



Healthy Streets & Parking
Active Travel Programme
Delegated Approval Report

Report for Head of Healthy Streets & Parking

Wards Affected:

Brondesbury Park; Cricklewood & Mapesbury; Dollis Hill; Harlesden and Kensal Green; Kilburn; Queens Park; Roundwood; Stonebridge; Tokyngton; Wembley Central; Wembley Hill; Wembley Park; Willesden Green.

Title: Dockless Bike Parking Bay Implementation Programme – Phase 1 Locations

Approved by:

Role	Title	Name	Date
Author	Electric and Shared Mobility Programme Coordinator	Christopher Egeonu	07/03/2025
Reviewer	Transportation Planning Manager	Tim Martin	17/03/2025
Approver	Head of Healthy Streets & Parking	Sandor Fazekas	

1.0 PURPOSE OF REPORT

- 1.1 This report summarises the outcome of public consultation conducted between 1 and 16 February 2025, for the installation of dockless cycle parking bays at 43 locations in the Willesden, Kilburn, Harlesden and Wembley areas of Brent. This is the first of five phases of a wider programme to implement 200 dockless cycle parking bays across Brent by July 2025.
- 1.2 In considering the outcome of the consultation, the report recommends the Head of Healthy Streets & Parking gives approval to progress with the installation of dockless cycle parking bays at 34 of the 43 locations listed in this report and to review/re-consult on the siting of parking bays at 9 locations.

2.0 BACKGROUND AND DEVELOPMENT

- 2.1 An e-bike hire scheme managed by Lime has been operating in Brent since November 2019. Currently operating with 500 bikes deployed across the borough, the scheme has become an established part of the borough transport network and has proved popular with users, with around 2 million trips made within the borough to date.
- 2.2 Despite its popularity, the scheme does give rise to regular complaints about how it operates, with issues around inconsiderate/unsafe parking of bikes - particularly on footways. To address this and other operational issues, the Council has reached agreement with Lime whereby they have committed to part fund the implementation of a network of 200 on-street cycle parking bays across the borough, to be delivered in phases by July 2025.

- 2.3 The Council has been working closely with Lime on identifying suitable locations for clearly designated on-street cycle parking bays across Brent, where bikes can be deployed and hired/returned. Locations have been informed by usage data supplied by Lime and Council data on complaints, with a focus on the need to provide parking outside stations, in town centres, and at other key trip generators within the borough (including locations with high level of pedestrian activity). The costs of implementing these cycle parking bays will be met by Lime, with some funding also provided by TfL.
- 2.4 For Phase 1 of the programme, locations for 43 on-street parking bays have been identified, providing space for c.350 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 7 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).

Table 1: Proposed Phase 1 Dockless Bike Parking Bay Locations

Street	Priority Location	Ward	Carriageway/ Footway
Cambridge Road	Kilburn Park Station	Kilburn	Carriageway
Christchurch Avenue	Kilburn Station	Brondesbury Park	Footway
Church Road	Church End	Roundwood	Carriageway
Coventry Close	Kilburn High Road Station	Kilburn	Carriageway
Curtis Lane	Wembley Central Station	Wembley Central	Carriageway
Dollis Hill Lane	Gladstone Park	Dollis Hill	Carriageway
Donnington Rd East	Willesden Sports Centre	Roundwood	Carriageway
Donnington Rd West	Willesden Sports Centre	Roundwood	Footway
Doyle Gardens	King Edward VII Rec'n Ground	Harlesden & Kensal Green	Carriageway
Dyne Road	Brondesbury Station	Kilburn	Carriageway
Ecclestone Place	Wembley Stadium Station	Wembley Hill	Carriageway
Exeter Road	Kilburn Station	Cricklewood & Mapesbury	Carriageway
Hamilton Road	Dollis Hill Station	Willesden Green	Carriageway
Harlesden Road	Roundwood Park	Brondesbury Park	Carriageway
Hartland Road	Queen's Park	Queens Park	Carriageway
Harvist Road East	Queen's Park Station	Queens Park	Carriageway
Harvist Road West	Queen's Park	Queens Park	Carriageway
Hazel Road	Kensal Green Station	Queens Park	Carriageway
High Street Harlesden	Harlesden Town Centre	Harlesden & Kensal Green	Carriageway
Kendall Road	Gladstone Park	Willesden Green	Carriageway
Keslake Road	Kensal Rise	Harlesden & Kensal Green	Footway
Kingswood Avenue	Queen's Park	Queens Park	Carriageway
Lancelot Road	Wembley Central Station	Wembley Central	Carriageway
Lansdown Grove	Neasden Station	Dollis Hill	Carriageway
Llanover Road	North Wembley Station	Wembley Hill	Carriageway
London Road	Wembley Central Station	Tokynghon	Carriageway
Mordaunt Road	Harlesden Station	Stonebridge	Carriageway
Neasden Lane	Neasden Town Centre	Roundwood	Footway

Street	Priority Location	Ward	Carriageway/ Footway
Oakington Manor Drive	Wembley Stadium area	Tokynnton	Carriageway
Old North Circular Road	Stonebridge Park Station	Stonebridge Park	Carriageway
Oxgate Lane	Staples Corner Industrial Estate	Dollis Hill	Carriageway
Park Lane	Wembley Town Centre	Wembley Hill	Carriageway
Rucklidge Avenue	Harlesden	Harlesden & Kensal Green	Carriageway
South Way	Wembley Stadium Station	Wembley Park	Footway
St Pauls Avenue	Willesden Green Station	Willesden Green	Carriageway
Station Approach	Willesden Junction Station	Harlesden and Kensal Green	Footway
Station Terrace	Kensal Rise Station	Queens Park	Footway
Strode Road	Willesden Green Town Centre	Roundwood	Carriageway
The Avenue	Brondesbury Park Station	Brondesbury Park	Carriageway
Tokynnton Avenue	Stonebridge Park Station	Tokynnton	Carriageway
Waxlow Road	Harlesden Station	Stonebridge	Carriageway
Wembley Park Drive	Wembley Stadium area	Wembley Hill	Carriageway
Wrentham Avenue	Kensal Rise Station	Queens Park	Carriageway

3.0 CONSULTATION RESULTS

Consultation Process

- 3.1 A public consultation exercise was carried out between 1 and 16 February 2025. Consultation letters were posted to 3,743 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 372 responses were received to the online consultation, a rate of return of 9.9%. The low response rate may be attributed to the shortened consultation timeframe (16 days instead of 21) and the format of the consultation document, which was sent as a letter directing consultees to respond online. Email responses were also received from the Metropolitan Police and the Brent Cycling Campaign. While the response rate is low, it is also acknowledged that the proposed interventions are relatively small scale in nature and in many cases it is considered they would have limited negative impact. All comments and objections received have been carefully reviewed and are detailed in Appendix D. A summary of the key findings and recommendations is set out in Table 3, below:

Table 2: Consultation response rate

Question 1	Yes	No	No opinion
Do you agree with the proposed Cycle hire Bay?	209	153	10
Percentage	56%	43%	2.6%

Table 3: Overview of key findings and recommendations

Location	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
Cambridge Road	10	5 (50%)	5 (50%)	0	<ul style="list-style-type: none"> Loss of parking Abandoned bikes on footway Consider alternative locations Road safety concerns 	Benefits outweigh concerns	Progress to implementation
Christchurch Avenue	10	7 (70%)	2 (20%)	1 (10%)	<ul style="list-style-type: none"> Loss of parking Abandoned bikes on footway Consider alternative locations Road safety concerns 	Benefits outweigh concerns	Progress to implementation
Church Road	5	3 (60%)	2 (40%)	0	<ul style="list-style-type: none"> Loss of parking Antisocial/criminal behaviour Road safety concerns 	Concerns outweigh benefits	Review site and reconsult
Coventry Close	5	3 (60%)	2 (40%)	0	<ul style="list-style-type: none"> Loss of parking Road safety concerns 	Benefits outweigh concerns	Progress to implementation
Curtis Lane	0	0	0	0	N/A	Benefits outweigh concerns	Progress to implementation
Dollis Hill Lane	7	4 (57%)	3 (43%)	0	<ul style="list-style-type: none"> Loss of parking Antisocial/criminal behaviour Road safety concerns 	Benefits outweigh concerns	Progress to implementation
Donnington Road East	3	3 (100%)	0	0	<ul style="list-style-type: none"> Road safety concerns 	Benefits outweigh concerns	Progress to implementation
Donnington Road West	3	3 (100%)	0	0	<ul style="list-style-type: none"> Road safety concerns 	Concerns outweigh benefits	Review site and reconsult
Doyle Gardens	16	6 (37.5%)	10 (62.5%)	0	<ul style="list-style-type: none"> Road Safety concerns Loss of parking Antisocial/criminal behaviour Abandoned bikes on footway Consider alternative locations 	Concerns outweigh benefits	Review site and reconsult
Dyne Road	10	5 (50%)	5 (50%)	0	<ul style="list-style-type: none"> Road Safety concerns Loss of parking Antisocial/criminal behaviour Abandoned bikes on footway 	Benefits outweigh concerns	Progress to implementation
Ecclestone Place	5	2 (40%)	3 (60%)	0	<ul style="list-style-type: none"> Road Safety concerns Loss of parking 	Benefits outweigh concerns	Progress to implementation

Location	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
Exeter Road	10	5 (50%)	5 (50%)	0	<ul style="list-style-type: none"> • Parking pressures • Abandoned bikes on footway • Consider alternative locations • Road Safety concerns 	Benefits outweigh concerns	Progress to implementation
Hamilton Road	10	3 (30%)	7 (70%)	0	<ul style="list-style-type: none"> • Road Safety concerns • Loss of parking • Antisocial/criminal behaviour • Abandoned bikes on footway • Consider alternative locations 	Benefits outweigh concerns	Progress to implementation
Harlesden Road	4	3 (75%)	1 (25%)	0	<ul style="list-style-type: none"> • Road Safety concerns 	Benefits outweigh concerns	Progress to implementation
Hartland Road	14	5 (36%)	8 (57%)	1 (7%)	<ul style="list-style-type: none"> • Road Safety concerns • Loss of parking • Abandoned bikes on footway • Consider alternative locations 	Concerns outweigh benefits	Review site and consult
Harvist Road East	10	8 (80%)	2 (20%)	0	<ul style="list-style-type: none"> • Road Safety concerns • Abandoned bikes on footway • Consider alternative locations 	Benefits outweigh concerns	Progress to implementation
Harvist Road West	9	6 (67%)	3 (33%)	0	<ul style="list-style-type: none"> • Road Safety concerns • Loss of parking • Consider alternative locations 	Benefits outweigh concerns	Progress to implementation
Hazel Road	6	4 (67%)	2 (33%)	0	<ul style="list-style-type: none"> • Road Safety concerns • Abandoned bikes on footway 	Benefits outweigh concerns	Progress to implementation
High Street (Harlesden)	9	5 (56%)	3 (33%)	1 (11%)	<ul style="list-style-type: none"> • Road Safety concerns • Loss of parking • Antisocial/criminal behaviour 	Concerns outweigh benefits	Review site and consult
Kendall Road	9	5 (55%)	4 (45%)	0	<ul style="list-style-type: none"> • Road Safety concerns • Antisocial/criminal behaviour • Consider alternative locations 	Benefits outweigh concerns	Progress to implementation
Keslake Road	16	9 (56%)	7 (44%)	0	<ul style="list-style-type: none"> • Road Safety concerns • Antisocial/criminal behaviour • Abandoned bikes on footway • Consider alternative locations 	Benefits outweigh concerns	Progress to implementation
Kingswood Avenue	12	8 (67%)	4 (33%)	0	<ul style="list-style-type: none"> • Road Safety concerns • Antisocial/criminal behaviour 	Benefits outweigh concerns	Progress to implementation

Location	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
					<ul style="list-style-type: none"> Abandoned bikes on footway Consider alternative locations 		
Lancelot Road	5	1 (20%)	3 (60%)	1 (20%)	<ul style="list-style-type: none"> Road Safety concerns Consider alternative locations 	Benefits outweigh concerns	Progress to implementation
Lansdown Grove	7	3 (43%)	3 (43%)	1 (14%)	<ul style="list-style-type: none"> Road Safety concerns Antisocial/criminal behaviour Abandoned bikes on footway Consider alternative locations 	Concerns outweigh benefits	Review site and consult
Llanover Road	4	4 (100%)	0	0	<ul style="list-style-type: none"> Road Safety concerns Consider alternative locations 	Benefits outweigh concerns	Progress to implementation
London Road	3	2 (67%)	1 (33%)	0	<ul style="list-style-type: none"> Road Safety concerns Abandoned bikes on footway 	Benefits outweigh concerns	Progress to implementation
Mordaunt Road	3	1 (33%)	2 (67%)	0	<ul style="list-style-type: none"> Road Safety concerns Loss of parking 	Benefits outweigh concerns	Progress to implementation
Neasden Lane	4	2 (50%)	2 (50%)	0	<ul style="list-style-type: none"> Road Safety concerns Abandoned bikes on footway 	Benefits outweigh concerns	Progress to implementation
Oakington Manor Drive	9	2 (22%)	7 (78%)	0	<ul style="list-style-type: none"> Road Safety concerns Antisocial/criminal behaviour Abandoned bikes on footway Consider alternative locations 	Concerns outweigh benefits	Review site and consult
Old North Circular Road	2	2 (100%)	0	0	<ul style="list-style-type: none"> Road Safety concerns 	Benefits outweigh concerns	Progress to implementation
Oxgate Lane	9	6 (67%)	3 (33%)	0	<ul style="list-style-type: none"> Road Safety concerns Antisocial/criminal behaviour Loss of parking 	Benefits outweigh concerns	Progress to implementation
Park Lane	6	5 (83%)	1 (17%)	0	<ul style="list-style-type: none"> Road Safety concerns Abandoned bikes on footway Consider alternative locations 	Benefits outweigh concerns	Progress to implementation
Rucklidge Avenue	17	7 (41%)	10 (59%)	0	<ul style="list-style-type: none"> Road Safety concerns Loss of parking Consider alternative locations 	Benefits outweigh concerns	Progress to implementation
South Way	3	1 (33%)	2 (67%)	0	<ul style="list-style-type: none"> Road Safety concerns Abandoned bikes on footway Consider alternative locations 	Benefits outweigh concerns	Progress to implementation

Location	Responses Received	Yes	No	No Opinion	Key Issues Raised	Officer View	Recommendation
St Pauls Avenue	9	6 (67%)	2 (22%)	1 (11%)	<ul style="list-style-type: none"> Road Safety concerns Abandoned bikes on footway Consider alternative locations 	Benefits outweigh concerns	Progress to implementation
Station Approach	6	4 (67%)	1 (17%)	1 (17%)	<ul style="list-style-type: none"> Road Safety concerns Bikes parking on footway Consider alternative locations 	Concerns outweigh benefits	Review site and consult
Station Terrace	13	8 (62%)	5 (38%)	0	<ul style="list-style-type: none"> Road Safety concerns Abandoned bikes on footway Consider alternative locations 	Benefits outweigh concerns	Progress to implementation
Strode Road	1	1 (100%)	0	0	<ul style="list-style-type: none"> Road Safety concerns 	Benefits outweigh concerns	Progress to implementation
The Avenue	19	12 (63%)	7 (37%)	0	<ul style="list-style-type: none"> Road Safety concerns Abandoned bikes on footway Consider alternative locations 	Benefits outweigh concerns	Progress to implementation
Tokington Avenue	5	5 (100%)	0	0	<ul style="list-style-type: none"> Road Safety concerns Loss of parking 	Benefits outweigh concerns	Progress to implementation
Waxlow Road	2	1 (50%)	1 (50%)	0	<ul style="list-style-type: none"> Road Safety concerns Loss of parking 	Benefits outweigh concerns	Progress to implementation
Wembley Park Drive	13	7 (54%)	5 (39%)	1	<ul style="list-style-type: none"> Road Safety concerns Loss of parking Antisocial/criminal behaviour Abandoned bikes on footway Consider alternative locations 	Concerns outweigh benefits	Review site and consult
Wrentham Avenue	50	27 (54%)	20 (40%)	3 (6%)	<ul style="list-style-type: none"> Road Safety concerns Loss of parking Antisocial/criminal behaviour Abandoned bikes on footway Consider alternative locations 	Benefits outweigh concerns	Progress to implementation

3.3 Officers have taken all the comments into consideration and are recommending implementing dockless bike parking bays at 34 locations (highlighted in green in Table 3) and reviewing/reconsulting on the siting of parking bays at 9 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
Cambridge Avenue	Loss of one permit parking space
Church Road	Loss of one pay and display parking space
Coventry Close	Loss of one dual use permit/pay and display parking space
Doyle Gardens	Loss of one permit parking space
Dyne Road	Loss of one pay by phone parking space
Ecclestone Place	Loss of one permit parking space
Exeter Road	Loss of one dual use permit/pay and display parking space
Hamilton road	Loss of one dual use permit/pay and display parking space
Hartland Road	Loss of one pay and display parking space
Harvist Road (West)	Loss of one dual use permit/pay and display parking space
High Street (Harlesden)	Loss of one pay by phone parking space
Oxgate Lane	Loss of one permit parking space
Rucklidge Avenue	Loss of one dual use permit/pay and display parking space
Waxlow Road	Loss of one pay by phone parking space
Wrentham Avenue	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 has secured c.£120,000 through TfL's Micromobility Parking Programme for 2024/25 and has been allocated an additional c.£94,000 for 2025/26.
- 6.3 The cost of implementing all Phase 1 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) Subject to the outcome of Road Safety Audit, progress with the installation of dockless cycle parking bays at the following 34 locations:

Cambridge Road	Hamilton Road	Llanover Road	St Pauls Avenue
Christchurch Avenue	Harlesden Road	London Road	Station Terrace
Coventry Close	Harvist Road East	Mordaunt Road	Strode Road
Curtis Lane	Harvist Road West	Neasden Lane	The Avenue
Dollis Hill Lane	Hazel Road	Old North Circular Road	Tokington Avenue
Donnington Road East	Kendall Road	Oxgate Lane	Waxlow Road
Dyne Road	Keslake Road	Park Lane	Wrentham Avenue
Ecclestone Place	Kingswood Avenue	Rucklidge Avenue	
Exeter Road	Lancelot Road	South Way	

- (ii) Review/re-consult on the siting of parking bays at the following 9 locations:

Church Road	Hartland Road	Oakington Manor Drive
Donnington Road West	High Street (Harlesden)	Station Approach
Doyle Gardens	Lansdown Grove	Wembley Park Drive

AGREED / REJECTED

Signed:



Date: 24 March 2025

Sandor Fazekas
Head of Healthy Streets and Parking

APPENDICIES

- Appendix A: Map of Proposed Dockless Bike Parking Locations – Phase 1
- Appendix B: Design Risk Assessment – Dockless Bike Parking Bays
- Appendix C: Consultation Letter Example
- Appendix D: Summary of Consultation Responses – Phase 1