



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; Willesden Green.

Title: Dockless Bike Parking Bay Implementation Programme – Phase 2 Locations

Approved by:

| Role | Title | Name | Date |
|----------|--|--------------------|------------|
| Author | Electric & Shared Mobility Programme Coordinator | Christopher Egeonu | 28/04/2025 |
| Reviewer | Transportation Planning Manager | Tim Martin | 12/05/2025 |
| Approver | Head of Healthy Streets & Parking | Sandor Fazekas | 29/05/2025 |

1.0 PURPOSE OF REPORT

- 1.1 This report summarises the outcome of public consultation conducted between 31 March and 20 April 2025, for the installation of dockless cycle parking bays at 54 locations in the Brondesbury Park, Cricklewood & Mapesbury, Dollis Hill, Harlesden & Kensal Green, Kilburn, Queens Park, Roundwood, and Willesden Green wards. This is the second 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 46 of the 54 locations listed in this report and to review/re-consult on the siting of parking bays at 8 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 2 of the programme, locations for 54 on-street parking bays have been identified, providing space for c.432 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 one location 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 |
|------------------------|-----------------------------------|-------------------------|------------------------------|
| Dollis Hill Lane 1 | Dollis Hill | Dollis Hill | Carriageway |
| Walm Lane | Willesden Green Station | Cricklewood & Mapesbury | Carriageway |
| Prout Grove | Neasden Station | Dollis Hill | Carriageway |
| Hawthorn Road | Willesden | Willesden Green | Carriageway |
| Cairnfield Avenue | Neasden Town Centre | Dollis Hill | Carriageway |
| Park Side | Gladstone Park | Dollis Hill | Carriageway |
| Oaklands Road | Cricklewood Town Centre | Cricklewood & Mapesbury | Carriageway |
| Gladstone Park Gardens | Edgware Road | Dollis Hill | Carriageway |
| Normanby Road | Dollis Hill | Dollis Hill | Carriageway |
| Cedar Road | Cricklewood | Cricklewood & Mapesbury | Carriageway |
| Kenwyn Drive | Neasden | Dollis Hill | Carriageway |
| Poplars Avenue | Willesden Town Centre | Willesden Green | Footway |
| Stoll Close | Cricklewood | Cricklewood & Mapesbury | Carriageway |
| Brook Road | Dollis Hill | Dollis Hill | Carriageway |
| Chapter Road | Dollis Hill Station | Willesden Green | Carriageway |
| Tanfield Avenue | Neasden | Dollis Hill | Carriageway |
| Coles Green Road | Staples Corner Industrial Estate | Dollis Hill | Carriageway |
| Tadworth Road | Staples Corner Industrial Estate | Dollis Hill | Carriageway |
| Dawlish Road | Brondesbury | Cricklewood & Mapesbury | Carriageway |
| Melrose Avenue 1 | Willesden Green | Cricklewood & Mapesbury | Carriageway |
| St Pauls Avenue | Willesden Green | Willesden Green | Carriageway |
| Heather Road | Neasden | Dollis Hill | Carriageway |
| Dollis Hill Lane 2 | Dollis Hill | Dollis Hill | Carriageway |
| Melrose Avenue 2 | Willesden Green | Willesden Green | Carriageway |
| St. Michaels Road | Cricklewood | Cricklewood & Mapesbury | Carriageway |
| Mora Road | Cricklewood | Cricklewood & Mapesbury | Carriageway |
| Anson Road | Willesden Green | Cricklewood & Mapesbury | Carriageway |
| Okehampton Road | Kensal Rise | Queens Park | Carriageway |
| Uffington Road | King Edward VII Park | Roundwood | Carriageway |
| Wakeman Road | Kensal Rise | Queens Park | Carriageway |
| Albert Road | Queen's Park Station | Kilburn | Carriageway |
| College Road | Kensal Rise | Queens Park | Carriageway |
| Victor Road | Kensal Green | Queens Park | Carriageway |
| Charteris Road | Charteris (Kilburn) Sports Centre | Kilburn | Carriageway |
| Cavendish Road | Kilburn High Road | Brondesbury Park | Carriageway |
| Sidmouth Road | South Hampstead Tennis Club | Brondesbury Park | Carriageway |
| Malvern Road | West Kilburn | Kilburn | Carriageway |

| Street | Priority Location | Ward | Carriageway / Footway |
|---------------------|---------------------------|--------------------------|-----------------------|
| Mount Pleasant Road | Kensal Rise | Brondesbury Park | Carriageway |
| Bathurst Gardens | Kensal Rise | Harlesden & Kensal Green | Carriageway |
| Priory Park Road | Kilburn High Road | Kilburn | Carriageway |
| Torbay Road | Queen's Park | Kilburn | Carriageway |
| Harvist Road | Queen's Park | Queen's Park | Carriageway |
| Aylestone Avenue 1 | Brondesbury Park | Brondesbury Park | Carriageway |
| Tiverton Road | Tiverton Green | Brondesbury Park | Carriageway |
| Christchurch Avenue | Brondesbury Park | Brondesbury Park | Carriageway |
| The Avenue | Brondesbury Park | Brondesbury Park | Carriageway |
| Coverdale Road | Brondesbury Park | Brondesbury Park | Carriageway |
| Brondesbury Villas | Kilburn High Road Station | Kilburn | Carriageway |
| Victoria Road 1 | Queen's Park | Queens Park | Carriageway |
| St Julian's Road | Brondesbury | Kilburn | Carriageway |
| Lynton Road | Queen's Park | Queen's Park | Carriageway |
| Cambridge Road | Kilburn Park | Kilburn | Carriageway |
| Victoria Road 2 | Queen's Park | Kilburn | Carriageway |
| Aylestone Avenue 2 | Brondesbury Park | Brondesbury Park | Carriageway |

3.0 CONSULTATION RESULTS

Consultation Process

- 3.1 A public consultation exercise was carried out between 31 March and 20 April 2025. Consultation letters were posted to 2,932 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 332 responses were received to the online consultation. Email responses were also received from the Metropolitan Police and the Brent Cycling Campaign. While the response rate is low, it is also acknowledged that the proposed interventions are relatively small scale in nature and in many cases, it is considered they would have limited negative impact. All comments and objections received have been carefully reviewed and are detailed in Appendix D. A summary of the key findings and recommendations is set out in Table 3, below:

Table 2: Consultation response rate

| Question 1 | Yes | No | No opinion |
|---|------------|------------|--------------|
| Do you agree with the proposed Cycle hire Bay? | 103 | 228 | 2 |
| Percentage | 31% | 69% | 0.60% |

Table 3: Overview of key findings and recommendations

| Location | Letters Sent | Responses Received | Yes | No | No Opinion | Key Issues Raised | Officer View | Recommendation |
|------------------------|--------------|--------------------|----------|----------|------------|---|----------------------------|----------------------------|
| Dollis Hill Lane 1 | 18 | 0 | 0 | 0 | 0 | No response received for this location | N/A | Progress to implementation |
| Walm Lane | 75 | 6 (8%) | 5 (83%) | 1 (17%) | 5 (83%) | <ul style="list-style-type: none"> Abandoned bikes on footway Consider alternative locations Antisocial behaviour | Benefits outweigh concerns | Progress to implementation |
| Prout Grove | 44 | 0 | 0 | 0 | 0 | No response received for this location | N/A | Progress to implementation |
| Hawthorne Road | 77 | 2 (3%) | 1 (50%) | 1 (50%) | 0 | <ul style="list-style-type: none"> Abandoned bikes on footway Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Cairnfield Ave | 37 | 0 | 0 | 0 | 0 | No response received for this location | N/A | Progress to implementation |
| Park Side | 16 | 57 (365%) | 28 (49%) | 29 (51%) | 0 | <ul style="list-style-type: none"> Antisocial/criminal behaviour Loss of parking Road safety concerns Improper placement of bikes | Benefits outweigh concerns | Progress to implementation |
| Oaklands Road | 62 | 7 (11%) | 2 (29%) | 4 (57%) | 1 (14%) | <ul style="list-style-type: none"> Loss of available space for events for the community Loss of parking Abandoned bikes on footway Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Gladstone Park Gardens | 59 | 3 (6%) | 1 (33%) | 2 (67%) | 0 | <ul style="list-style-type: none"> Road safety concerns Consider other use of space Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Normanby Road | 35 | 21 (60%) | 6 (29%) | 15 (71%) | 0 | <ul style="list-style-type: none"> Road safety concerns Antisocial/criminal behaviour Loss of parking | Benefits outweigh concerns | Progress to implementation |
| Cedar Road | 41 | 4 (10%) | 0 | 4 (100%) | 0 | <ul style="list-style-type: none"> Abandoned bikes on footway Antisocial/criminal behaviour Loss of parking | Benefits outweigh concerns | Progress to implementation |
| Kenwyn Drive | 28 | 2 (7%) | 0 | 2 (100%) | 0 | No specific comments provided | N/A | Progress to implementation |
| Poplars Avenue | 72 | 6 (8%) | 1 (17%) | 5 (83%) | 0 | <ul style="list-style-type: none"> Loss of community space Abandoned bikes Consider alternative locations | Concerns outweigh benefits | Review site and consult |
| Stoll Close | 27 | 11 (41%) | 1 (9%) | 10 (91%) | 0 | <ul style="list-style-type: none"> Antisocial behaviour Parking pressures | Concerns outweigh benefits | Review site and consult |

| Location | Letters Sent | Responses Received | Yes | No | No Opinion | Key Issues Raised | Officer View | Recommendation |
|--------------------|--------------|--------------------|----------|----------|------------|---|----------------------------|----------------------------|
| Brook Road | 19 | 0 | 0 | 0 | 0 | No response received for this location | N/A | Progress to implementation |
| Chapter Road | 29 | 2 (7%) | 1 (50%) | 1 (50%) | 0 | <ul style="list-style-type: none"> Road safety concerns Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Tanfield Avenue | 40 | 6 (15%) | 0 | 6 (100%) | 0 | <ul style="list-style-type: none"> Traffic flow Anti-social behaviour Loss of parking Consider alternative locations | Concerns outweigh benefits | Review site and reconsult |
| Coles Green Road | 31 | 6 (19%) | 0 | 6 (100%) | 0 | <ul style="list-style-type: none"> Loss of parking Road safety concerns Abandoned bikes on footway | Benefits outweigh concerns | Progress to implementation |
| Tadworth Road | 35 | 7 (20%) | 0 | 7 (100%) | 0 | <ul style="list-style-type: none"> Road safety concerns Abandoned bikes on footway Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Dawlish Road | 22 | 2 (9%) | 2 (100%) | 0 | 0 | No specific issues raised | N/A | Progress to implementation |
| Melrose Avenue 1 | 72 | 4 (5%) | 2 (50%) | 2 (50%) | 0 | <ul style="list-style-type: none"> Abandoned bikes on footway Loss of parking Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| St Pauls Avenue | 128 | 14 (11%) | 3 (21%) | 11 (79%) | 0 | <ul style="list-style-type: none"> Antisocial behaviour Abandoned bikes on footway Loss of parking Consider alternative locations Consultation process | Benefits outweigh concerns | Progress to implementation |
| Heather Road | 31 | 2 (6%) | 0 | 2 (100%) | 0 | <ul style="list-style-type: none"> Road safety concerns Loss of parking Abandoned bikes on footway | Benefits outweigh concerns | Progress to implementation |
| Dollis Hill Lane 2 | 33 | 0 | 0 | 0 | 0 | No response received for this location | N/A | Progress to implementation |
| Melrose Avenue 2 | 70 | 27 (39%) | 8 (30%) | 19 (70%) | 0 | <ul style="list-style-type: none"> Road safety concerns Abandoned bikes on footway Loss of parking Consider alternative locations | Concerns outweigh benefits | Review site and reconsult |
| St Michaels Road | 30 | 3 (10%) | 1 (33%) | 2 (67%) | 0 | <ul style="list-style-type: none"> Road safety concerns Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Mora Road | 64 | 5 (8%) | 1 (20%) | 4 (80%) | 0 | <ul style="list-style-type: none"> Antisocial/criminal behaviour Loss of parking Abandoned bikes on footway | Benefits outweigh concerns | Progress to implementation |

| Location | Letters Sent | Responses Received | Yes | No | No Opinion | Key Issues Raised | Officer View | Recommendation |
|---------------------|--------------|--------------------|----------|----------|------------|--|----------------------------|----------------------------|
| Anson Road | 36 | 3 (8%) | 0 | 3 (100%) | 0 | <ul style="list-style-type: none"> Road safety concerns Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Okehampton Road | 52 | 1 (2%) | 0 | 1 (100%) | 0 | <ul style="list-style-type: none"> Antisocial/criminal behaviour Obstructive bikes on footway Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Uffington Road | 12 | 7 (58%) | 1 (14%) | 6 (86%) | 0 | <ul style="list-style-type: none"> Loss of parking Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Wakeman Road | 49 | 24 (49%) | 6 (25%) | 18 (75%) | 0 | <ul style="list-style-type: none"> Loss of parking Antisocial/criminal behaviour Road safety concerns | Concerns outweigh benefits | Review site and consult |
| Albert Road | 181 | 1 (1%) | 0 | 1 (100%) | 0 | No specific issues raised. | N/A | Progress to implementation |
| College Road | 44 | 3 (7%) | 0 | 3 (100%) | 0 | <ul style="list-style-type: none"> Loss of parking Road safety concerns | Benefits outweigh concerns | Progress to implementation |
| Victor Road | 32 | 3 (9%) | 0 | 3 (100%) | 0 | <ul style="list-style-type: none"> Loss of parking Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Charteris Road | 74 | 3 (4%) | 3 (100%) | 0 | 0 | No specific issues raised. | N/A | Progress to implementation |
| Cavendish Road | 87 | 16 (18%) | 2 (15%) | 14 (85%) | 0 | <ul style="list-style-type: none"> Loss of parking Antisocial/criminal behaviour Abandoned bikes on footway Consider alternative locations | Concerns outweigh benefits | Review site and consult |
| Sidmouth Road | 14 | 1 (7%) | 1 (100%) | 0 | 0 | <ul style="list-style-type: none"> Footway parking | Benefits outweigh concerns | Progress to implementation |
| Malvern Road | 61 | 10 (16%) | 1 (10%) | 9 (90%) | 0 | <ul style="list-style-type: none"> Loss of parking Road safety concerns Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Mount Pleasant Road | 28 | 18 (64%) | 2 (11%) | 16 (89%) | 0 | <ul style="list-style-type: none"> Antisocial behaviour Road Safety concerns Loss of parking | Concerns outweigh benefits | Review site and consult |
| Bathurst Gardens | 54 | 7 (13%) | 3 (43%) | 4 (57%) | 0 | <ul style="list-style-type: none"> Loss of parking Road safety concerns Antisocial behaviour Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Priory Park Road | 81 | 3 (4%) | 1 (33%) | 2 (67%) | 0 | <ul style="list-style-type: none"> Loss of cycle parking Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Torbay Road | 69 | 6 (9%) | 2 (33%) | 4 (67%) | 0 | <ul style="list-style-type: none"> Antisocial behaviour Abandoned bikes on footway Consider alternative locations | Benefits outweigh concerns | Progress to implementation |

| Location | Letters Sent | Responses Received | Yes | No | No Opinion | Key Issues Raised | Officer View | Recommendation |
|---------------------|--------------|--------------------|----------|----------|------------|--|----------------------------|----------------------------|
| Harvist Road | 58 | 3 (5%) | 2 (67%) | 1 (33%) | 0 | <ul style="list-style-type: none"> Abandoned bikes on the footway | Benefits outweigh concerns | Progress to implementation |
| Aylestone Ave 1 | 37 | 1 (3%) | 1 (100%) | 0 | 0 | No specific issues raised | N/A | Progress to implementation |
| Tiverton Road | 27 | 0 | 0 | 0 | 0 | No response received for this location | N/A | Progress to implementation |
| Christchurch Avenue | 56 | 2 (4%) | 1 (50%) | 1 (50%) | 0 | <ul style="list-style-type: none"> Loss of parking Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| The Avenue | 111 | 7 (6%) | 0 | 7 (100%) | 0 | <ul style="list-style-type: none"> Loss of parking Antisocial/criminal behaviour Road safety concerns | Benefits outweigh concerns | Progress to implementation |
| Coverdale Road | 100 | 1 (1%) | 1 (100%) | 0 | 0 | <ul style="list-style-type: none"> Consider more locations | N/A | Progress to implementation |
| Brondesbury Villas | 81 | 13 (16%) | 7 (54%) | 6 (46%) | 0 | <ul style="list-style-type: none"> Loss of parking Road safety concerns Abandoned bikes on footway Antisocial/criminal behaviour Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Victoria Road 1 | 48 | 2 (4%) | 1 (50%) | 1 (50%) | 0 | <ul style="list-style-type: none"> Loss of parking Road safety concerns Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| St. Julian's Road | 144 | 3 (2%) | 1 (33%) | 2 (67%) | 0 | <ul style="list-style-type: none"> Loss of parking Road safety concerns Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Lynton Road | 38 | 22 (58%) | 3 (14%) | 19 (86%) | 0 | <ul style="list-style-type: none"> Loss of parking Abandoned bikes on footway Antisocial/criminal behaviour Road safety concerns Consider alternative locations | Concerns outweigh benefits | Review site and consult |
| Cambridge Road | 64 | 0 | 0 | 0 | 0 | No response received for this location | N/A | Progress to implementation |
| Victoria Road 2 | 71 | 1 (1%) | 0 | 1 (100%) | 0 | <ul style="list-style-type: none"> Loss of parking Road safety Consider alternative locations | Benefits outweigh concerns | Progress to implementation |
| Aylestone Avenue 2 | 33 | 9 (27%) | 5 (56%) | 1 (100%) | 4 (44%) | <ul style="list-style-type: none"> Antisocial/criminal behaviour Abandoned bikes on footway Loss of parking 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 46 locations (highlighted in green in Table 3) and reviewing/reconsulting on the siting of parking bays at 8 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 |
|---------------------|---|
| Prout Grove | Loss of one dual use permit/pay and display parking space |
| Hawthorn Road | Loss of one pay by phone parking space |
| Cairfield Avenue | Loss of one dual use permit/pay and display parking space |
| Oaklands Road | Loss of one dual use permit/pay and display parking space |
| Normanby Road | Loss of one dual use permit/pay and display parking space |
| Sidmouth Road | Loss of one pay and display parking space |
| Malvern Road | Loss of one dual use permit/pay and display parking space |
| Bathurst Gardens | Loss of one permit parking space |
| Priory Park Road | Loss of one dual use permit/pay and display parking space |
| Cedar Road | Loss of one permit parking space |
| Kenwyn Drive | Loss of one permit parking space |
| Chapter Road | Loss of one dual use permit/pay and display parking space |
| Torbay Road | Loss of one dual use permit/pay and display parking space |
| Harvist Road | Loss of one dual use permit/pay and display parking space |
| Aylestone Avenue 1 | Loss of one dual use permit/pay and display parking space |
| Tiverton Road | Loss of one dual use permit/pay and display parking space |
| Christchurch Avenue | Loss of one dual use permit/pay and display parking space |
| Dawlish Road | Loss of one dual use permit/pay and display parking space |
| Melrose Avenue 1 | Loss of one permit parking space |
| St Pauls Avenue | Loss of one permit parking space |
| Mora Road | Loss of one dual use permit/pay and display parking space |
| The Avenue | Loss of one dual use permit/pay and display parking space |
| Coverdale Road | Loss of one dual use permit/pay and display parking space |
| Brondesbury Villas | Loss of one pay and display parking space |
| Victoria Road 1 | Loss of one pay and display parking space |
| St Julian's Road | Loss of one permit parking space |
| Anson Road | Loss of one permit parking space |
| Okehampton Road | Loss of one pay and display parking space |
| Uffington Road | Loss of one permit parking space |
| Albert Road | Loss of one pay and display parking space |
| College Road | Loss of one dual use permit/pay and display parking space |
| Victor Road | Loss of one dual use permit/pay and display parking space |
| Charteris Road | Loss of one dual use permit/pay and display parking space |
| Cambridge Road | Loss of one dual use permit/pay and display parking space |
| Victoria Road 2 | Loss of one dual use permit/pay and display parking space |

| | |
|--------------------|---|
| Aylestone Avenue 2 | 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 2 cycle parking bays and associated infrastructure is estimated at c.£100,000. Installation works are to be undertaken by the Council's term contractors.

7.0 RECOMMENDATIONS

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

- (i) Subject to the outcome of a Road Safety Audit, progress with the installation of dockless cycle parking bays at the following 46 locations:

| | | | |
|------------------------|---------------------|--------------------|--------------------|
| Walm Lane | Cedar Road | Dawlish Road | Anson Road |
| Prout Grove | Kenwyn Drive | Melrose Avenue 1 | Okehampton Road |
| Hawthorne Road | Poplars Avenue | St Pauls Avenue | Uffington Road |
| Cairnfield Avenue | Brook Road | Heather Road | Albert Road |
| Park Side | Chapter Road | Dollis Hill Lane 1 | College Road |
| Oaklands Road | Coles Green Road | Dollis Hill Lane 2 | Victor Road |
| Gladstone Park Gardens | Tadworth Road | St Michaels Road | Charteris Road |
| Normanby Road | Torbay Road | Mora Road | Cambridge Road |
| Sidmouth Road | Harvist Road | The Avenue | Victoria Road 2 |
| Malvern Road | Aylestone Avenue 1 | Brondesbury Villas | Aylestone Avenue 2 |
| Bathurst Gardens | Tiverton Road | Victoria Road 1 | |
| Priory Park Road | Christchurch Avenue | St Julian's 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 8 locations:

| | | | |
|----------------|------------------|---------------------|-------------|
| Poplars Avenue | Melrose Avenue 2 | Tanfield Avenue | Lynton Road |
| Wakeman Road | Cavendish Road | Mount Pleasant Road | Stoll Close |

AGREED / REJECTED

Signed : 

Date: 29 My 2025

Sandor Fazekas
Head of Healthy Streets and Parking

APPENDICIES

- Appendix A: Map of Proposed Dockless Bike Parking Locations – Phase 2
- Appendix B: Design Risk Assessment – Dockless Bike Parking Bays
- Appendix C: Consultation Letter Example
- Appendix D: Summary of Consultation Responses – Phase 2