



**Healthy Streets & Parking**  
Active Travel Programme  
Delegated Approval Report

**Report for Head of Healthy Streets & Parking**

**Wards Affected:**

Alperton, Barnhill, Brondesbury Park, Cricklewood & Mapesbury, Dollis Hill, Harlesden & Kensal Green, Kenton, Kilburn, Kingsbury, Northwick Park, Preston, Queens Park, Roundwood, Stonebridge, Sudbury, Tokyngton, Welsh Harp, Wembley Central, Wembley Hill, Willesden Green.

**Title: Dockless Bike Parking Bay Implementation Programme – Phase 6 Locations**

**Approved by:**

Role	Title	Name	Date
Author	Transportation Planning Manager	Tim Martin	11/01/2026
Approver	Head of Healthy Streets & Parking	Sandor Fazekas	28/01/2026

**1.0 PURPOSE OF REPORT**

- 1.1 This report summarises the outcome of public consultation conducted between 10 and 30 November 2025, for the installation of dockless cycle parking bays at 48 locations in the Alperton, Barnhill, Brondesbury Park, Cricklewood & Mapesbury, Dollis Hill, Harlesden & Kensal Green, Kenton, Kilburn, Kingsbury, Northwick Park, Preston, Queens Park, Roundwood, Stonebridge, Sudbury, Tokyngton, Welsh Harp, Wembley Central, Wembley Hill, Willesden Green wards. This is the 6<sup>th</sup> phase of a wider programme to implement 200 dockless cycle parking bays across Brent.
- 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 32 of the 48 locations listed in this report and to review/re-consult on the siting of parking bays at 16 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 throughout 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, requests from residents for cycle parking, and Council data on complaints. A key focus has been on providing adequate levels of parking outside stations, in town centres, and at other key trip generators within the borough (including locations with high level of pedestrian activity), but also in residential areas where many e-bike trips start/end. The costs of implementing these cycle parking bays will be met by Lime, with some funding also provided by TfL.
- 2.4 For phase 6 of the programme, locations for 48 on-street parking bays have been identified, providing space for c.384 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 four 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 6 Dockless Bike Parking Bay Locations*

<b>Street</b>	<b>Priority Location</b>	<b>Ward</b>	<b>Carriageway / Footway</b>
Dog Lane	Neasden Station	Dollis Hill	Carriageway
Brendon Avenue	Neasden Station	Dollis Hill	Carriageway
Richmond Avenue	Willesden Town Centre	Willesden Green	Carriageway
Langton Road	Cricklewood	Cricklewood & Mapesbury	Carriageway
Randall Avenue	Neasden Station	Dollis Hill	Carriageway
Melrose Avenue	Willesden Green	Cricklewood & Mapesbury	Carriageway
Hiley Road	Kensal Green Station	Queens Park	Carriageway
Summerfield Avenue	Queens Park	Queens Park	Carriageway
Montrose Avenue	Queen's Park	Queens Park	Carriageway
Compton Road	Kensal Rise	Queens Park	Carriageway
Cavendish Road	Kilburn High Road	Brondesbury Park	Carriageway
Mount Pleasant Road	Kensal Rise	Brondesbury Park	Carriageway
Donaldson Road	Queen's Park	Queens Park	Carriageway
Honeywood Road	Willesden Junction Station	Harlesden & Kensal Green	Carriageway
Conley Road	Church End	Roundwood	Carriageway
Harlesden Gardens	Harlesden Town Centre	Harlesden & Kensal Green	Carriageway
Doyle Gardens	Harris Academy	Roundwood	Carriageway
Uffington Road	Willesden Sports Centre	Roundwood	Carriageway
Leghorn Road	Harlesden	Harlesden & Kensal Green	Carriageway
Coronation Road	Central Middlesex Hospital	Stonebridge	Footway
Whitby Avenue	Park Royal Industrial Estate	Stonebridge	Carriageway
Holland Road	Elmwood Lawn Tennis Club	Harlesden & Kensal Green	Carriageway
Milton Avenue	Stonebridge Park	Stonebridge	Carriageway
Barretts Green Road	Park Royal Industrial Estate	Stonebridge	Carriageway
Johnson Road	Harlesden	Stonebridge	Carriageway
Harlesden Road	Harlesden	Roundwood	Carriageway
High Street	Harlesden Town Centre	Harlesden & Kensal Green	Carriageway
Elmstead Avenue	Elmstead Avenue	Preston	Footway
Sudbury Avenue	North Wembley Station	Northwick Park	Carriageway
Elmside Drive	Wembley Stadium area	Wembley Hill	Carriageway
Harrow Road, Sudbury	Sudbury Town Station	Wembley Central	Carriageway
Rugby Avenue	Sudbury & Harrow Road Station	Sudbury	Carriageway
Alperton Lane 1	Alperton	Alperton	Carriageway

Street	Priority Location	Ward	Carriageway / Footway
Alperton Lane 2	Alperton	Alperton	Carriageway
Clayton Avenue	Alperton	Wembley Central	Carriageway
Berkhamsted Avenue	Tokyngton	Tokyngton	Carriageway
Harrow Road 1	Tokyngton	Tokyngton	Footway
Harrow Road 2	Tokyngton	Tokyngton	Footway
Pasture Road	Sudbury Court Sports Club	Northwick Park	Carriageway
The Ridge Way	Kenton Station	Kenton	Carriageway
Grove Park	Colindale	Kingsbury	Carriageway
Mallard Way	Kingsbury	Welsh Harp	Carriageway
Chalkhill Road	Wembley Park	Barnhill	Carriageway
Birchen Grove	Welsh Harp Open Space	Welsh Harp	Carriageway
Shaftesbury Avenue	Woodcock Park	Kenton	Carriageway
Minet Avenue	Harlesden Station	Harlesden & Kensal Green	Carriageway
Caple Road	Harlesden Town Centre/ Willesden Junction Station	Harlesden & Kensal Green	Carriageway
Willesden High Road	Willesden High Road	Willesden Green	Carriageway

### 3.0 CONSULTATION RESULTS

#### Consultation Process

- 3.1 A public consultation exercise was carried out between 10 and 30 November 2025. Consultation letters were posted to 2,547 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 220 individual consultation responses were submitted, of which 174 were objections and 42 expressions of support (see Table 2, below). Email responses were also received from the Metropolitan Police and the Brent Cycling Campaign. While the overall response rate is low (9%), 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
<b>Do you agree with the proposed Cycle hire Bay?</b>	42	174	4
Percentage	<b>19%</b>	<b>79%</b>	<b>2%</b>

Table 3: Overview of key findings and recommendations

Location	Letters Sent	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
Dog Lane	69	6 (9%)	0	6 (100%)	0	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Accessibility and safety concerns</li> <li>• Antisocial/criminal behaviour</li> <li>• Lack of transparency/ understanding</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible loss of parking</li> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>• Operator data suggests a demand for hire bike parking in this location</li> <li>• Lack of suitable alternatives, but other locations to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Brendon Avenue	38	2 (5%)	0	2 (100%)	0	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Accessibility and safety concerns</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible loss of parking</li> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Lack of suitable alternatives, but other locations to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Richmond Avenue	95	2 (2%)	1 (50%)	1 (50%)	0	<ul style="list-style-type: none"> <li>• Road safety and traffic concerns</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Some locations previously discounted, but others to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Langton Road	60	4 (7%)	0	4 (100%)	0	<ul style="list-style-type: none"> <li>• Road safety and traffic concerns</li> <li>• Loss of parking</li> <li>• Antisocial/criminal behaviour</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Negligible loss of parking</li> <li>• Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>• Some suggested locations already installed, others to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation

Location	Letters Sent	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
Randall Avenue	42	10 (24%)	0	10 (100%)	0	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Road safety and traffic concerns</li> <li>• Antisocial/criminal behaviour</li> <li>• Abandoned/irresponsibly parked e-bikes</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible loss of parking</li> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>• Geofencing of bays will prevent badly parked/abandoned bikes.</li> <li>• Some suggested locations already installed, others to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Melrose Avenue	76	7 (9%)	0	7 (100%)	0	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Antisocial/criminal behaviour</li> <li>• Abandoned/irresponsibly parked e-bikes</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible loss of parking</li> <li>• Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>• Geofencing of bays will prevent badly parked/abandoned bikes.</li> <li>• Other locations to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Hiley Avenue	55	5 (9%)	1 (20%)	4 (80%)	0	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Road safety and traffic concerns</li> <li>• Antisocial/criminal behaviour</li> <li>• Abandoned/irresponsibly parked e-bikes</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible loss of parking</li> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>• Geofencing of bays will prevent badly parked/abandoned bikes.</li> <li>• Some suggested locations already installed, others to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Summerfield Avenue	63	11 (17%)	4 (36%)	7 (64%)	0	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Road safety and traffic concerns</li> <li>• Abandoned/irresponsibly parked e-bikes</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible loss of parking</li> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Geofencing of bays will prevent badly parked/abandoned bikes.</li> </ul>	Benefits outweigh concerns - progress to implementation

Location	Letters Sent	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
							<ul style="list-style-type: none"> <li>Some suggested locations already installed, others to be considered in future phases</li> </ul>	
Montrose Avenue	37	13 (35%)	3 (23%)	9 (69%)	1 (8%)	<ul style="list-style-type: none"> <li>Loss of parking</li> <li>Road safety and traffic concerns</li> <li>Antisocial/criminal behaviour</li> <li>Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>Negligible loss of parking</li> <li>Appropriate mitigation measures proposed where risks identified</li> <li>Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>Some suggested locations already installed, others to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Compton Road	46	3 (6%)	1 (33%)	2 (67%)	0	<ul style="list-style-type: none"> <li>Antisocial/criminal behaviour</li> <li>Abandoned/irresponsibly parked e-bikes</li> <li>Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>Geofencing of bays will prevent badly parked/abandoned bikes.</li> <li>Some suggested locations already installed, others to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Cavendish Road	128	20 (16%)	3 (15%)	17 (85%)	0	<ul style="list-style-type: none"> <li>Road safety and traffic concerns</li> <li>Antisocial/criminal behaviour</li> <li>Lack of consultation</li> <li>Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>Appropriate mitigation measures proposed where risks identified</li> <li>Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>3-week consultation exercise with residents and wider public undertaken</li> <li>Some suggested locations already installed, others to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Mount Pleasant Road	49	2 (4%)	1 (50%)	1 (50%)	0	<ul style="list-style-type: none"> <li>General concerns about e-bikes</li> <li>Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>E-bikes an established part of the borough transport network and are popular with users. Operators also working to prevent misuse of bikes.</li> <li>Other locations to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation

Location	Letters Sent	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
Donaldson Road	73	23 (31%)	6 (26%)	17 (74%)	0	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Road safety and traffic concerns</li> <li>• Antisocial/criminal behaviour</li> <li>• Abandoned/irresponsibly parked e-bikes</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible loss of parking</li> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>• Geofencing of bays will prevent badly parked/abandoned bikes.</li> <li>• Some suggested locations already installed, others to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Honeywood Road	98	3 (3%)	1 (33.3%)	1 (33.3%)	1 (33.3%)	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Road safety and traffic concerns</li> <li>• Abandoned/irresponsibly parked e-bikes</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Some loss of parking</li> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Geofencing of bays will prevent badly parked/abandoned bikes.</li> <li>• Some suggested locations already installed, others to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Conley Road	74	4 (5%)	1 (25%)	3 (75%)	0	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Road safety and traffic concerns</li> <li>• Antisocial/criminal behaviour</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible loss of parking</li> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>• Some suggested locations already installed, others to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Harlesden Gardens	151	3 (2%)	0	3 (100%)	0	<ul style="list-style-type: none"> <li>• Antisocial/criminal behaviour</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>• Some suggested locations already installed, others to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Doyle Gardens	28	2 (7%)	0	2 (100%)	0	<ul style="list-style-type: none"> <li>• Abandoned/irresponsibly parked e-bikes</li> </ul>	<ul style="list-style-type: none"> <li>• Geofencing of bays will prevent badly parked/abandoned bikes.</li> </ul>	Benefits outweigh concerns - progress to implementation

Location	Letters Sent	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
						<ul style="list-style-type: none"> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Some suggested locations already installed, others to be considered in future phases</li> </ul>	
Uffington Road	35	0	0	0	0	<ul style="list-style-type: none"> <li>• No specific issues raised</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	No significant issues raised - progress to implementation
Leghorn Road	77	9 (12%)	0	9 (100%)	0	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Road safety and traffic concerns</li> <li>• Antisocial/criminal behaviour</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible loss of parking</li> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>• Some locations previously discounted, but others to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Coronation Road	356	8 (2%)	6 (75%)	2 (25%)	0	<ul style="list-style-type: none"> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Some suggested locations not feasible, but others to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Whitby Avenue	26	0	0	0	0	<ul style="list-style-type: none"> <li>• No specific issues raised</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	No significant issues raised - progress to implementation
Holland Road	52	3 (8%)	0	3 (100%)	0	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Abandoned/irresponsibly parked e-bikes</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible loss of parking</li> <li>• Geofencing of bays will prevent badly parked/abandoned bikes.</li> <li>• Other locations to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Milton Avenue	47	0	0	0	0	<ul style="list-style-type: none"> <li>• No specific issues raised</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	No significant issues raised - progress to implementation
Barretts Green Road	6	0	0	0	0	<ul style="list-style-type: none"> <li>• No specific issues raised</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	No significant issues raised - progress to implementation
Johnson Road	59	1 (2%)	0	1 (100%)	0	<ul style="list-style-type: none"> <li>• Insufficient demand</li> </ul>	<ul style="list-style-type: none"> <li>• Operator/complaints data suggests a demand for hire bike parking in this location.</li> </ul>	Benefits outweigh concerns - progress to implementation
Harlesden Road	61	7 (11%)	1 (14%)	6 (86%)	0	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Road safety and traffic concerns</li> <li>• Antisocial/criminal behaviour</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible loss of parking</li> <li>• Appropriate mitigation measures proposed where risks identified</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult

Location	Letters Sent	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
						<ul style="list-style-type: none"> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>• Some locations previously discounted, but others to be considered in future phases</li> </ul>	
High Street Harlesden	51	17 (33%)	2 (12%)	14 (82%)	1 (6%)	<ul style="list-style-type: none"> <li>• Access to church and adjacent premises</li> <li>• Road safety and traffic concerns</li> <li>• Antisocial/criminal behaviour</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Positioning of bay would still allow access</li> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>• Some suggested locations already installed, others to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Elmstead Avenue	92	2 (2%)	0	1 (50%)	1 (50%)	<ul style="list-style-type: none"> <li>• No specific issues raised</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	No significant issues raised - progress to implementation
Sudbury Avenue	46	5 (11%)	4 (80%)	1 (20%)	0	<ul style="list-style-type: none"> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Other locations to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Elmside Road	41	1 (2%)	0	1 (100%)	0	<ul style="list-style-type: none"> <li>• Insufficient demand</li> <li>• Pedestrian/customer access</li> <li>• Antisocial behaviour</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Operator data suggests a demand for hire bike parking in this location</li> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Bay location not expected to lead to increase in antisocial behaviour</li> <li>• Some suggested locations already installed, others to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Harrow Road Sudbury	15	0	0	0	0	<ul style="list-style-type: none"> <li>• No specific issues raised</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	No significant issues raised - progress to implementation

Location	Letters Sent	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
Rugby Avenue	32	0	0	0	0	<ul style="list-style-type: none"> <li>No specific issues raised</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	No significant issues raised - progress to implementation
Alperton Lane 1	13	0	0	0	0	<ul style="list-style-type: none"> <li>Road safety and traffic/parking concerns</li> </ul>	<ul style="list-style-type: none"> <li>Appropriate mitigation measures proposed where risks identified</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Alperton Lane 2	7	1 (14%)	0	1 (100%)	0	<ul style="list-style-type: none"> <li>Road safety and traffic/parking concerns</li> <li>Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>Appropriate mitigation measures proposed where risks identified</li> <li>Other locations to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Clayton Avenue	27	1 (4%)	1 (100%)	0	0	<ul style="list-style-type: none"> <li>Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>Some suggested locations not feasible, but others to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Berkhamsted Avenue	32	1 (3%)	0	1 (100%)	0	<ul style="list-style-type: none"> <li>Abandoned/irresponsibly parked e-bikes</li> </ul>	<ul style="list-style-type: none"> <li>Geofencing of bays will prevent badly parked/abandoned bikes.</li> </ul>	Benefits outweigh concerns - progress to implementation
Harrow Road 1	14	1 (7%)	0	1 (100%)	0	<ul style="list-style-type: none"> <li>No specific issues raised</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	No significant issues raised - progress to implementation
Harrow Road 2	14	8 (57%)	0	8 (100%)	0	<ul style="list-style-type: none"> <li>Access to medical premises and adjacent housing</li> <li>Abandoned/irresponsibly parked e-bikes</li> <li>Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>Positioning of bay would still allow access</li> <li>Geofencing of bays will prevent badly parked/abandoned bikes.</li> <li>Some suggested locations already installed, others to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Pasture Road	28	1 (4%)	1 (100%)	0	0	<ul style="list-style-type: none"> <li>Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>Other locations to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
The Ridgeway	30	24 (80%)	3 (12%)	21 (88%)	0	<ul style="list-style-type: none"> <li>Loss of parking</li> <li>Accessibility and safety concerns</li> <li>Antisocial/criminal behaviour</li> <li>Lack of transparency/ understanding</li> <li>Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>Negligible loss of parking</li> <li>Appropriate mitigation measures proposed where risks identified</li> <li>Bay location not expected to lead to increase in antisocial/criminal behaviour</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult

Location	Letters Sent	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
							<ul style="list-style-type: none"> <li>• Operator data suggests a demand for hire bike parking in this location</li> <li>• Some suggested locations already installed, others to be considered in future phases</li> </ul>	
Grove Park	29	1 (4%)	0	1 (100%)	0	<ul style="list-style-type: none"> <li>• Loss of parking</li> <li>• Accessibility and safety concerns</li> <li>• Antisocial/criminal behaviour</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible loss of parking</li> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Bay location not expected to lead to increase in antisocial/criminal behaviour</li> <li>• Some locations previously discounted, but others to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Mallard Way	32	2 (6%)	0	2 (100%)	0	<ul style="list-style-type: none"> <li>• Road safety and traffic concerns</li> <li>• Abandoned/irresponsibly parked e-bikes</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Appropriate mitigation measures proposed where risks identified</li> <li>• Geofencing of bays will prevent badly parked/abandoned bikes.</li> <li>• Other locations to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Chalkhill Road	6	2 (33.3%)	0	2 (100%)	0	<ul style="list-style-type: none"> <li>• Access to church and adjacent premises</li> <li>• Antisocial behaviour</li> <li>• Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>• Positioning of bay would still allow access</li> <li>• Bay location not expected to lead to increase in antisocial behaviour</li> <li>• Other locations to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult
Birchen Grove	2	0	0	0	0	<ul style="list-style-type: none"> <li>• No specific issues raised</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	No significant issues raised - progress to implementation
Shaftesbury Avenue	23	2 (9%)	1 (50%)	1 (50%)	0	<ul style="list-style-type: none"> <li>• Pedestrian access/safety concerns</li> </ul>	<ul style="list-style-type: none"> <li>• Appropriate mitigation measures proposed where risks identified</li> </ul>	Benefits outweigh concerns - progress to implementation
Minet Avenue	32	0	0	0	0	<ul style="list-style-type: none"> <li>• No specific issues raised</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	No significant issues raised - progress to implementation

Location	Letters Sent	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
Caple Road	26	1 (4%)	0	1 (100%)	0	<ul style="list-style-type: none"> <li>Abandoned/irresponsibly parked e-bikes</li> <li>Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>Geofencing of bays will prevent badly parked/abandoned bikes.</li> <li>Some suggested locations not feasible, but others to be considered in future phases</li> </ul>	Benefits outweigh concerns - progress to implementation
Willesden High Road	54	2 (4%)	1 (50%)	1 (50%)	0	<ul style="list-style-type: none"> <li>Loss of parking</li> <li>Road safety and traffic concerns</li> <li>Abandoned/irresponsibly parked e-bikes</li> <li>Consideration of other locations</li> </ul>	<ul style="list-style-type: none"> <li>Negligible loss of parking</li> <li>Appropriate mitigation measures proposed where risks identified</li> <li>Geofencing of bays will prevent badly parked/abandoned bikes.</li> <li>Some suggested locations already installed, others to be considered in future phases</li> </ul>	Nature and level of concerns outweigh benefits - review site and reconsult

3.3 Appendix D considers responses in detail and provides officers responses to the concerns raised.

3.4 Officers have taken all the comments into consideration and are recommending implementing dockless bike parking bays at 32 locations (highlighted in green in Table 3) and reviewing/reconsulting on the siting of parking bays at 16 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 disproportionately affected.	N/A
Marriage and civil partnership		X		No reason to believe this group will be disproportionately 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 disproportionately affected.	N/A
Religion or belief		X		No reason to believe this group will be disproportionately 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 disproportionately 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
Brendon Avenue	Loss of one permit parking space
Richmond Avenue	Loss of one pay and display parking space
Langton Road	Loss of one dual use permit/pay and display parking space
Hiley Road	Loss of one permit parking space
Summerfield Avenue	Loss of one pay and display parking space
Compton Road	Loss of one permit parking space
Mount Pleasant Road	Loss of one dual use permit/pay and display parking space
Conley Road	Loss of one dual use permit/pay and display parking space
Harlesden Gardens	Loss of one dual use permit/pay and display parking space
Doyle Gardens	Loss of one permit parking space
Uffington Road	Loss of one dual use permit/pay and display parking space
Holland Road	Loss of one dual use permit/pay and display parking space
Barretts Green Road	Loss of one dual use permit/pay and display parking space
Sudbury Avenue	Loss of one dual use permit/pay and display parking space
Harrow Road (Sudbury)	Loss of one dual use permit/pay and display parking space
Rugby Avenue	Loss of one dual use permit/pay and display parking space
Clayton Avenue	Loss of one dual use permit/pay and display parking space
Minet Avenue	Loss of one dual use permit/pay and display parking space
Caple Road	Loss of one dual use permit/pay and display parking space

- 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 6 cycle parking bays and associated infrastructure is estimated at c.£60,000. 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) Progress with the installation of dockless cycle parking bays at the following 32 locations:

Brendon Avenue	Harlesden Gardens	Johnson Road	Harrow Road 1
Richmond Avenue	Doyle Gardens	Elmstead Avenue	Pasture Road
Langton Road	Uffington Road	Sudbury Avenue	Grove Park
Hiley Avenue	Coronation Road	Elmside Road	Mallard Way
Summerfield Avenue	Whitby Avenue	Harrow Road (Sudbury)	Birchen Grove
Compton Road	Holland Road	Rugby Avenue	Shaftesbury Avenue
Mount Pleasant Road	Milton Avenue	Clayton Avenue	Minet Avenue
Conley Road	Barretts Green Road	Berkhamsted Avenue	Caple Road

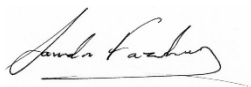
- (ii) That locations where concerns have been or are raised will be subject to monitoring and review, to address any emerging issues.

- (iii) Review/re-consult on the siting of parking bays at the following 16 locations:

Dog Lane	Cavendish Road	High Street Harlesden	Willesden High Road
Randall Avenue	Donaldson Road	Harrow Road 2	Honeywood Road
Melrose Avenue	Leghorn Road	The Ridgeway	Alperton Lane 1
Montrose Avenue	Harlesden Road	Chalkhill Road	Alperton Lane 2

**AGREED / REJECTED**

Signed:



Date: 28 January 2026

**Sandor Fazekas**  
**Head of Healthy Streets and Parking**

**APPENDICIES**

- Appendix A: Map of Proposed Dockless Bike Parking Locations – Phase 6
- Appendix B: Design Risk Assessment – Dockless Bike Parking Bays
- Appendix C: Consultation Letter Example
- Appendix D: Summary of Consultation Responses – Phase 6