locations near Gladstone Park. Other suggested locations will be taken into consideration for delivery in future phases of the programme.	
5	Randall Avenue	NW2 7ST	Dollis Hill	42	10	(24%)	0	10 (100%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces. Concern over severe parking shortage following installation of EV charging. <p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> Concern that the road is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. <p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour. <p>Abandoned and irresponsibly parked e-cycles</p> <ul style="list-style-type: none"> Concern that non-compliance by users may lead to bikes obstructing pavements, roads, and key access points. Increased clutter and reduced accessibility. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including Gladstone Park, Neasden Town Centre, Dollis Hill Lane and Crest Road. 	<p>Loss of Parking</p> <p>The proposed cycle hire bay would not result in the loss of any designated resident permit or pay and display parking bays. Whilst the proposal aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels, we recognise that there is considerable pressure on parking availability in the area.</p> <p>Road Safety and Traffic Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Antisocial/Criminal Behaviour</p> <p>The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Abandoned and irresponsibly parked e-cycles</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 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>Consideration of other locations</p> <p>Bays have recently been installed or have been proposed at several of the locations suggested to meet user demand. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	<p>Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted.</p>
6	Melrose Avenue	NW2 4JS	Cricklewood & Mapesbury	76	7	(9%)	0	7 (100%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces. <p>Antisocial/Criminal Behaviour</p>	<p>Loss of Parking</p> <p>The proposed cycle hire bay would replace one dual-use parking space at the end of a row of resident permit bays. Whilst the proposal aligns with our Long Term Transport Strategy objectives of reducing traffic and car</p>	<p>Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted.</p>

									<ul style="list-style-type: none"> • Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour. <p>Abandoned and irresponsibly parked e-cycles</p> <ul style="list-style-type: none"> • Concern that non-compliance by users may lead to bikes obstructing pavements, roads, and key access points. <p>Consideration of other locations</p> <ul style="list-style-type: none"> • Suggestions for other bike parking locations including Walm Lane and Station Parade. 	<p>ownership levels, we recognise that there is considerable pressure on parking availability in the area.</p> <p>Antisocial/Criminal Behaviour</p> <p>The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Abandoned and irresponsibly parked e-cycles</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 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>Consideration of other locations</p> <p>Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>		
7	Hiley Road	NW10 5PT	Queens Park	55	5	(9%)	1 (20%)	4 (80%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> • Concern that the proposed bay would reduce already limited parking spaces. Concern over severe parking shortage following installation of bike hangars. <p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> • Concern that the area is busy and already experiences traffic flow issues, particularly from HGVs. A dockless bay could further exacerbate congestion and conflict. <p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> • Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour. <p>Abandoned and irresponsibly parked e-cycles</p> <ul style="list-style-type: none"> • Concern that non-compliance by users may lead to bikes obstructing the footway and carriageway and reduce accessibility for vulnerable road users. <p>Consideration of other locations</p> <ul style="list-style-type: none"> • Suggestions for other bike parking locations including Purves Road and sites closer to Kensal Rise station. 	<p>Loss of Parking</p> <p>The proposed cycle hire bay would replace one parking space at the end of a row of resident permit bays. However, this change is not anticipated to significantly affect overall parking availability in the area. The proposal also aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels.</p> <p>Road Safety and Traffic Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Antisocial/Criminal Behaviour</p> <p>The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision 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>

											<p>Abandoned and irresponsibly parked e-cycles 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>Consideration of other locations A bay was recently installed at Kensal Rise station to meet user demand. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	
Summerfield Avenue	NW6 6JT	Queens Park	63	11	(17%)	4 (36%)	7 (64%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces. <p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> Concern that the area is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. Concern that proposed location would obstruct ambulance access to the nearby dental practice on Salusbury Road in a medical emergency. <p>Abandoned and irresponsibly parked e-cycles</p> <ul style="list-style-type: none"> Concern that non-compliance by users may lead to bikes obstructing the footway and carriageway and reduce accessibility for vulnerable road users. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including Hartland Road, Harvist Road and Kingswood Avenue. 	<p>Loss of Parking The proposed cycle hire bay would replace one parking space at the end of a row of pay and display bays. However, this change is not anticipated to significantly affect overall parking availability in the area. The proposal also aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels.</p> <p>Road Safety and Traffic Concerns A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Abandoned and irresponsibly parked e-cycles 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>Consideration of other locations Bays were recently installed or have been proposed at several of the locations suggested to meet user demand. Other suggested locations will be taken into</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>	

										consideration for delivery in future phases of the programme.		
9	Montrose Avenue	NW6 6LB	Queens Park	37	13	(35%)	3 (23%)	9 (69%)	1 (8%)	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces for residents. <p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> Concern that the area is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. <p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including Salusbury Road, Harvist Road and Lonsdale Road. 	<p>Loss of Parking</p> <p>The proposed location would result in the loss of one parking space at the end of a row of resident permit bays. Whilst the proposal aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels, we recognise that there is considerable pressure on parking availability in the area.</p> <p>Road Safety and Traffic Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Assessment (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. We carefully assess all proposed cycle hire bay locations to ensure they do not disrupt local traffic flow or compromise road safety.</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>Consideration of other locations</p> <p>Bays were recently installed or have been proposed at several of the locations suggested to meet user demand. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	<p>Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted.</p>
10	Compton Road	NW10 5BP	Queens Park	46	3	(6%)	1 (33%)	2 (67%)	0	<p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour. <p>Abandoned and irresponsibly parked e-cycles</p> <ul style="list-style-type: none"> Concern that non-compliance by users may lead to bikes obstructing the footway and carriageway and reduce accessibility for vulnerable road users. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including Brondesbury Villas. 	<p>Antisocial/Criminal Behaviour</p> <p>The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Abandoned and irresponsibly parked e-cycles</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 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>Consideration of other 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>

											A bay was recently installed in Brondesbury Villas to meet user demand. Other suggested locations will be taken into consideration for delivery in future phases of the programme.	
1 1	Cavendish Road	NW6 7XR	Brondesbury Park	128	20	(16%)	3 (15%)	17 (85%)	0	<p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> Concern that the area is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. <p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour. <p>Lack of Consultation</p> <ul style="list-style-type: none"> Residents expressed dissatisfaction over lack of consultation/not receiving letters. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including Christchurch Road, Dartmouth Road and closer to Kilburn station. 	<p>Road Safety and Traffic Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Assessment (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. We carefully assess all proposed cycle hire bay locations to ensure they do not disrupt local traffic flow or compromise road safety.</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>Lack of Consultation</p> <p>Consultation letters were posted to all households and businesses located within 50 metres of the proposed cycle parking bay; 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.</p> <p>Consideration of other locations</p> <p>Bays were recently installed or have been proposed at several of the locations suggested to meet user demand. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted .
1 2	Mount Pleasant Road	NW10 3EH	Brondesbury Park	49	2	(4%)	1 (50%)	1 (50%)	0	<p>General concerns about e-bikes</p> <ul style="list-style-type: none"> Consider e-bikes to be a nuisance and inconvenience to both the public and motorists. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including Ealing Road. 	<p>General concerns about e-bikes</p> <p>E-bikes are an established part of the borough transport network and are popular with users, with around 2 million trips made within the borough to date. To ensure that bikes remain accessible and safe for all road users, the Council is working closely with operators to implement a network of dedicated parking bays for bikes across Brent.</p> <p>Consideration of other locations</p> <p>Whilst not near Mount Pleasant Road, several bays have already been installed in Ealing Road to meet user demand. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	There are considerable benefits to installing a cycle hire bay in this location It is therefore recommended this site be progressed to implementation .
1 3	Donaldson Road	NW6 7XR	Queens Park	73	23	(31%)	6 (26%)	17 (74%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces. Concern over severe parking shortage following installation of bike hangars. 	<p>Loss of Parking</p> <p>The proposed cycle hire bay would replace one parking space at the end of a row of resident permit bays. Whilst the proposal aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership</p>	Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be

									<p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> Concern that the area is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. <p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour. <p>Abandoned and irresponsibly parked e-cycles</p> <ul style="list-style-type: none"> Concern that non-compliance by users may lead to bikes obstructing the footway and carriageway and reduce accessibility for vulnerable road users. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including Brondesbury Villas, Lonsdale Road, Woodville Road, and Kingswood Avenue. 	<p>levels, we recognise that there is considerable pressure on parking availability in the area.</p> <p>Road Safety and Traffic Concerns A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Antisocial/Criminal Behaviour The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Abandoned and irresponsibly parked e-cycles 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>Consideration of other locations Bays were recently installed or have been proposed at several of the locations suggested to meet user demand. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	<p>reviewed and reconsulted.</p>	
1 4	Honeywood Road	NW10 4JU	Harlesden & Kensal Green	98	3	(3%)	1 (33.3%)	1 (33.3%)	1 (33.3%)	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces. <p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> Concern that the area is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. <p>Abandoned and irresponsibly parked e-cycles</p> <ul style="list-style-type: none"> Concern that non-compliance by users may lead to bikes obstructing the footway and carriageway and reduce accessibility for vulnerable road users. <p>Consideration of other locations</p>	<p>Loss of Parking The proposed cycle hire bay would replace one dual-use parking space at the end of a row of resident permit bays. Whilst the proposal aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels, we recognise that there is considerable pressure on parking availability in the area.</p> <p>Road Safety and Traffic Concerns A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not</p>	<p>Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted.</p>

									<ul style="list-style-type: none"> Suggestions for other bike parking locations including Harley Road and Willesden Junction Station. 	<p>cause disruption or compromise road safety for all road users.</p> <p>Abandoned and irresponsibly parked e-cycles 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>Consideration of other locations Bays were recently installed or have been proposed at several of the locations suggested to meet user demand. However, much of the land around Willesden Junction Station is either not public highway or is not in Brent. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>		
1 5	Conley Road	NW10 9PB	Roundwood	74	4	(5%)	1 (25%)	3 (75%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces. Concern over severe parking shortage following installation of bike hangars. <p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> Concern that the area is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. <p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including Essex Road, Church Road and Roundwood Road. 	<p>Loss of Parking The proposed cycle hire bay would replace one dual-use parking space at the end of a row of resident permit bays. However, this change is not anticipated to significantly affect overall parking availability in the area. The proposal also aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels.</p> <p>Road Safety and Traffic Concerns A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Antisocial/Criminal Behaviour The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Consideration of other locations Bays were recently installed or have been proposed at several of the locations suggested to meet user demand. Other suggested locations will be taken into</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>

											consideration for delivery in future phases of the programme.	
1 6	Harlesden Gardens	NW10 4EX	Harlesden & Kensal Green	151	3	(2%)	0	3 (100%)	0	<p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> • Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour. <p>Consideration of other locations</p> <ul style="list-style-type: none"> • Suggestions for other bike parking locations including Longstone Avenue and High Street. 	<p>Antisocial/Criminal Behaviour</p> <p>The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Consideration of other locations</p> <p>Bays were recently installed or have been proposed at several of the locations suggested to meet user demand. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</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 .
1 7	Doyle Gardens	NW10 3SU	Roundwood	28	2	(7%)	0	2 (100%)	0	<p>Abandoned and irresponsibly parked e-cycles</p> <ul style="list-style-type: none"> • Concern that bikes may be badly parked or pushed over leading to footway and carriageway becoming obstructed. <p>Consideration of other locations</p> <ul style="list-style-type: none"> • Suggestions for other bike parking locations including Willesden Sports Centre. 	<p>Abandoned and irresponsibly parked e-cycles</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 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>Consideration of other locations</p> <p>A bay was recently installed near Willesden Sports Centre to meet user demand. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</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 .
1 8	Uffington Road	NW10 3TD	Roundwood	35	0	0	0	0	0	No specific issues raised	N/A	There are considerable benefits to installing a cycle hire bay in this location It is therefore recommended this site be progressed to implementation .
1 9	Leghorn Road	NW10 4PH	Harlesden & Kensal Green	77	9	(12%)	0	9 (100%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> • Concern that the proposed bay would reduce already limited parking spaces. Concern over severe parking shortage following installation of bike hangars. <p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> • Concern that the area is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. <p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> • Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour. <p>Consideration of other locations</p>	<p>Loss of Parking</p> <p>The proposed cycle hire bay would replace one dual-use parking space at the end of a row of resident permit bays. Whilst the proposal aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels, we recognise that there is considerable pressure on parking availability in the area.</p> <p>Road Safety and Traffic Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p>	Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted .

										<ul style="list-style-type: none"> Suggestions for other bike parking locations including Furness road or Rucklidge avenue. 	<p>Antisocial/Criminal Behaviour The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Consideration of other locations Proposals for a bay on Rucklidge Avenue were previously consulted on but were not progressed due to a large number of objections. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	
20	Coronation Road	NW10 7GL	Stonebridge	356	8	(2%)	6 (75%)	2 (25%)	0	<p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including further along Coronation Road, Hangar Lane and close to Park Royal Station. 	<p>Consideration of other locations Much of the land around Coronation Road or at Park Royal Station is either not public highway or is not in Brent. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	There are considerable benefits to installing a cycle hire bay in this location It is therefore recommended this site be progressed to implementation .
21	Whitby Avenue	NW10 7QY	Stonebridge	26	0	0	0	0	0	No specific issues raised	N/A	There are considerable benefits to installing a cycle hire bay in this location It is therefore recommended this site be progressed to implementation .
22	Holland Road	NW10 5AH	Harlesden & Kensal Green	52	3	(8%)	0	3 (100%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces. <p>Abandoned and irresponsibly parked e-cycles</p> <ul style="list-style-type: none"> Concern that non-compliance by users may lead to bikes obstructing the footway and carriageway and reduce accessibility for vulnerable road users. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including the footway on the corner of Holland Road/Buchanan Gardens and outside all tube stations. 	<p>Loss of Parking The proposed cycle hire bay would replace one dual-use parking space at the end of a row of resident permit bays. However, this change is not anticipated to significantly affect overall parking availability in the area. The proposal also aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels.</p> <p>Abandoned and irresponsibly parked e-cycles 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>Consideration of other locations Priority locations for bays include key trip generators such as stations, however there is also a need for bays in residential areas where many people start/end journeys. Best practice guidance advocates for the placing of dockless bike parking bays on the carriageway wherever possible as a means of keeping footways free</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 .

											for pedestrians. Other suggested locations will be taken into consideration for delivery in future phases of the programme.	
23	Milton Avenue	NW10 8PL	Stonebridge	47	0	0	0	0	0	No specific issues raised	N/A	There are considerable benefits to installing a cycle hire bay in this location It is therefore recommended this site be progressed to implementation .
24	Barretts Green Road	NW10 7AP	Stonebridge	6	0	0	0	0	0	No specific issues raised	N/A	There are considerable benefits to installing a cycle hire bay in this location It is therefore recommended this site be progressed to implementation .
25	Johnson Road	NW10 8EX	Stonebridge	59	1	(2%)	0	1	0	Insufficient demand • Considers existing bays nearby are not regularly used.	Insufficient demand Operator data suggests a demand for hire bike parking in this location. Whilst parking bays are being implemented, bikes are still be able to park anywhere on a pavement meaning that bays bay not be fully utilised. On completion of the current phase of parking bays, mandatory parking will be introduced, and users will only be able to start or end a journey within a designated parking bay. We anticipate bay utilisation will increase at this point.	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 .
26	Harlesden Road	NW10 2BS	Roundwood	61	7	(11%)	1	6	0	Loss of Parking • Concern that the proposed bay would reduce already limited parking spaces. Road Safety and Traffic Concerns • Concern that the area is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. Antisocial/Criminal Behaviour • Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour. Consideration of other locations • Suggestions for other bike parking locations including Roundwood Park, Willesden Sports Centre, Kings Road and Peter Avenue.	Loss of Parking The proposed cycle hire bay would replace one parking space at the end of a row of resident permit bays. Whilst the proposal aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels, we recognise that there is considerable pressure on parking availability in the area. Road Safety and Traffic Concerns A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users. Antisocial/Criminal Behaviour The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area. Consideration of other locations Bays have previously been installed at Roundwood Park and Willesden Sports Centre. Proposals for a bay on Kings Road were previously consulted on but were not progressed due to a large number of objections. Other suggested locations will be taken into consideration for delivery in future phases of the programme.	Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted .

27	High Street	NW10 4NE	Harlesden & Kensal Green	51	17	(33%)	2 (12%)	14 (82%)	1 (6%)	<p>Access to church and adjacent premises</p> <ul style="list-style-type: none"> Concern raised regarding the impact proposals would have on access to church premises, including hearses and people accessing the nursery/food bank as well as deliveries/servicing of adjoining premises. <p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> Concern that the area is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. <p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> Fear that provision of cycle parking will lead to increase in antisocial/criminal behaviour in a sensitive location. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including other locations along the High Street, outside the library and/or clock tower, Tesco car park and Willesden Junction Station. 	<p>Access to church and adjacent premises</p> <p>The proposed cycle hire bay would replace one parking space at the end of a row of pay and display bays and would still allow access to the church and nearby premises. However, we acknowledge the busy and sensitive nature of the location.</p> <p>Road Safety and Traffic Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Antisocial/Criminal Behaviour</p> <p>The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour given its prominent location. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Consideration of other locations</p> <p>Bays are also being proposed at several other locations in and around the town centre. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	<p>Whilst there is a strong case for installing a cycle hire bay in this location – particularly the high demand for cycle parking provision in the town centre, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted.</p>
28	Elmstead Avenue	HA9 8NY	Preston	92	2	(2%)	0	1 (50%)	1 (50%)	<p>No specific issues raised</p>	N/A	<p>There are considerable benefits to installing a cycle hire bay in this location It is therefore recommended this site be progressed to implementation.</p>
29	Sudbury Avenue	HA0 3BG	Northwick Park	46	5	(11%)	4 (80%)	1 (20%)	0	<p>Consideration of other locations</p> <ul style="list-style-type: none"> Strong support for the proposal, however, consider need for more bays near to where people live. Suggestions for other bike parking locations include The Fairway near Northwick Park, the junction of Carlton Avenue West and The Fairway, West Court/Shelley Gardens area, Mulgrave/Pebworth Road and Bengeworth Road. 	<p>Consideration of other locations</p> <p>The initial focus has been on providing bike parking provision at key trip generators such as stations and our town centres. However, we recognise the need to provide bays in residential areas where many cycle trips start/end. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	<p>There are considerable benefits to installing a cycle hire bay in this location and it appears well supported. It is therefore recommended this site be progressed to implementation.</p>
30	Elmside Drive	HA9 8JB	Wembley Hill	41	1	(2%)	0	1 (100%)	0	<p>Insufficient demand</p> <ul style="list-style-type: none"> Considers existing bays nearby are not regularly used. <p>Pedestrian/customer access</p> <ul style="list-style-type: none"> Concern raised regarding the impact proposals would have on access to shop premises, including for customers/deliveries and pedestrians. <p>Antisocial Behaviour</p> <ul style="list-style-type: none"> Fear that provision of cycle parking will lead to increase in antisocial behaviour. <p>Consideration of other locations</p>	<p>Insufficient demand</p> <p>Operator data suggests a demand for hire bike parking in this location. Whilst parking bays are being implemented, bikes are still be able to park anywhere on a pavement meaning that bays bay not be fully utilised. On completion of the current phase of parking bays, mandatory parking will be introduced, and users will only be able to start or end a journey within a designated parking bay. We anticipate bay utilisation will increase at this point.</p> <p>Pedestrian/customer access</p> <p>All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or</p>	<p>It is considered that the benefits of installing a cycle hire bay in this location – particularly the high demand for hire bike provision in the area, outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation.</p>

										<ul style="list-style-type: none"> Suggestions for other bike parking locations including nearby streets or opposite side of the road. 	<p>compromise road safety for all road users. The proposed cycle hire bay would replace one parking space at the end of a row of permit bays and would still allow for safe, easy access to the shop.</p> <p>Antisocial/Criminal Behaviour The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour given its prominent location. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Consideration of other locations A bay was previously installed on nearby Oakington Avenue, but operator data indicates strong demand for hire bike provision in this area. An assessment of the site considered this location to be the most appropriate. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	
3 1	Harrow Road, Sudbury	HA9 6BD	Wembley Central	15	0	0	0	0	0	No specific issues raised	N/A	There are considerable benefits to installing a cycle hire bay in this location It is therefore recommended this site be progressed to implementation.
3 2	Rugby Avenue	HA0 3DJ	Sudbury	32	0	0	0	0	0	No specific issues raised	N/A	There are considerable benefits to installing a cycle hire bay in this location It is therefore recommended this site be progressed to implementation.
3 3	Alperton Lane 1	HA0 1HD	Alperton	13	0	0	0	0	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces. 	<p>Loss of Parking</p> <p>Whilst the proposal aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels, we recognise that there is considerable pressure on parking availability in the area.</p>	Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted.
3 4	Alperton Lane 2	HA0 1JH	Alperton	7	1	(14%)	0	1 (100%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces. <p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> Concern that the area is busy and experiences large number of HGV traffic. A dockless bay at this location could lead to conflict between vehicles posing a safety risk to cyclists/pedestrians. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including closer to Goals football centre. 	<p>Loss of Parking</p> <p>Whilst the proposal aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels, we recognise that there is considerable pressure on parking availability in the area.</p> <p>Road Safety and Traffic Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Consideration of other locations</p> <p>Proposed bay is located at the entrance to Goals football centre.</p>	Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted.

35	Clayton Avenue	HA0 4JU	Wembley Central	27	1	(4%)	1 (100%)	0	0	Consideration of other locations Support for a parking bay in this location. Suggestions for other bike parking locations including outside Alperton Station.	The land outside Alperton station is not public highway. Other suggested locations will be taken into consideration for delivery in future phases of the programme.	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 .
36	Berkhamsted Avenue	HA9 6DT	Tokyngton	32	1	(3%)	0	1 (100%)	0	Abandoned and irresponsibly parked e-cycles • Concern that non-compliance by users may lead to bikes obstructing the footway and carriageway and reduce accessibility for vulnerable road users.	Abandoned and irresponsibly parked e-cycles 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. 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.	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 .
37	Harrow Road 1	HA9 6DQ	Tokyngton	14	1	(7%)	0	1 (100%)	0	No specific issues raised	N/A	There are considerable benefits to installing a cycle hire bay in this location It is therefore recommended this site be progressed to implementation .
38	Harrow Road 2	HA9 6QQ	Tokyngton	14	8	(57%)	0	8 (100%)	0	Access to medical premises and adjacent housing • Concern raised regarding the impact proposals would have on access to medical centre and residential properties. Abandoned and irresponsibly parked e-cycles • Concern that non-compliance by users may lead to bikes obstructing the footway and carriageway and reduce accessibility for vulnerable road users. Consideration of other locations • Suggestions for other bike parking locations including other locations along Harrow Road and outside Stonebridge Park Station.	Access to church and adjacent premises The proposed cycle hire bay on the footway would still allow access to the medical centre and residential properties. However, we acknowledge the busy and sensitive nature of the location. Abandoned and irresponsibly parked e-cycles 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. 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. Consideration of other locations Bike bays have previously been installed close to Stonebridge Park station. Bays are also being proposed at several other locations along Harrow Road.	Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted .
39	Pasture Road	HA0 3JB	Northwick Park	28	1	(4%)	1 (100%)	0	0	Consideration of other locations • Strong support for the proposal, however, consider need for more bays near to where people live. Suggestions for other bike parking locations include The Fairway near Northwick Park, the junction of Carlton Avenue West and The Fairway, West Court/Shelley Gardens area, Mulgrave/Pebworth Road and Bengeworth Road.	Consideration of other locations The initial focus has been on providing bike parking provision at key trip generators such as stations and our town centres. However, we recognise the need to provide bays in residential areas where many cycle trips start/end. Other suggested locations will be taken into consideration for delivery in future phases of the programme.	There are considerable benefits to installing a cycle hire bay in this location and it appears well supported. It is therefore recommended this site be progressed to implementation .

40	The Ridge Way	NW9 0UB	Kenton	30	24	(80%)	3 (12%)	21 (88%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern over loss of residential parking – already considerable parking pressure from nearby school. <p>Accessibility and Safety Concerns</p> <ul style="list-style-type: none"> Concern that the area is busy and already experiences traffic flow issues, particular from school traffic. A dockless bay could further exacerbate congestion and conflict. <p>Antisocial/Criminal Behaviour</p> <ul style="list-style-type: none"> Concern that presence of bike parking bays may lead to an increase in antisocial behaviour/criminal activity. <p>Lack of Transparency or Understanding</p> <ul style="list-style-type: none"> Would like to better understand rationale for bay location, including site-selection criteria, or assessments undertaken when choosing this location. <p>Consideration of alternative locations</p> <ul style="list-style-type: none"> Suggestions for alternative locations including Northwick Park Station, Nash Way and Sainsburys. 	<p>Loss of Parking</p> <p>The proposed cycle hire bay would not result in the loss of any dedicated or permitted parking. Whilst the proposal aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels, we recognise that there is considerable pressure on parking availability in the area.</p> <p>Accessibility and Safety Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Antisocial/Criminal Behaviour</p> <p>The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour or criminal activity. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Lack of Transparency or Understanding</p> <p>Operator data suggests a demand for hire bike parking in this location. Bays are also targeted in areas where we have received requests for cycle parking and/or complaints around badly parked/abandoned bikes.</p> <p>Consideration of alternative locations</p> <p>Bays have recently been installed in the vicinity of the Northwick Park station. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	<p>Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised. It is therefore recommended this site be reviewed and reconsulted.</p>
41	Grove Park	NW9 0JL	Kingsbury	29	1	(4%)	0	1 (100%)	0	<p>Loss of Parking</p> <ul style="list-style-type: none"> Concern over loss of residential parking – already considerable parking pressure in this location. <p>Accessibility and Safety Concerns</p> <ul style="list-style-type: none"> Concern that the area is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. <p>Antisocial Behaviour</p> <ul style="list-style-type: none"> Street regularly experiences fly tipping/dumping of supermarket trolleys. Concern that presence of bike parking bays may lead to an increase in antisocial behaviour. <p>Consideration of alternative locations</p> <ul style="list-style-type: none"> Suggestions for alternative locations including closer to junction with A5. 	<p>Loss of Parking</p> <p>The proposed cycle hire bay would not result in the loss of any dedicated or permitted parking and is not anticipated to significantly affect overall parking availability in the area with most properties having access to off-street parking. The proposal also aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels.</p> <p>Accessibility and Safety Concerns</p> <p>A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Antisocial Behaviour</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>The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Consideration of alternative locations Suggestions for a parking bay close to the junction with the A5 were previously considered but rejected on safety/accessibility grounds.</p>	
4 2	Mallard Way	NW9 8JH	Welsh Harp	32	2	(6%)	0	2 (100%)	0	<p>Road Safety and Traffic Concerns</p> <ul style="list-style-type: none"> Concern that the area is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. <p>Abandoned and irresponsibly parked e-cycles</p> <ul style="list-style-type: none"> Concern that non-compliance by users may lead to bikes obstructing the footway and carriageway and reduce accessibility for vulnerable road users. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including Church Lane. 	<p>Road Safety and Traffic Concerns A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Abandoned and irresponsibly parked e-cycles 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>Consideration of other locations Operator data suggests a demand for hire bike parking in this location. Other suggested locations will be taken into consideration for delivery in future phases of the programme.</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>
4 3	Chalkhill Road	HA9 9EW	Barnhill	6	0	0	0	0	0	<p>Access to church and adjacent premises</p> <ul style="list-style-type: none"> Concern raised regarding the impact proposals would have on access to church premises, including hearses and people accessing the church. Concern around locating infrastructure of this nature outside a place of worship. <p>Antisocial Behaviour</p> <ul style="list-style-type: none"> Fear that provision of cycle parking will lead to increase in antisocial behaviour in a sensitive location. <p>Consideration of other locations</p> <ul style="list-style-type: none"> Suggestions for other bike parking locations including Ken Way green space. 	<p>Access to church and adjacent premises The proposed cycle hire bay would replace one parking space at the end of a row of pay and display bays and would still allow access to the church and nearby premises. However, we acknowledge the busy and sensitive nature of the location.</p> <p>Antisocial Behaviour The installation of a cycle hire bay at this location is not expected to contribute to an increase in antisocial behaviour given its prominent location. The Council remains committed to providing safe, sustainable, and accessible transport options, and operator data indicates strong demand for hire bike provision in this area.</p> <p>Consideration of other locations</p>	<p>Whilst there is a strong case for installing a cycle hire bay in this location – particularly the high demand for cycle parking provision in the area, this is outweighed by the nature and level of concerns raised around placing a cycle parking bay outside a sensitive location. It is therefore recommended this site be reviewed and reconsulted.</p>

											Operator data suggests a demand for hire bike parking in this location. Other suggested locations will be taken into consideration for delivery in future phases of the programme.	
44	Birchen Grove	NW9 8RY	Welsh Harp	2	0	0	0	0	0	No specific issues raised	N/A	There are considerable benefits to installing a cycle hire bay in this location It is therefore recommended this site be progressed to implementation .
45	Shaftesbury Avenue	HA3 0RF	Kenton	23	2	(9%)	1 (50%)	1 (50%)	0	Pedestrian access/safety concerns <ul style="list-style-type: none"> Concern raised regarding location near junction, play area, school and synagogue, and potential for conflict with other road users. 	Pedestrian access/safety concerns A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.	It is considered that the benefits of installing a cycle hire bay in this location – particularly the need to prevent bikes being parked on the footway or in the park, outweigh the various issues/concerns raised. It is therefore recommended this site be progressed to implementation .
46	Minet Avenue	NW10 8AU	Harlesden & Kensal Green	32	0	0	0	0	0	No specific issues raised	N/A	There are considerable benefits to installing a cycle hire bay in this location It is therefore recommended this site be progressed to implementation .
47	Cable Road	NW10 8AB	Harlesden & Kensal Green	26	1	(4%)	0	1 (100%)	0	Abandoned and irresponsibly parked e-cycles <ul style="list-style-type: none"> Concern that non-compliance by users may lead to bikes obstructing the footway and carriageway and reduce accessibility for vulnerable road users. Consideration of other locations <ul style="list-style-type: none"> Suggestions for other bike parking locations including Willesden Junction Station/Old Oak Common. 	Abandoned and irresponsibly parked e-cycles 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. 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. Consideration of other locations Much of the land around Willesden Junction Station/Old Oak Common is either not public highway or is not in Brent. Other suggested locations will be taken into consideration for delivery in future phases of the programme.	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 .
48	Willesden High Road	NW2 5ED	Willesden Green	54	2	(4%)	1 (50%)	1 (50%)	0	Loss of Parking <ul style="list-style-type: none"> Concern that the proposed bay would reduce already limited parking spaces in a busy town centre. Concern over severe parking shortage because of ongoing major utilities works. Road Safety and Traffic Concerns <ul style="list-style-type: none"> Concern that the road is busy and already experiences traffic flow issues. A dockless bay could further exacerbate congestion and conflict. Abandoned and irresponsibly parked e-cycles	Loss of Parking The proposed cycle hire bay would replace one parking space at the end of a row of pay and display bays and would not ordinarily significantly affect overall parking availability in the area. The proposal also aligns with our Long Term Transport Strategy objectives of reducing traffic and car ownership levels. However, we acknowledge the disruption caused and impact on businesses in the area resulting from the ongoing utilities works. Road Safety and Traffic Concerns A Design Risk Assessment (DRA) and Road Safety Audit (RSA) have been conducted for all proposed sites, with	Whilst there is a strong case for installing a cycle hire bay in this location, this is outweighed by the nature and level of concerns raised – in particular, the major disruption caused by the ongoing utilities works and the impact this is having on local businesses. It is therefore recommended this site be reviewed and reconsulted .

								<ul style="list-style-type: none"> • Concern that non-compliance by users may lead to bikes obstructing pavements, roads, and key access points. • Increased clutter and reduced accessibility in busy town centre area. <p>Consideration of other locations</p> <ul style="list-style-type: none"> • Suggestions to consider alternative locations within the town centre. 	<p>appropriate mitigation measures recommended where risks have been identified. All proposed cycle hire bay locations are carefully assessed to ensure they do not cause disruption or compromise road safety for all road users.</p> <p>Abandoned and irresponsibly parked e-cycles</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 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>Consideration of other locations</p> <p>Operator data suggests a demand for hire bike parking in Willesden High Road and several bays have already been implemented across the town centre. Bays in other suggested locations will be taken into consideration for delivery in future phases of the programme.</p>	
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