


**LONDON BOROUGH OF CAMDEN
SUPPORTING COMMUNITIES DIRECTORATE
REGENERATION AND PLANNING DIVISION**

MATTERS FOR DECISIONS BY THE DIRECTOR OF REGENERATION & PLANNING, SUPPORTING COMMUNITIES

NON KEY DECISION – MARCH 2018

REPORT TITLE	RECOMMENDATION	WARD/S	APPROVED BY
<p>Proposed Implementation of Secure Cycle Parking Units</p>	<p>That the Director of Regeneration and Planning approves, subject to compliance with relevant statutory requirements and detailed design, the following</p> <ul style="list-style-type: none"> ▪ Implementation of secure cycle parking units at 25 locations across the borough (this includes 30 units to be manufactured, installed and maintained by Cyclehoop, the remainder to be subject to the outcome of a separate tendering exercise to be undertaken). ▪ The above includes 20 locations as consulted upon and 5 with changes proposed from what was consulted upon. ▪ Not to implement cycle parking units at one location: Estelle Road (south end) <p>Full details of all the recommendations are contained in Section 8 of this report.</p>	<p>Various wards</p>	 <p>Neil Vokes Director of Development</p> <p>23 March 2018</p>

Proposed Implementation of Secure Cycle Parking Units

NON KEY DECISION OF THE DIRECTOR OF REGENERATION & PLANNING (SUPPORTING COMMUNITIES)

SUMMARY OF REPORT:

This report outlines the Council's proposal to implement secure cycle units across a number of wards in Camden. The cycle storage units which have been consulted on are proposed to be installed on the carriageway replacing:

- Residents' parking bay
- Single/double yellow line
- Redundant doctor's bay

The report outlines the results of the public consultation undertaken on proposals to provide secure cycle parking units and makes recommendations based on officers' consideration of the feedback received during consultation and taking into account Council's transport objectives.

AFFECTED WARDS:

- Belsize
- Regent's Park
- Swiss Cottage
- Gospel Oak
- Kentish Town
- Highgate
- Kilburn
- King's Cross
- Cantelowes
- Haverstock

1. BACKGROUND

- 1.1. Camden has a cycle parking programme that started in 2010/11 with the aim to provide a comprehensive network of secure bicycle parking.
- 1.2. Camden currently has 22 secure cycle units in place.
- 1.3. There is a growing demand from residents living in high density dwellings (such as high rise flats or large Victorian housing with multiple occupancy spread over several floors), with limited space for sheltered and secure cycle parking within their properties. A lack of secure cycle storage facilities is currently a barrier to people to cycle. To date there are over 300 requests received for a secure cycle unit at various locations across the borough.
- 1.4. A key objective of the Camden Transport Strategy is to improve cycling facilities for those both living, visiting and working in Camden. The Council believes the introduction of secure cycle parking facilities would

encourage the use of cycling within the borough especially in locations where there is high density dwellings present.

2. MANAGEMENT AND ADMINISTRATION OF THE SECURE CYCLE PARKING UNITS (BIKEHANGARS)

- 2.1. Across Camden we have installed secure cycle units manufactured by Cyclehoop, a company that has installed hundreds of secure cycle parking units (bikehangars) across numerous London boroughs. Officers were approached by Asgard, a company that stated that were now able to offer secure cycle parking units. The difference between the two units on offer is price as well as their size and physical appearance. A Cyclehoop unit can store 6 bicycles, whilst Asgard stores 3 within a unit. The Cyclehoop one is larger in size meaning, in one parking bay (taken as 5m as this is average space occupied by a vehicle) you can fit 2 Cycle hoop units or 3 Asgard units, with Cyclehoop accommodating 12 bicycles to be securely stored whilst Asgard would accommodate 9. The cost of a Cyclehoop unit is approximately £3,250 where as an Asgard unit is priced at approximately £1,300. The physical appearance of both can be seen below. Cyclehoop units have been installed in Camden and across a number of boroughs across London, whilst officers are not aware of any Asgard units being installed on the public highway in London.



Above: photographs of Cyclehoop secure cycle parking units



Above: photographs of Asgard secure cycle parking units

- 2.2. Discussions were held with Procurement team on the most suitable avenue to decide which cycle units to install for this next phase and also going forward. The advice was that a full tendering exercise would be the best way forward to agree which manufacturer to use, however given the timescale required to undertake this, it was agreed that for this year, the public would be asked for their view on the two types of unit with further discussions to be held with Procurement before taking

any decisions on which type of unit to recommend for approval. In either case, the management and operation of the secure cycle parking unit would be carried out by the third party company on the Council's behalf. The role of the elected company would be to manage the registration of users, issue keys and collection of yearly subscription fees and replacement key fees from users.

- 2.3. In order to ensure the scheme is successful and in line with Camden's Transport Strategy there would be registration criteria for users to meet. The criteria would prioritise residents that:
 - Live on the street (or adjacent one) where the bike parking is provided.
 - Do not have a Controlled Parking Zone Permit, (or would be prepared to give theirs up).
 - Do not have suitable outside space to store a bike.
- 2.4. Each user would be required to pay a one off £25 refundable deposit for Cyclehoop and £20 for Asgard for a key. In addition an annual subscription of £36 per year would be payable direct to Cyclehoop and £40 to Asgard. Users also have to commit to using the equipment in a responsible manner and agree to terms and conditions set out by the management company Cyclehoop or Asgard.
- 2.5. Although the units are secure, the Council will need to prepare for the possibility that a bicycle may be stolen from the units. Cyclehoop and Asgard have agreed that neither they nor the Council would be liable for any theft or damage to bikes using the facilities and all users would be clearly advised of this at the time of registration.
- 2.6. In the previous year, Cyclehoop commenced compiling a list of secure cycle parking units (bikehangar) requests on behalf of the Council. These requests came directly to them from residents as well as those passed on from the Council through requests received to the Council via Camden Cycling Campaign or from residents. Following this, officers chose the most appropriate locations where cycle parking may be an issue (i.e high density dwellings where there may be a lack of storage facilities). Furthermore, a site visit was carried out to determine a feasible location for the secure parking facility and the proposed locations were selected based on the aim of meeting the following criteria:
 - Minimise the impact to loss of parking
 - Proposed in close proximity to the requestors
 - Ensure the bikehangar does not conflict with existing street furniture (existing sign posts, lamp posts etc.) and is as far as feasibly possible from existing tree pits and tree branches.
 - Avoid placing the bikehangar directly outside a properties windows or doors.
 - Not to place the bikehangar in a location that may be considered unsafe.

3. PROPOSALS

- 3.1. Following the site visits and internal discussions between officers, twenty six locations were agreed to be progressed to public consultation. Where the number of units are stated below as two or three secure cycle parking units, this refers to 2 Cyclehoop units and 3 Asgard units, as these would generally be accommodated within one parking space.
- 3.2. **Montpelier Grove (Kentish Town Ward)** - Remove 5 metres of residents parking and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.
- 3.3. **Torriano Avenue (Kentish Town Ward)** - Remove 5 metres of residents parking and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.
- 3.4. **Fleet Road (Gospel Oak Ward)** - Removal of 2.5 metres of resident parking space and 2.5 metres of double yellow line and install two or three secure cycle parking units. This would result in a loss of half of a resident parking space.
- 3.5. **Twisden Road (Highgate Ward)** – Remove 5 metres of residents parking and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.
- 3.6. **Ascham Street (Kentish Town Ward):** Remove 5 metres of residents' parking and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.
- 3.7. **Castlehaven Road (Kentish Town Ward):** Remove 5 metres of single yellow line and replace with two or three cycle parking units.
- 3.8. **Croftdown Road (Highgate Ward):** Remove 5 metres of residents' parking space and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.
- 3.9. **Doynton Street (Highgate Ward):** Remove 5 metres of residents' parking space and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.
- 3.10. **Lupton Street (Kentish Town Ward):** Remove 5 metres of residents' parking space and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.
- 3.11. **Messina Avenue (Kilburn Ward):** Remove one shared ('pay for parking' / resident) parking space and replace with two or three secure cycle parking units.
- 3.12. **Raglan Street (Kentish Town Ward):** Remove 5 metres of residents' parking space and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.
- 3.13. **Willes Road (Kentish Town Ward):** Remove 5 metres of residents' parking space and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.

- 3.14. **Allcroft Road (Haverstock Ward):** Remove 4.2m of double yellow line and 2.4m of single yellow line. Relocate the existing residents'/traders' parking bay. Install two or three secure cycle parking units opposite 42 Allcroft Road. This would result in a gain of residents' parking of approximately 1.4m.
- 3.15. **Britannia Street (King's Cross Ward)** – Remove the redundant Doctor's parking bay outside Derby Lodge, and replace with two or three bikehangar parking units. This Doctor's parking bay is no longer in use.
- 3.16. **Lawford Road (Cantelowes Ward)** – Remove 5 metres of single yellow line and install two or three bikehangar units.
- 3.17. **Arlington Road (Regent's Park Ward)** - Remove 5 metres of single yellow line and install two or three secure cycle parking units. This would result in no loss of residents' parking space.
- 3.18. **Belsize Grove (Belsize Ward)** - Remove 5 metres of residents parking and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.
- 3.19. **Canfield Gardens (Swiss Cottage Ward)** - Remove 5 metres of single yellow line and install two or three secure cycle parking units. This would result in no loss of residents' parking space.
- 3.20. **Estelle Road - north end (Gospel Oak Ward)** - Remove 2.7 metres of residents parking and install one or two secure cycle parking units. This would result in a loss of half a residents' parking space.
- 3.21. **Estelle Road - south end (Gospel Oak Ward)** - Remove 2.7 metres of residents parking and install one or two secure cycle parking units. This would result in a loss of half a residents' parking space.
- 3.22. **Hammond Street (Cantelowes Ward)** - Remove 5 metres of residents parking and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.
- 3.23. **Holmdale Road (West Hampstead Ward)** - Remove 5 metres of residents parking and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.
- 3.24. **Morning Terrace (Regent's Park Ward)** - Remove 1.7 metres of residents parking, 0.85m of double yellow lines and install one or two secure cycle parking units. This would result in a loss of half a residents' parking space.
- 3.25. **Murray Street (Cantelowes Ward)** - Remove 2.6 metres of residents parking and 2.4 of double yellow lines and install two or three secure cycle parking units. This would result in a loss of half a residents' parking space.
- 3.26. **St Augustine's Road (Cantelowes Ward)** - Remove 5 metres of residents parking and install two or three secure cycle parking units. This would result in a loss of one residents' parking space.
- 3.27. **St Paul's Crescent (Cantelowes Ward)** - Remove 3.5 metres of residents parking and 1.5 of double yellow lines and install two or three secure cycle parking units.

3.28. The table below summarises the overall parking loss by controlled parking zone if the above proposals are approved for implementation. The parking pressure on these streets would reduce if the majority of residents' who apply for cycle parking space within the unit give up their residents' parking permit, this is encouraged as residents' who are willing to give up their parking permit would be given priority over those who do not.

CPZ	No of net spaces lost	Type of parking
CA-B	2.5	permit holders
CA-D	1	(redundant) doctor's bay
CA-L	1 0.5	permit holders (2.4m) single yellow line
CA-F(n)	1	single yellow line
CA-F(s)	1 0.5	single yellow line (1.7m) permit holders
CA-M	6	permit holders
CA-N	3 0.5 1 0.75	permit holders (2.6m) permit holders (5.1m) permit holders (3.5m) permit holders
CA-R(a)	1	single yellow line
CA-P(a)	1	permit holders
CA-Q	1	shared permit holders/pay for parking
CA-U	1	permit holders

4. CONSULTATION

4.1. The proposals described above were subject to a level 3 public consultation which was carried out between January and March 2018. Leaflets were distributed to local residents, businesses, local and statutory groups and Ward Members. The consultation pack included the following: a leaflet outlining the proposal, showing a location map and a drawing of the proposed changes, a questionnaire and an equality and diversity form. The consultation was also published on the 'We are Camden' Citizen Space website, allowing respondents to submit their responses directly online. Examples of consultation leaflets and questionnaires, together with the Equality and Diversity Form are appended in Appendix A.

4.2. Consultation Analysis

- Respondents were asked if they were in favour, not in favour or had no opinion on the Council's proposals to provide secure cycle storage unit(s) in each location. The majority of responses provided a clear indication of which side they favoured, although some respondents were undecided.
- If the response was in favour of a secure cycle parking unit, then a view was sought on their preference between the Cyclehoop and Asgard unit. The leaflet indicated what the two types of units looked like visually but no information on their unit cost was provided as the objective was to find out which one they preferred based on the look and feel of it and the setting on which they would be placed if approved. A detailed break down of consultation responses is available in Appendix B.

Overall summary of responses

- The consultation results show that 5 of the 26 locations provided an overwhelming support of over 91% in favour to install secure cycle parking units.
- The majority (15 locations) of responses responded strongly in favour of implementing secure cycle parking units. These results were between the ranges of 71% - 90%.
- 5 of the locations provided a moderate support rate in favour of the proposals to install cycle parking units – The consultation response in favour of this was between 50% - 70%.
- One of the proposed locations, Estelle Road (south end), resulted in a majority in objection to the implementation of secure cycle parking units.
- The table below provides an overview of which specific locations received overwhelming, strong, moderate or no majority support.

Overwhelming support (91%-100% of respondents in support)	Strong support (71-90% of respondents in support)	Moderate support (50-70% of respondents in support)	No majority support (less than 49% of respondents in support)
Castlehaven Road	Montpelier Grove	Twisden Road	Estelle Road South End
Doynton Street	Torriano Avenue	Wiles Road	
Allcroft Road	Fleet Road	Canfield Gardens	
Britannia Street	Ascham Street	Estelle Road North End	
Hammond Street	Croftdown Road	Holmdale road	
	Lupton Street		
	Messina Avenue		
	Raglan Street		
	Arlington Road		
	Belsize Grove		
	Mornington Terrace		
	Murray Street		
	St Augustine's Road		
	St Paul's Crescent		
	Lawford Road		

- The consultation results show that for all of the locations, a majority preferred Cyclehoop over Asgard. In three locations, less than 50% of respondents stated that they preferred Cyclehoop. This was because the remaining respondents had stated “no preference” in their response, not because they preferred Asgard over Cyclehoop. More specifically for Holmdale Road (40 % Cyclehoop, 0% Asgard, 60% no preference), Estelle Road south end (45% Cyclehoop, 0% Asgard, 55% no preference) and Estelle Road north end (55% Cyclehoop, 9% Asgard, 36% no preference).

4.3. **Comments received from Councillors / Ward Members**

- Councillor Adam Harrison (Cabinet Member for Improving Camden’s Environment) responded in support of all the proposals.
- Various ward members (Cllrs Boyland, Mulholland, Gimson, Lewis, Headlam-Wells, Apak, Kelly, Beales, Jones, Mason, Revah, Pober, Rosenburg, and Yarde) responded to some of the proposals, all in support of implementing secure cycle parking units.
- Councillor Sian Berry (Highgate Ward) responded in favour of the proposed bikehangar on Twisden Road and queried if the Council

would progress on a bikehangar on Lissenden Gardens again which was previously rejected by residents.

- Cllr Maryam Eslamdoust (Kilburn Ward) objected to the proposals specifically for Messina Avenue, stating that she would support the cycle storage units elsewhere in Kilburn but not on Messina Avenue, with no specific reason provided.

Officer comment: Officers welcome the comments received from the Ward Councillors. With respect to comment from Cllr Berry officers are aware that there is clear demand for secure cycle parking for this road and a different location is therefore proposed from what was consulted and rejected previously due to parking pressure. The proposal this time replaces a stretch of single yellow line as opposed to a marked residents' parking bay. With respect to the objection raised by Cllr Eslamdoust, Messina Avenue was selected as there has been a request for a secure cycle parking unit from this road. Officers therefore considered this location and the units were proposed as it met with the criteria outlined under paragraph 2.6 above.

4.4. **Comments from local and statutory groups:**

- **The Camden Cycling Campaign (CCC)** commented that they support the initiative and would like to see the bikehangars installed as soon as possible. They stated that their preference would be Cyclehoop over Asgard, as there are already Cyclehoop units installed in the borough. They further added that Cyclehoop units are more aesthetically pleasing compared to Asgard units and, finally, in a single parking space, Cyclehoop units can accommodate 12 cycle whereas Asgard only 9 cycles.

Officer comment: CCC's comments are noted. The previous units installed have proven successful as all are being used with some locations having a waiting list.

- **The Metropolitan Police** queried whether the bikehangars would be visible in the dark and if the kerb line could be built to aid the safety of other road users.

Officer comment: all secure cycle storage units would be equipped with reflective strips; the current ones installed have this in place and no issues on visibility have been raised. In addition, the units are positioned in such a way that the door opens on the footway side, therefore users do not have to stand in the carriageway to retrieve or store their cycle.

- **The Bartholomew Estate & Kentish Town Conservation Area Advisory Committee** objected to the implementation of cycle parking units within their conservation area. 3 of the 26 locations consulted upon fall within this area. They added that they felt the cycle units would detract from the character of the conservation area.

Officer comment: as similar comments for the conservation areas were received by a number of other respondents too, officers have

addressed it separately under section 5 of this report, under heading titled “visual impact of bikehangar units”.

- **The Derby Lodge Tenants and Residents Association** stated that they would like to see the bikehangars installed, and prefer the Cyclehoop option. They stated there is a need for bicycle parking in Wicklow Street too. They do not agree with the proposal that residents should have to give up their car parking permit in order to qualify for a place in the bikehangar.

Officer comments: The current criteria prioritises residents who are prepared to give up their parking permit and is therefore not a requirement.

- **The Queens Crescent Community Centre** were concerned about the build-up of litter and leaves within the proposed bikehangars.

Officer comments: as similar comments about litter and leaves were received by a number of other respondents too, officers have addressed this separately in section 5 of this report under heading “Litter and leaves”.

Kelly Street Residents Association support the proposals for Castlehaven Road location and further requested that if the units on Castlehaven Road are fully used or end up not being installed on Castlehaven, that the Council consider one unit to be installed on Kelly Street.

Officer comments: officers are recommending the units proposed at Castlehaven Road to be implemented. Once implemented, the occupancy of the proposed unit will be monitored and if deemed appropriate and feasible, the Council will consider an additional unit at Kelly Street in the future.

- **London Ambulance Service** commented whether the London Ambulance Service (LAS) will be affected by our proposals in terms of reduced access to streets, roads or building.

Officer comments: the units do not take up more space than a standard car parked on the side of the road. For the majority of the locations, the units are proposed to be installed on existing formal or informal kerbside parking provisions. Therefore in terms of accessibility for emergency services, the proposals make no difference in these locations. In some locations however, existing double yellow lines are proposed to be removed to partly or wholly install a cycle storage unit but, again, the accessibility for emergency services in particular was a key consideration. Therefore the proposals do not compromise the accessibility of emergency services.

- **Frequent comments received from residents**

- Residents have mentioned their objection to the criteria; mentioning many households consist of CPZ permit holders as well as cyclists.

- Residents have made mention of the potential noise if a bikehangar is to be installed on their street, particularly when the location proposed is close to bedrooms.
- Residents have objected to the scheme as it results in a loss of permit holders' car parking space.
- Residents have recommended alternative locations for the cycle units.
- Residents have raised safety concerns relating to the implementation of installing cycle parking units.
- Residents commented that the bikehangars would attract anti-social behaviour and vandalism.
- Residents commented that the bikehangars are unsightly/ugly, do not complement the existing streetscape.
- Residents commented that the bikehangars should be relocated to another road and not to in front of windows and doors of houses.
- Residents commented that there are already bikehangars close by.
- Residents commented that the bikehangars should be relocated to another road or onto the forecourt/ private front gardens/ closed section of road/ wall mounted cycle lock.
- Residents commented that their mobility would be affected by the proposed bikehangars placement.

5. OFFICER COMMENTS TO THE CONCERNS RAISED

Parking loss

- 5.1. In choosing each location officers have, where possible, followed the criteria explained under paragraph 2.6. The proposals are in line with Objective 2 (*“Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden”*) and Objective 8 (*“To ensure that the provision of parking is fair and proportionate by considering the needs of all users, whilst also encouraging sustainable travel choices”*) of the Camden Transport Strategy. The proposals aim to allow residents to keep their cycle in a secured location, where they may currently not have the means to do so. Officers have tried to minimise the loss of car parking spaces where possible selecting other locations such as yellow lines. However, in some cases this has been deemed unfeasible as often yellow lines are required for turning spaces and passing points which would be obstructed if a cycle unit was to be placed there. Yellow lines also ensure clearance is provided for adequate visibility at priority junctions. The criteria prioritise those residents who live on the street of the cycle unit, who would be willing to give up their controlled parking zone permit (or do not hold one) and residents who do not have suitable space in their properties to store their cycle. The proposals will benefit 6 residents per unit. Even if residents' do not give up their parking permit, the proposal is aimed at encouraging more sustainable travel and the hope is that this will lead to less car usage and in time less car ownership. This potential reduction in car ownership could in time

reduce parking pressures within the Controlled Parking Zones in Camden.

Vandalism and noise:

- 5.2. In response to the security concerns, the Council has been reassured by the suppliers that their secure cycle units are theft-proof:
 - The Asgard bikehangar locking mechanism is secured by a design approved by the Police and its side panels are made from solid steel 2mm sheet which cannot be accessed using bolt cutters .
 - The Cyclehoop secure cycle unit is theft proof and features a robust fire-proof steel construction. The door is secured with a 2-point closure with a euro cylinder lock and offers a “burglar proof” solution for storing cycles. It has been awarded the Dutch police quality mark, which is also awarded to houses, blocks and neighbourhoods that meet specific set of safety requirements.
- 5.3. Experience shows cycle units placed elsewhere within the borough have not been subject to forms of vandalism or theft, apart from one location. The units that are already installed are Cyclehoop units.
- 5.4. It is recognised that there is a small risk the cycle unit may be subject theft. As a result, officers have obtained guidance on the Council’s liability for damage caused to any of the units and theft of cycles from the units. The Council’s liability for damage or theft of the bikes should be covered in the agreement/licence provided to all persons wanting to utilise the storage facility. We would advise that any agreement entered into should include an exclusion/limitation of liability clause to ensure the owners of the bikes store them at their own risk. Whilst there are certain duties of care that cannot be contracted out of (e.g. the Supply of Goods and Services Act 1982 implies a term in contracts for the exercise of reasonable care and skill in the provision of goods and services), the Council’s standard form clauses will cover this. The regular maintenance of the units and with the use of liability exclusion clauses the Council’s exposure to liability should be minimal.
- 5.5. Furthermore, any vandalism such as graffiti will be dealt with in the same way as any other location in the borough. Costs for the removal of graffiti are expected to be similar to the Legible London signs which cost approximately £100 a year to maintain.
- 5.6. In regards to the concerns about noise, the units should not generate excess amounts of noise and this should be not be greater than that of a car door being opened or closed. As such minimal disruption should be experienced by residents whose bedrooms are close to the cycle unit. Both the Cyclehoop and Asgard units have hinge mechanisms that help lift and close the door, so that there are no loud ‘bangs’. The Council acknowledges that due to the presence of the cycle storage unit, the pedestrian footfall would be expected to increase in the

footway area immediately around it, as people would require access to the space occupied by the unit, whereas now that road space is occupied by one car only. However cyclists and pedestrians are expected to be less loud than the engine of a car, especially during night time. For the units that are already installed in the Borough (Cyclehoop), no complaints have been received about noise. Cyclehoop have also confirmed that they send out a starter pack to members which advises users to be considerate of their neighbours when using the bikehangar and we would expect the same to be undertaken by Asgard. Based on the above information officers believe that, the secure cycle storage units would not result in significant increases to the levels of noise.

Visual impact of bikehangar units

- 5.7. It has been previously noted the streetscape of conservation areas is important and the council should look at ways to minimise the impact of implementing the bikehangars on the conservation area. Officers have had discussions with internal colleagues from the Art & Tourism section and within Transport Strategy and the outcome of the discussion resulted in introducing the bikehangars in green colour only. Officers have also liaised with officers in the Heritage and Conservation section who had no objections but preferred Cyclehoop units as they are lower in height.

Planning permission requirement

- 5.8. In relation to the enquiries related to whether planning permission is required and if they can be sited in conservation areas, the Council's planning and legal services department have stated that bikehangars can be installed without the need for planning permission by virtue of Schedule 2, Part 12, Class A (a) of the General Permitted Development Order.

Litter and leaves

- 5.9. The annual membership fee covers the cost of maintaining the units, and clearing rubbish and leaves from within the units.

Comments received specific to proposals:

- 5.10. **Montpelier Grove (Kentish Town Ward):**

A resident objected to loss of a parking bay stating that they and their partner's health would be impacted as they depend on the car due to physical disability heart problems. They added they already have difficulty in finding a car parking space, therefore no car parking spaces should be removed on Montpelier Grove.

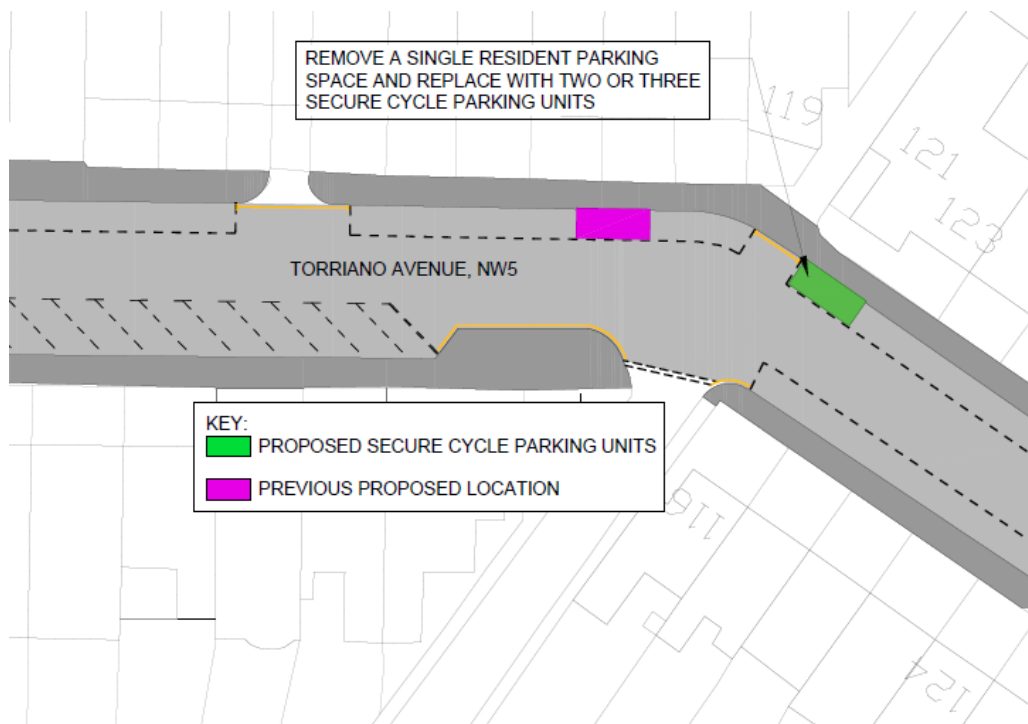
Officer comment: Officers acknowledge the objection, however, the proposals are in response to 5 requests received from residents in this street. Furthermore, the resident objecting to the consultation is not directly affected by the loss of car parking space as they live on the

adjacent road. Officers' therefore recommend this location be approved as consulted upon.

5.11. **Torriano Avenue:**

Two residents living in close proximity to the proposed location of the secure cycle parking unit have objected to the scheme due to medical reasons which require them to have close access to their vehicle.

Officers Comments: Officers have contacted members of the Camden Accessible Transport Team who have confirmed there are no registered blue badge holders for any of the two addresses. However, on this occasion officers have taken note that the kerb is at a radius where the end bay is available adjacent to the proposed location, hence this may be difficult to manoeuvre when parking for someone with a physical disability. Officers therefore propose a new location for the cycle unit which would place it outside a property which is divided into flats. Please see below revised location.



5.12. **Fleet Road**

Residents have stated that the proposed bikehangar may intrude visibility of drivers egressing out of the Bryon Mews development off Fleet Road.

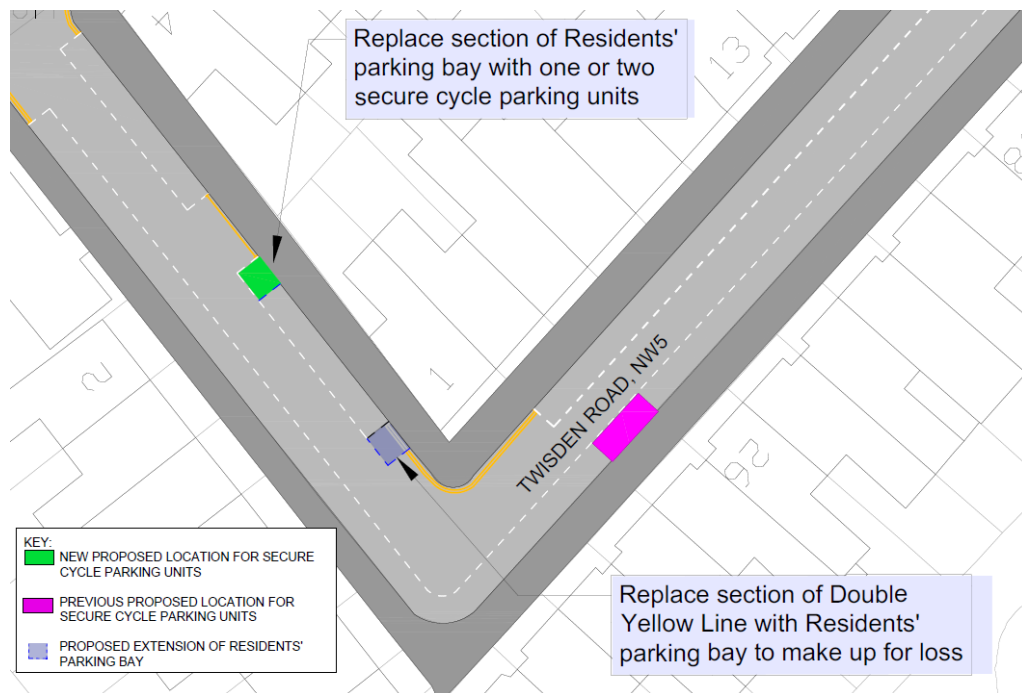
Officer comments: Fleet Road is currently a one-way street travelling westbound only. There is a lighting column within the length of the double yellow lines on the western side when travelling out of the development. The proposed cycle bikehangar location is beyond that

and it is lower than the height of an average vehicle thus visibility is not an issue.

5.13. Twisden Road

Residents objected cycle units being provided on this road due to loss of parking and on the size/look of the cycle units. Moreover, a resident has commented stating Twisden Road is predominantly houses with rear gardens to store cycles, therefore the need for cycle storage is diminished.

Officer Comments: As a result of the comments made by the residents, officers have considered the number of requests received for a cycle unit from this road. As such, officers are now recommending to not remove the residents' parking bay. Instead, officers have relocated the secure cycle units to the north-western end of Twisden Road which will now be located on the side of a property which will result in small changes to the residents' parking bay with no overall loss in parking space. The revised proposals are provided in the plan below.



5.14. Ascham Street

Three residents complained about noise to the properties at the proposed location on Ascham Street. One resident asked officers to consider placing the cycle outside no. 23 Ascham Street where there is a single yellow line section, as according to the resident the house has been renovated and it doesn't need the crossover anymore.

Officer comments: in response to the comment about noise, officers refer to paragraphs 5.2 - 5.6. In response to using the single yellow line section outside property no. 23, officers checked the Council's records regarding any planning documents for the property at 23 Ascham Street and confirm that the crossover outside 23 Ascham Street services an existing garage. According to the council's records, there was no change of use of the garage to become a residential dwelling/unit- only the doors have changed (garage door removed and pedestrian door added). On this basis the secure cycle storage unit could not be placed on the single yellow line outside no. 23 Ascham Street. Officers therefore recommend the proposals to be implemented as consulted upon.

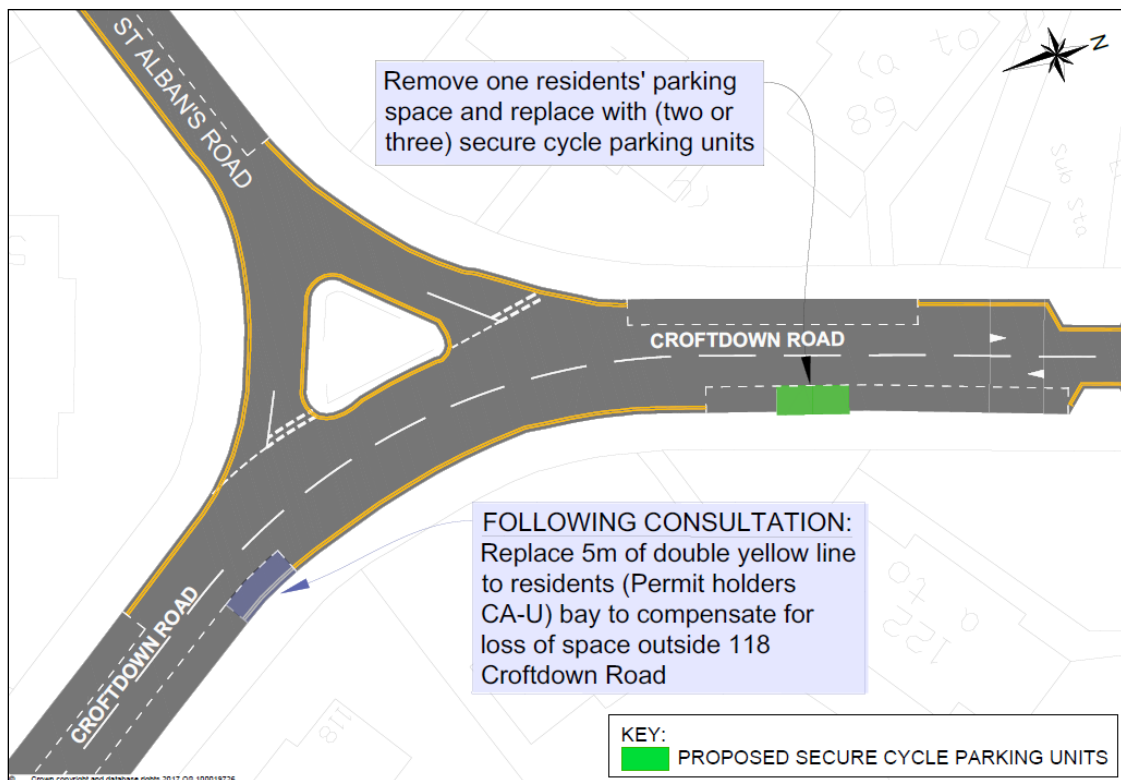
5.15. **Croftdown Road**

- The majority of the objectors in the consultation area around the Croftdown Road proposal objected on the grounds of insufficient parking on Croftdown Road, due to the presence of the school and the recent loss of parking due to the buildouts and informal crossings recently built for the school.
- One resident who objected to the proposals, commented that all blocks of flats have back gardens that already have specific areas to lock up bikes that are in secure gardens. According to the resident, the residents association has also provided additional secure bike sheds, therefore all residents in blocks should already have places to store bikes.
- One resident enquired if a bicycle with a baby seat can be accommodated in the Cyclehoop unit. Resident pointed out that there are gangs in North London known for stealing bikes and enquired how it would be ensured that a space is not allocated to members of these gangs, making it easier for them to steal bikes in the sheds.
- A resident commented that the annual membership of a Cyclehoop is too expensive and enquired if the membership cost would be means tested.
- One resident suggested that the proposal is amended so that the unit is installed on the triangular central island at Croftdown/St Albans Road.

Officer comments:

- Officers acknowledge that residents' parking bay supply is limited and parking pressures are high at Croftdown Road. For this reason, following feedback received during the consultation, it was decided to provide an additional residents' parking space by extending the parking bay outside 118 Croftdown Road to the north, by removing 5m of double yellow line markings. Therefore there will be no net loss of parking at Croftdown Road due to the proposals. A plan showing the revised proposals is provided below.
- To respond to the resident's question about the cyclehoop units, officers liaised with Cyclehoop who confirmed that a bicycle with a baby seat on the back will not fit inside the Cyclehoop bikehangar and that the seat would have to be removed and placed beside the bike, otherwise the door won't shut properly.

- In response to the resident's concerns about security, officers advise that criminal record checks are legally not permitted for someone renting a space within a Bikehangar.
- In response to the resident's concerns about the membership fee, the annual membership fee for the use of secure cycle storage unit (£36 for Cyclehoop and £40 for Asgard) covers the administration and maintenance costs associated with the bikehangars. The costs are similar to those used across London.
- In response to the resident's suggestion to use the triangular island, this was considered at the scheme development stage, however it was not progressed as placing a secure cycle storage unit there would impact the visibility splays at the junction. It would also necessitate the removal of the existing phone booth. However officers trust that, with the revised proposal, any concerns regarding parking loss has now been addressed.



5.16. Messina Avenue

Three residents (two of them supporting and one objecting to the proposals) suggested the alternative option of providing a cycle storage unit on Grangeway, on the western footway behind where there used to be refuse bins. One resident commented that funds would have been better spent on other services such as weekly refuse collection, re-opening the children's adventure playground.

Officer comment: the option of utilising the space on Grangeway was considered at the scheme development stage but officers were

concerned about the security of the cycle parking unit on Grangeway, as it would be between the back of a building and the park, not being overlooked by windows of a residential property nearby. In response to the resident's comment about use of funds, the Local Implementation Plan (LIP) Funding that Camden receives each year from Transport for London is targeted at specifically improving the roads and transport system in Camden in alignment with Camden's Transport Strategy and the Mayor's Transport Strategy, and cannot be used for other services. In the 2017-2018 programme the Council has ring-fenced an allocation from the LIP funding to deliver secure cycle parking units to help meet our Transport Strategy objectives, of which this is one.

5.17. **Raglan Street**

One resident enquired why the second space is used from the residents' bay and not the first one (i.e. the space closer to the junction with Anglers Lane). One resident commented that cycle parking units could be accommodated at the Council's Raglan Street estate.

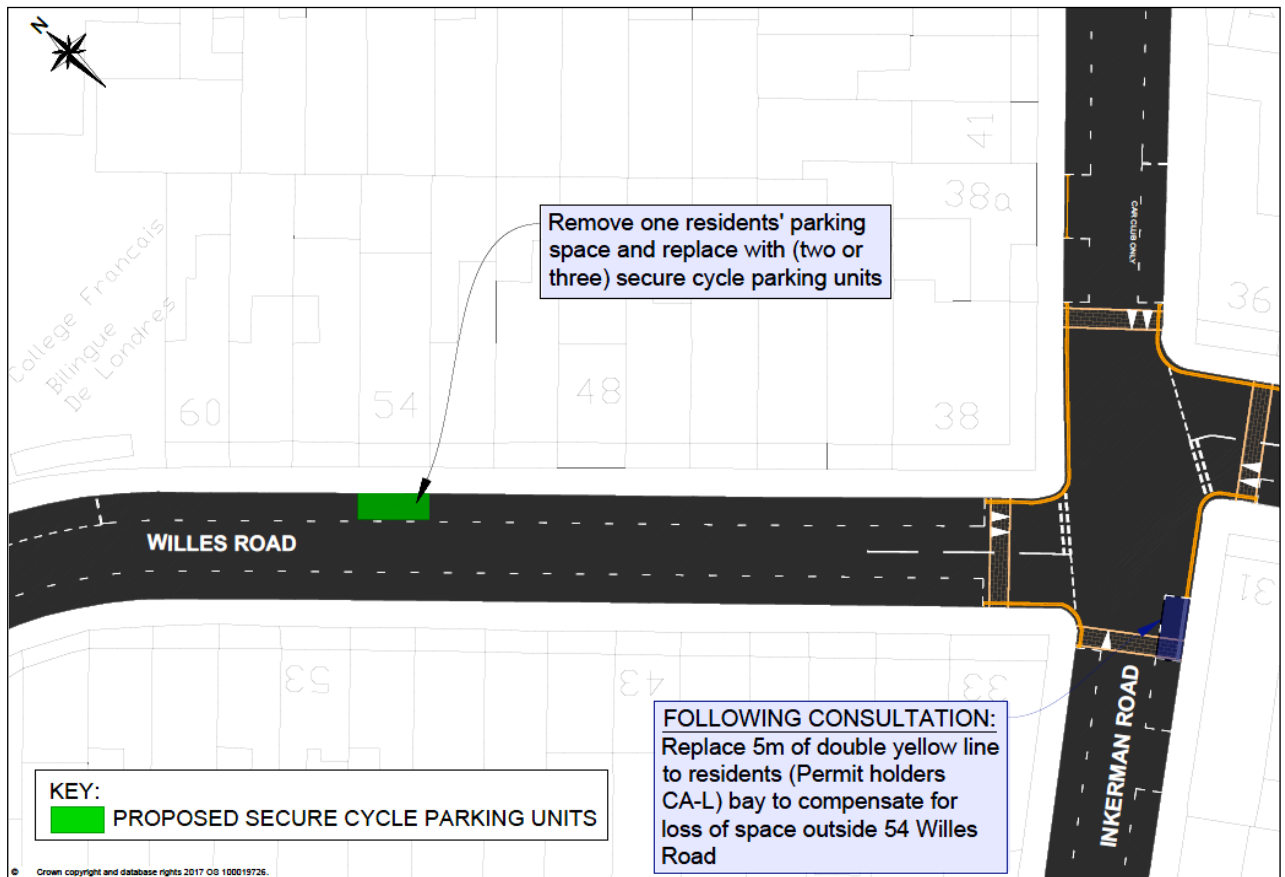
Officer comment: officers refer to paragraph 2.5 in this report. In the particular case of Raglan Street, the first space in the existing residents' bay is in front of a tree pit, which would make it impossible for the bikehangar door to open; it would also make tree maintenance more difficult. As explained in paragraph 2.5, the proposed locations are, as far as reasonably feasible, in close proximity to the residents who requested a unit. The Council has another programme to install secure cycle parking units on the Council's estates, however this would be for residents in the estate and not other users. Therefore it is necessary for units to be installed both in the Estates and on the streets too, to benefit all residents.

5.18. **Willes Road**

- Four residents objected to the proposals due to the loss of one parking space. The residents commented that there is already high demand for on-street residents' parking bays, particularly due to the close proximity of the road to the nearby French school.
- One resident objected to the proposals even though they supported the idea of the secure cycle storage units, the reason being the close proximity of the proposed location of the unit to the French School. According to the resident, removing one space from that particular location would put more parking pressure in the immediate area due to inconsiderate parking by the school parents.
- A resident objected to the scheme as the proposal places the unit due to the location outside a residential property, which would reduce the residential parking provision. According to the resident there would also be noise added because of the storage of cycles in the unit. The resident, along with another resident who supported the scheme, submitted their suggestions for the Council to consider alternative locations for the unit to be installed at, at the corner of Inkerman Road and Willes Road.

Officer comments:

- Officers acknowledge that residents' parking bay supply is limited and parking pressures are high at Willes Road, particularly during school run periods, with the French school located in the vicinity of the proposals. For this reason it was decided to add an additional permit holders bay in close proximity to the proposed cycle storage unit. This was achieved by replacing 5m of double yellow lines at the raised junction of Inkerman Road and Willes Road (southwestern corner), on the northwestern side of property 31 Willes Road. The revised proposals are shown in the plan below. Regarding the comment about inconsiderate parking, officers have passed on the comment to the Parking Operations team to ensure enforcement continues to be monitored during school run times. Officers however note that inconsiderate parking behaviour does not depend on parking provision and, in fact, it would attract more inconsiderate parking behaviour if more parking spaces were free closer to the school.
- Finally, in response to the resident's complaint about the secure cycle storage unit outside a residential property, officers refer to the criteria mentioned in paragraph 2.5. In this particular case, there were two requestors for the secure cycle storage units at Willes Road and officers considered it appropriate and convenient to propose implementing the units as close as feasibly possible to the two requestors. The property selected was one where there was no tree to obstruct a unit being opened and tree maintenance being undertaken.
- Regarding the concerns about parking supply, officers note that in the existing situation the resident is not guaranteed a free space outside their house, as any CA-L permit holder could park there. Furthermore a parking space was added in close proximity to balance the parking pressures. Therefore the proposals for Willes Road will result in no net loss of parking in the immediate area. Regarding the concerns about noise, officers refer to paragraphs 5.2 - 5.6 of this report. Officers therefore recommend the proposals be implemented as consulted upon but with the revision of adding a resident's parking space to compensate for the loss.



5.19. Britannia Street

Two residents were concerned that two proposed bikehangar units would not be enough to meet the demand from residents of Derby Lodge. The Derby Lodge Tenants and Residents Association stated that secure cycle parking is also required on Wicklow Street.

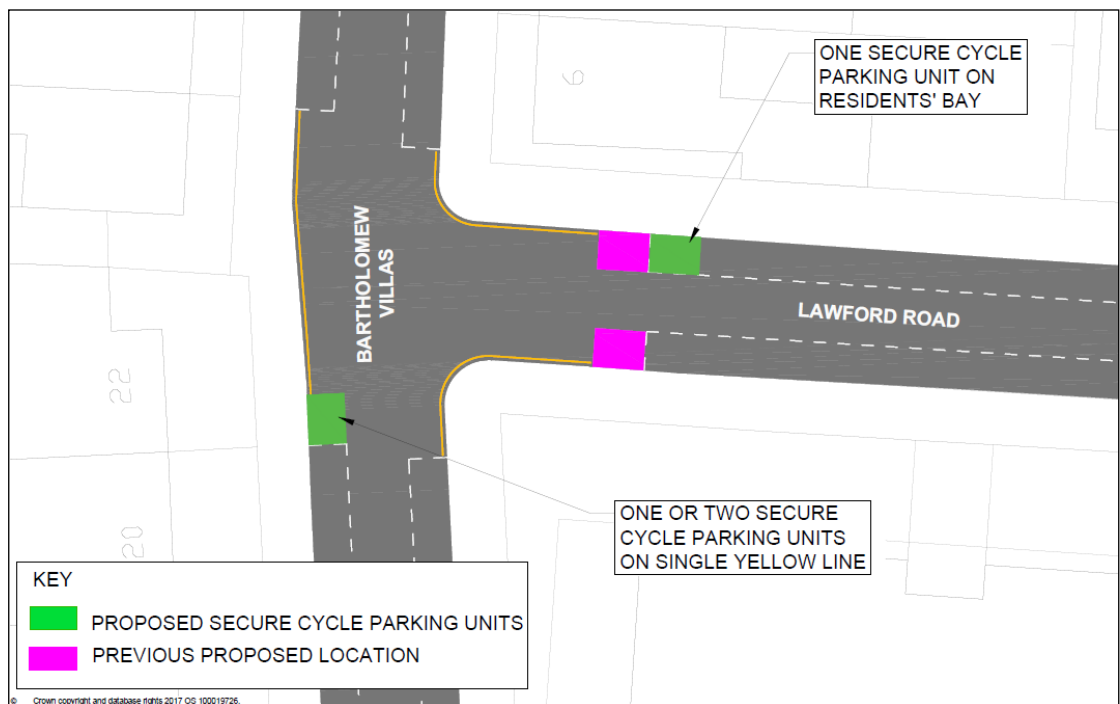
Officer comments: Officers acknowledged the comments and the request for a secure cycle parking unit at Wicklow Street. This request will be considered alongside others in the coming years.

5.20. Lawford Road

- Two residents commented that placing the two bikehangars opposite each other at the junction of Lawford Road and Bartholomew Villas could create a bottleneck for vehicles. Another resident has stated that they are disabled and are dependent on taxis for transport. The taxis use the single yellow line (north side of the street) where the bikehangar is proposed as a set down area. Three residents stated that the proposed secure cycle parking unit should be moved further along Lawford Road. One resident raised the issue of cost of bikehangar annual fee which is more than a yearly resident's permit fee for an electric vehicle.

Officer comment: officers have acknowledged these concerns and have undertaken another site visit to measure the length of the parking bays adjacent to the stretch of single yellow line that is being used as a set down place (north side of Lawford Road on the side of 9 Bartholomew Villas). The parking bay is slightly longer than a standard length (greater than a multiple of 5m which is considered as an average space occupied by a vehicle). There is therefore scope to reduce this slightly without incurring any loss in parking provision and utilise this to provide space for a secure cycle parking unit. Officers therefore recommend one unit be placed adjacent to the one consulted upon on the north side of Lawford Road. Officers also recommend a second unit to be placed outside 22 Bartholomew Villas on a stretch of single yellow line. The positions of both units will not incur any loss in parking and will leave sufficient space for vehicles to pass each other.

Officers have noted the concern about the bikehangar fee, however these are set by Cyclehoop and Asgard and the fee covers the administration and maintenance costs associated with the bikehangars.



5.21. Estelle Road (south end):

Officers received nine objections to the proposals to implement a bikehangar unit in Estelle Road (south end) by removing 1 residents' parking space. The majority of residents objecting to the loss of parking space, objected due to two existing bikehangars already provided on this street. In addition, there is a reduction in parking for residents due to the presence of a car club bay and several large commercial vans that park during the weekdays. Other objections focus on why none of

other surrounding roads have been considered for bikehangars to be installed on.

Officer comments: Officers acknowledge the objections received with these focusing on the bikehangars location mainly on Estelle Road and not on any of the surrounding roads as well as many dwellings having front yards that can be used for cycle storage. Given the level of objections received officers are recommending that this location is not approved for implementation.

5.22. **Holmdale Road:**

The consultation for this location has received 6 responses in support and 6 responses objecting to the proposed implementation of two or three secure cycle parking units. However, when looking at the responses received from residents, only four residents responded in support and six objected to the proposals. The residents who have objected to the proposals have cited the reason being the loss of parking space in an already heavily parked road.

Officer comments: officers note the objections and understand that the road is heavily parked, however we have had two requests from Holmdale Road and one from nearby Mill Lane for a secure cycle parking unit. Given the demand for this facility, officers recommend this be approved as consulted upon. It is hoped that, with time, more residents will take up cycling and use this facility thereby reducing car journeys and in time car ownership.

6. **COMMENTS FROM ENGINEERING SERVICES**

Engineering Service did not have any objections to the proposals as long as the necessary steps were taken to protect the units using reflective strips to highlight the bikehangars to prevent vehicles from colliding with the units.

7. **COMMENTS FROM PROCUREMENT**

- 7.1. Further discussions with Procurement have been held since the consultation period ended and officers were able to provide information on the responses received including the preference for Cyclehoop units. Procurement team were also made aware that funding for the secure cycle parking units is secured from TfL and has to be spent in the current financial year, with further funding available in future years.
- 7.2. Procurement were advised that both Cyclehoop and Asgard were informed that the public consultation would seek a preference between their units and thereafter a decision would be made. The prices for the

units has been obtained from each supplier and is noted in this report. Officers highlighted that the recommendation would be to use Cyclehoop in this instance.

- 7.3. Advice from Procurement was that if officer recommendations for the implementation of the secure cycle parking units were agreed then officers can proceed with placing the order with the favoured supplier as determined from the results of the consultation with the following conditions:
- The order is only to satisfy requirements for the location specified in the consultation
 - The order is for less than £100k; any additional cost of units to be subject to a procurement exercise.

8. OFFICER RECOMMENDATIONS

- 8.1. Having considered the responses to the consultation and having provided responses above to the main concerns raised on the proposals, officers are recommending that approval be granted to all locations except Estelle Road (south end). However for five locations, modifications are recommended compared to the proposals that were consulted upon; these include either a revised location for the secure cycle parking unit to be implemented or additional residents' parking provision as a result of parking bay loss due to the proposals.
- 8.2. Therefore approval is sought to implement secure cycle units at the following 20 locations as per consultation:

Montpelier Grove
Fleet Road
Castlehaven Road
Doynton Street
Lupton Street
Messina Avenue
Raglan Street
Allcroft Road
Britannia Street
Arlington Road
Belsize Grove
Canfield Gardens
Estelle Road (North End)
Hammond Street
Mornington Terrace
Murray Street
St Augustine's Road
St Paul's Crescent
Ascham Street
Holmdale Road

8.3. Furthermore, officers recommend approval be granted to implement secure cycle parking units at the following 5 locations but with a revision to what was consulted upon:

- **Torriano Avenue:** secure cycle parking units are recommended to be installed outside 121-123 Torriano Avenue and not outside 113-115 as consulted upon.
- **Twisden Road:** 1 or 2 secure cycle parking units to be implemented utilising a stretch of double yellow line instead of a residents' parking space.
- **Croftdown Road:** secure cycle parking units will be implemented at the same location as consulted upon but an additional permit holders' parking space to be provided outside 118 Croftdown Road, by extending the existing parking bay and replacing 5m of double yellow line. This would result in no net loss of residents' parking spaces on Croftdown Road.
- **Willes Road :** implement secure cycle parking units at the same location as consulted upon but also an additional permit holders' parking space to be provided outside at the southwestern side of the raised junction of Willes Road and Inkerman Road, by extending the existing parking bay and replacing 5m of double yellow line. This would result in no net loss of residents' parking spaces.
- **Lawford Road:** to implement 1 secure cycle parking unit at Lawford Road adjacent to where the proposals was consulted upon (north side) in order to accommodate the needs of a disabled resident. To not implement the one secure cycle parking unit on the south side of Lawford Road, but to implement one or two secure cycle units outside 22 Bartholomew Villas.

8.4. Finally officers are now recommending that the implementation of secure cycle parking unit to not be implemented at the following location:

Estelle Road (south end)

8.5. Following feedback received during the consultation, the majority of the residents stated preference towards Cyclehoop units over Asgard units. However to adhere to the advice from Procurement which is that the purchase order for manufacture and installation of the units should not exceed £100,000 (paragraph 7.3), officers are recommending that 30 units be manufactured, installed and maintained by Cyclehoop at a cost of £97,500 (cost per unit is £3,250). The funding for these has been secured from TfL under its Local Implementation Plan programme, cost code CDCN7299 (Cycle Parking General) for the 2017/18 financial year.

8.6. Officers have considered where these 30 units should be installed and have prioritised locations which meet the following criteria:

- Locations where there was overwhelming support to install a secure cycle parking unit;
 - Timeline when the requests for units were made, the earlier ones to be prioritised as residents have been waiting a long time for a provision to lock their bicycles securely.
 - Locations in close proximity to each other to ensure the same type of unit is provided in the same area where possible to ensure consistency of street furniture within the same area.
- 8.7. Officers therefore recommend the following locations to have a secure cycle unit be manufactured , installed and maintained by Cyclehoop:
- Allcroft Road (2 Cyclehoop units)
 - Ascham Street (2 Cyclehoop units)
 - Belsize Grove (2 Cyclehoop units)
 - Britannia Street (2 Cyclehoop units)
 - Castlehaven Road (2 Cyclehoop units)
 - Croftdown Road (2 Cyclehoop units)
 - Doynton Street (2 Cyclehoop units)
 - Fleet Road (2 Cyclehoop units)
 - Lupton Street (2 Cyclehoop units)
 - Messina Avenue (2 Cyclehoop units)
 - Montpellier Grove (2 Cyclehoop units)
 - Raglan Street (2 Cyclehoop units)
 - St Augustine's Road (2 Cyclehoop units)St Paul's Crescent (2 Cyclehoop units)
 - Torriano Avenue (2 Cyclehoop units)
- 8.8. All units approved for implementation is subject to detail design and following due statutory processes.
- 8.9. The supplier for the units for the remaining locations will be selected following a separate procurement exercise in which companies (including Cyclehoop and Asgard) would be invited to tender.

Attachments

Appendix A – example consultation leaflets for the 26 locations consulted upon

Appendix B – Breakdown of consultation responses

Signed by Director:



**Neil Vokes
Director of Development**

23 March 2018

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REPORT ENDS