

# **TRANSPORT & SUSTAINABILITY COMMITTEE ADDENDUM**

**4.00PM, TUESDAY, 5 DECEMBER 2023**

**COUNCIL CHAMBER, HOVE TOWN HALL**

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# ADDENDUM

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# Brighton & Hove City Council

## Transport & Sustainability Committee

## Agenda Item 42(b)

**Subject:                Written Questions**

**Date of meeting:    5 December 2023**

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for questions submitted by a member of the public.

The question will be answered without discussion. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion. The person to whom a question, or supplementary question, has been put may decline to answer it.

The following written questions have been received from members of the public:

**(1)    Valley Gardens 3 – Derek Wright**

What is the state of progress on Valley Gardens Phase three?

**(2)    Clean Air Zone- Adrian Hill**

We need a Clean Air Zone to clean up our toxic air. At the full council meeting on 19th of October the Chair said that we have a functioning zone and that buses and taxis will be charged if they drive through the small zone right now. I understand the zone is a voluntary zone (i.e. it doesn't charge nor does it ban), that it doesn't include taxis and that the voluntary part doesn't begin until 2024. Can you confirm the nature of the zone and tell me how many drivers have been charged so far?



# Brighton & Hove City Council

## Transport & Sustainability Committee

## Agenda Item 50

**Subject:** Cycle Hangars installation update following TRO-38-2023

**Date of meeting:** 5<sup>th</sup> December 2023

**Report of:** Executive Director, Economy, Environment & Culture

**Contact Officer:** Name: Matthew Reid  
Tel: 07878683795  
Email: Matthew.E.Reid@brighton-hove.gov.uk

**Ward(s) affected:** All

### For general release

Note: The special circumstances for non-compliance with Council Procedure Rule 7, Access to Information Rule 5 and Section 100B (4) of the Local Government Act as amended (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that additional time was needed for the assimilation of TRO comments.

#### 1. Purpose of the report and policy context

- 1.1 The aim of the cycle hangars project is to provide access to safe and affordable cycle storage and encourage modal shift in line with the Local Transport Plan (LTP) 5 and the Local Cycling, Walking and Infrastructure Plan (LCWIP).
- 1.2 On the 6<sup>th</sup> July 2023 the Transport & Sustainability Committee, authorised officers to progress the roll out of Cycle Hangars across the city with the target of installing 150 hangars in total and that further reports detailing progress are submitted to the committee. This report provides an update on the installation of cycle hangars within Brighton, following the TRO consultation TRO-38-2023.

#### 2. Recommendations

- 2.1 That Committee notes that 40 cycle hangars have been installed following the positive TRO-38-2023 consultation. A further 8 hangars from TRO-38-2023 are also ready to be installed, with planned installation in March 2024.
- 2.2 That the Committee agrees, that having taken account of comments and representations received through the TRO consultation, 8 locations will not have cycle hangars installed. Please refer to paragraph and table in 3.8.
- 2.3 That Committee, notes that officers are planning to advertise a further TRO (TRO-52-2023) for an additional 51 cycle hangar locations (see Appendix C). The results of this consultation will be presented to Committee in March 2024, if objections are received.

### 3. Context and background information

- 3.1 At Budget Council on 25th February 2021, the Council committed funding towards the implementation of cycle hangars. This funding was subsequently included in the LTP Programme at Environment, Transport & Sustainability Committee in March 2021 and again at the February 2022 Budget Council.
- 3.2 At the Transport & Sustainability Committee meeting on 6<sup>th</sup> July 2023 it was agreed that the roll out of cycle hangars should continue with the objective of installing a total of 150 hangars in the city before the end of March 2024.
- 3.3 New cycle hangar locations were advertised through the Traffic Regulation Order TRO-38-2023 (TRO), advertised between 8th September and 6th October 2023. Please refer to Appendix A.
- 3.4 Following TRO-38-2023 (TRO), 40 hangars were installed between October and November 2023, these are listed in appendix B and were the sites that registered the least objections. These 40 hangars combined with the 71 already installed within the city brings the total of installed cycle hangars to 111. Additionally a further 8 hangars from TRO-38-2023 are also ready to be installed, with planned installation in March 2024.
- 3.5 Of the 60 advertised locations, 48 received less than 6 objections and 44 received messages of support.
- 3.6 Eight locations received over 6 objections. Most objections were related to concerns around the loss of parking. Other concerns were the visual impact, graffiti, and safety. There were however a number of supporting statements, common themes of which were, meeting a need, looking forward to utilizing the proposed hangar, a positive idea.
- 3.7 In order to achieve the target of 150 installed hangars (see paragraph 3.2) a further 51 locations are being consulted upon and advertised through TRO-52-2023. Prioritisation of installation across both TROs is based on locations which receive the least objections, being installed first. By following such a method of prioritisation officers expect the target installation of 150 hangars to be achieved.
- 3.8 As the target of 150 installed hangars is likely to be achieved following TRO-52-2023, officers recommend that the following locations from TRO-38-2023 which received six or more objections, or an objection from a councillor are not installed.

<b>TRO Consultation 38-2023:- Locations where no Hangars will be installed.</b>				
<b>ROAD NAME</b>	<b>No. of hangars</b>	<b>TRO- Objections</b>	<b>Messages of Support</b>	<b>Context of Objections</b>
Carisbrooke Road	2	6		Loss of parking/ No demand/ concern over graffiti, impact on view
Coleman Street H1 & H2	2	6	3	No demand/ Ugly/ noise/ loss of parking
Shakespeare Street (H2),	1	13	4	Concerns of noise, Loss of Parking, Ugly, Not needed, too close to properties.

Ladysmith	1	6	2	loss of parking/noise/no demand/graffiti/other suitable sites
Islingword Place	1	9	10	Concerns have been expressed regarding noise, loss of parking, choice of location, graffiti.
Chester Terrace	1	5	3	4 objections from the public and one from a Cllr.

3.9 In line with the Committees approval 6<sup>th</sup> July 2023 a new two-year, cost-neutral contract with Falco UK Ltd for the management and maintenance of the 150 hangars is currently being negotiated. The contract is due to commence on the 1<sup>st</sup> April 2024. During this contract period officers will explore and present options to committee for alternative management models.

#### 4. Analysis and consideration of alternative options

4.1 In November 2021 a survey was carried out to determine residents' suggestions for cycle hangar locations. There were over 2,000 responses from residents, resulting in 525 roads being requested across the city.

4.2 A scoring matrix was developed, which considered the number of requests from the survey, the type of property (flat or house), cycle storage at the property, propensity to cycle and levels of cycle theft in the area. All 525 roads have been scored on the matrix.

4.3 Various factors were considered when choosing locations, including demand from the survey, drainage, sightlines/clearance, street furniture, conservation areas and access to properties.

4.4 The higher scoring roads were prioritised, and 71 hangars were installed in 2022.

#### 5. Community engagement and consultation

5.1 As referred to in section 4.1 above an initial residents' survey was advertised asking for residents to identify locations for cycle hangars. Over 2000 residents responded to this survey. These locations were considered as part of the initial assessment process. The survey was widely published in the press, on social media and on the council website.

5.2 All proposed locations for a cycle hangar are discussed with internal officers and then Ward Councilors before TRO's are advertised.

5.3 TROs associated with the hangars are advertised on the council website and in the local press and distributed to our Statutory Consultation list. This advertisement provides people with the opportunity to comment on the proposed locations of the cycle hangars. Residents that live within view of the proposed locations are sent letters with the details of the TROs and exact proposed locations of the hangars.

## **6. Conclusion**

- 6.1 Following the TRO consultation officers have taken onboard comments received and have provided recommendations as set out in section 2. Following the consultation of TRO-38-2023, officers are implementing a programme to install 48 new hangars.
- 6.2 Within TRO-38-2023 8 hangar locations received 6 or more objections and officers are asking Committee to note officers' recommendation not to install these hangars.
- 6.3 Further hangar locations are being advertised with the objective that BHCC will by 31<sup>st</sup> March 2024, achieved its target of the installation of 150 hangars across the city. A target agreed with Falco UK Ltd who will then take on the management and maintenance of these hangars for two years in a cost neutral contract.

## **7. Financial implications**

- 7.1 At Budget Council on 25th February 2021, the Council committed £0.500m Capital budget towards the implementation of cycle hangars across the city on a self-funding business case. A further £0.500m was also committed at the February 2022 Budget Council. The Capital project is funded through unsupported borrowings with both loan and interest charged to the City Transport divisions revenue budgets over the life of the asset, which is assumed to be 10 years, based on other equipment acquisitions. This works out at approximately £0.120m per year. Any significant variation to budget will be reported as part of the council's monthly budget monitoring process.
- 7.2 Approximately £0.184m remains in the capital budget to support the installation of the remaining hangars and to provide project resources.
- 7.3 The approximate loss of income to the parking revenue is approximately £0.046m per annum for 150 cycle hangar installations. This figure is based on a review by the councils' parking team. This latest review accounted for potential income loss based on the income received from paid for parking and resident permits. It took into account the fact that some areas are under utilised, and loss of parking will not have an effect. The figure includes a 5% contingency to allow for parking price increases. All figures are estimated and based on the most expensive permits and vehicle categories.
- 7.2 The cycle spaces are currently charged at £60 per annum, per space and each cycle hangar has 6 spaces. The revenue is received by Falco UK. Officers are in the process of negotiating a new two-year contract with Falco UK Ltd, to commence on the 1<sup>st</sup> April 2024. This contract will maintain the current arrangement, whereby all rental income from the hangars is received by Falco UK Ltd. This will enable Falco to provide all management and maintenance for 150 hangars.



- 7.3 Costs of officer time and Traffic Regulation Orders will be contained within existing Transport Revenue budgets. Any significant variation to budget will be reported as part of the council's monthly budget monitoring process.

Name of finance officer consulted: John Lack    Date consulted: 10/11/2023

## **8. Legal implications**

- 8.1 The Highways Act 1980 permits local authorities to place objects or structures on a highway for the purposes of providing a service for the benefit of the public, or a section of the public.

- 8.2 The Traffic Management Act 2004 places a duty on local traffic authorities to manage the road network with a view to securing, as far as reasonably practicable, the expeditious, convenient, and safe movement of all types of traffic. The Council regulates traffic by means of traffic regulation orders (TROs) made under the Road Traffic Regulation Act 1984 which can prohibit, restrict, or regulate the use of a road, or any part of the width of a road, by vehicular traffic. After the public notice of proposals for a TRO has been advertised, any person can object to the making of the TRO. Where there are 6 or more unresolved objections to a TRO, then the matter must be returned to the Transport & Sustainability Committee for a decision. The Committee can decide to make the TRO unchanged, to make it with modifications that reduce the restrictions or not to proceed with it.

Name of lawyer consulted: Katie Kam    Date consulted (07/11/23)

## **9. Equalities implications**

- 9.1 The Equalities Impact Assessment (EIA) for the cycle hangars project has been carried out and is attached in appendix D.

- 9.2 Some of the cycle hangars will be provided with spaces for non-standard cycles (including those used by families, disabled users and others who need adapted cycles) to enable all users to access this provision.

- 9.3 As part of the identification of potential locations for cycle hangars an evidence-based prioritisation process was undertaken to assess where there is the greatest need and the greatest benefit to residents. The process used datasets such as Indices of Multiple Deprivation Health and Disability.

## **10. Sustainability implications**

- 10.1 The scheme aligns to the city's development plan policy SA6 Sustainable Neighborhoods.

- 10.2 The Falco cycle hangar units are powder coated using sustainable powder coatings.

103 Falco products are manufactured Falco products are manufactured in their own 35,000m2 production facility which meets International Standards for Organisation (ISO) - ISO 9000 (Quality), ISO14001 (Environmental) and National Association of Corrosion Engineers (NACE) CO2 Level 3 standards.

11. **Other Implications** [delete any or all that are not applicable]

**Social Value and procurement implications**

11.1 A procurement process was undertaken to find a suitable supplier for the cycle hangars and approved by the Procurement Advisory Board on 26th July 2021.

11.2 The new contract with Falco will include a social value offering.

**Crime & disorder implications:**

11.3 There's potential for criminal damage and graffiti to the cycle hangars. This has so far been minimal and not reported to police. Officers will continue to monitor this.

**Public health implications:**

11.4 Supporting and encouraging people to own and use a bicycle could help the city to be a healthy and caring place; one where healthy life expectancy is increasing through the promotion of physical activity and health inequalities are reducing.

**Supporting Documentation**

**Appendices:**

Appendix A:- Locations advertised through TRO-38-2023

Appendix B:- Installed hangars from TRO-38-2023

Appendix C: Future proposed hangar locations TRO- 52-2023

Appendix D- B.Hangars EIA

**Background documents**

Transport & Sustainability Committee 6<sup>th</sup> July 2023 – Cycle Hangars Review & Recommendations for Future Management <https://democracy.brighton-hove.gov.uk/documents/s191332/Cycle%20Hangars%20-%20Review%20and%20Recommendations%20for%20Future%20Management.pdf>

**Appendix A- 60 Locations advertised through TRO-38-2023**

ROAD NAME	No. of hangars	Approximate Postcode	TRO-Objections	Context of Objections
Bedford Square	2	BN1 2JP		
Sillwood Road	2	BN1 2LF	1	Loss of Parking
Waterloo Street	1	BN3 1AN		
Brunswick Road	1	BN3 1DA	1	Loss of Parking
Norfolk Square on Norfolk Place	1	BN1 2PF	4	close to residents window, may encourage lorries to park on DYL
Compton Road	2	BN1 4AP	4	Loss of Parking, alternative location on DYL suggested
Goldsmid Road (On Windlesham Gdns)	1	BN1 3AP		
Compton Avenue	2	BN1 3PP	2	Hangar will make area noisy. Hangar is ugly. Loss of Parking
Balfour Road H1	1	BN1 6NB	4	Too near properties and not needed
Balfour Road H2	1	BN1 6NB	4	Loss of Parkng and site line impacted upon
St Andrews Road	1	BN1 EN	3	Loss of Parking, no demand
Chester Terrace	1	BN1 6GD	4	Believe hangars are ugly and will have negative impact on conservation area. 1 objection from Cllr
Lauriston Road - H2 on Home Rd	2	BN1 6SN		
Osborne Road H1	1	BN1 6LU	2	Loss of Parking, no demand
Osborne Road H2	1	BN1 6LU	1	Lack of demand
Queens Park Terrace & Freshfield St	2	BN2 9YB	2	Safety, loss of parking
Queens Park Road (hangar3)	1	BN2 9ZL	2	Loss of Parking
Queens Park Road (hangar 4)	1	BN2 9ZL	3	Loss of Parking, no demand
Livingstone Street	1	BN2 0EJ		
Southover Street H1 & H2	2	BN2 9UA	1	safety, asthetics, conservation, parking,
Carisbrooke Road	2	BN2 3EF	6	Loss of parking/ No demand/ concern over grafitti, impact on view
Coleman Street H1	1	BN2 9UA	6	Noise/graffiti/ vandalism, Loss of parking

Coleman Street H2	1	BN2 9UA	6	No demand/ Ugly/ noise/ loss of parking
Bonchurch Road	1	BN2 3PH	4	4 residents have safety concerns around exiting their garages
Islingword Place	1	BN2 9XG	9	Concerns have been expressed regarding noise, loss of parking, choice of location, graffiti.
Lincoln Street	1	BN2 9UH	1	loss of parking, ugliness, graffiti
Brooker Street H1	1	BN3 3YX		
Brooker Street H2	1	BN3 3YX	1	Local busineses objecting as don't like appearance of hangar
Furze Hill	1	BN3 1PA	2	Loss of parking & lack of demand
Furze Hill	1	BN3 1PA	1	1 objection re congestion concerns around The Pines.
Palmeira Square	2	BN3 2JB	2	concerns hangars are ugly
Shakespeare Street,	1	BN3 5AG	13	Concerns of noise, Loss of Parking, Ugly, Not needed, too close to properties.
Sheridan Terrace	1	BN3 5AG		
Lorna Road	1	BN3 3EN		
Wilbury Crescent	1	BN3 6JF	1	Safety concerns at junction
The Drive - hangar 3	1	BN3 3EY	2	Loss of Parking
Richmond Road & Mayo Rd	2	BN2 3RN	1	Objection from Disabled resident concern over loss of parking (not loss of disabled parking)
Kingsbury Road	1	BN1 4JR		
Princes Road	1	BN2 3RH	2	1 objection re congestion. 1 objection re safety of child crossing (near their gate)
Warleigh Road- Moving existing Hangar #26	1	BN1 4NT	1	59A Clyde Rd objected re access issues, dog etc
Warleigh Road- Moving existing Hangar #27	1	BN1 4NT		
Hollingdean Street	2	BN1 7HA	5	Loss of parking/ no demand
Atlingworth Street	1	BN2 1PL	1	Loss of parking
College Road #1	1	BN2 1JB	3	Loss of parking/ near to property window
College Road #2	1	BN2 1JB		
Sudeley Street	1	BN2 1HE	2	loss of parking
Kimberley Road	1	BN2 4EH	1	1 objection because they wanted hangar sited on Baydon

Ladysmith	1	BN2 4EJ	6	loss of parking/noise/no demand/graffitti/other suitable sites
Ewhurst Road	1	BN2 4EJ	1	
<b>Total Hangars</b>	<b>60</b>			



**Appendix B- List of Installed Hangars from TRO-39-2023 between Sept-Oct 2023**

Number	Road	P.Code	Number	Road	P.Code
1	Compton Road 1	BN1 4AP	21	Princes Road	BN2 3RH
2	Compton Road 2	BN1 4AP	22	Richmond Road & Mayo Rd 1	BN2 3RN
3	Lorna Road	BN3 3EN	23	Richmond Road & Mayo Rd 2	BN2 3RN
4	Sheridan Terrace	BN3 5AG	24	Kimberley Road	BN2 4EH
5	Wilbury Crescent	BN3 6JF	25	Ewhurst Road	BN2 4EJ
6	Windlesham Gardens	BN1 3AP	26	Livingstone Street	BN2 0EJ
7	Compton Avenue 1	BN1 3PP	27	Sudeley Street	BN2 1HE
8	Compton Avenue 2	BN1 3PP	28	College Road	BN2 1JB
9	Furze Hill 1	BN3 1PA	29	Atlingworth Street	BN2 1PL
10	Furze Hill 2	BN3 1PA	30	Osborne Road 1	BN1 6LU
11	Palmeira Square 1	BN3 2JB	31	Osborne Road 2	BN1 6LU
12	Palmeira Square 2	BN3 2JB	32	Balfour Road 1	BN1 6NB
13	Sillwood Road 1	BN1 2LF	33	Balfour Road 2	BN1 6NB
14	Sillwood Road 2	BN1 2LF	34	Lauriston Road 1	BN1 6SN
15	Brunswick Road	BN3 1DA	35	Lauriston Road 2	BN1 6SN
16	Bedford Square 1	BN1 2JP	36	Hollingdean Street 1	BN1 7HA
17	Bedford Square 2	BN1 2JP	37	Hollingdean Street 2	BN1 7HA
18	Waterloo Street	BN3 1AN	38	St Andrews Road	BN1 EN
19	Brooker Street 1	BN3 3YX	39	The Drive - hangar 3	BN3 3EY
20	Brooker Street 2	BN3 3YX	40	Kingsbury Road	BN1 4JR





**Proposed Location of hangars for TRO-52-2023 consultation**

<b>ROAD NAME</b>	<b>AMOUNT OF HANGARS</b>
Inwood Crescent	2
Ardingly St for St James Street	1
Bates Road	1
Ditchling Road (on 100 Rugby Rd)	1
Beaconsfield Villas	1
Clermont Terrace (hangar 2)	1
Brunswick Place	2
Adelaide Crescent	1
Brunswick Terrace	3
Brunswick Square	4
First Avenue	2
Goldstone Road	1
Grand Avenue	1
Second Avenue	1
Wilbury Road	1
Albany Villas	1
Eaton Gardens	2
Shirley Street	2
Davigdor Road	1
York Villas/Grove	2
Langdale Road	1
Cowper Street	2
Poynter Road	2
Buller Rd - hangar 1	1
Hanover Street	1
Finsbury Road	1
Melbourne Street	2
Arnold Street	1
Southampton Street	1
Vernon Terrace	1

Montpelier Crescent	2
Cavendish Place	1
Norfolk Terrace	1
Sillwood Street	1
St Aubyns	2

**TOTAL** **51**

## Short Equality Impact and Outcome Assessment (EIA)

<b>Title of EIA<sup>1</sup></b>	Cycle Hangars	<b>ID No.<sup>2</sup></b>	EEC32
<b>Team/Department<sup>3</sup></b>	City Transport		
<b>Focus of EIA<sup>4</sup></b>	<p><b><u>Background/Reason for the project</u></b></p> <p>It is only recently that council and national policy has required developers to provide cycle parking as a standard for all new residential housing. This means that storage of bicycles in older properties, existing flats or houses of multiple occupancies are a significant challenge to residents in the city who wish to own or store a bicycle. The city also suffers from a high level of bike theft and vandalism due to lack of safe, secured and covered facilities for residents. Local Transport Note 01/20 Cycling Infrastructure Design, released in July 2020, states that “Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport. The availability of secure cycle parking at home, the end of a trip or at an interchange point has a significant influence on cycle use”. Therefore, the provision of high-quality secure cycle parking is a key determinant of whether people will choose to cycle or not.</p> <p>Funding has been secured for an initial rollout of 100 cycle hangars to be installed across the city. This was subsequently extended to 150 cycle hangars.</p> <p><b><u>Who is affected by the service, or how it is delivered?</u></b></p> <p>The cycle hangars project will provide residents across the city with the opportunity to park their bikes in locked units. Each unit can hold up to six bikes. Residents, and businesses will be affected by the project. Some residents parking bays may be removed to accommodate the hangars. Disabled parking bays will not be removed unless there is evidence that they are underutilised by disabled users. In the unlikely event that disabled parking bays are proposed to be repurposed for the installation of cycle hangars, their usage will be thoroughly researched by the parking infrastructure team prior to this.</p> <p>Initially the hangars will mainly be used by residents. We may work with businesses in future after the initial rollout of 100 to potentially provide them with cycle hangars to assist their business models if relevant.</p> <p>Providing secure cycle parking potentially encourages cycle use, which delivers health and wellbeing benefits and reduces demands on the health service. Encouraging cycle use could reduce the number of motorised vehicles travelling in the city, making roads safer for pedestrians and other cyclists. People who may not be able to afford bicycles and therefore may not benefit directly from this scheme are likely to walk and use public</p>		

transport more than an average person and tend to live in more congested areas. As a result, they would benefit positively from safer streets, improved air quality and reduced congestion due to lower levels of motor traffic, which better provision for cyclists might bring.

Equality will be considered throughout the process of identifying and implementing the cycle hangars through the following aspects:

- As part of the identification of potential locations for cycle hangars an evidence-based prioritisation process was undertaken to assess where there is the greatest need and the greatest benefit to residents. The process used datasets such as Indices of Multiple Deprivation Health and Disability. The subsequent top 20 location recommendations will be referred to when prioritising the bike hangar locations.
- An online survey was carried out in October/November 2021 for residents to suggest locations for the cycle hangars. Following this a prioritisation matrix system will be used to identify the initial 150 locations. The matrix will incorporate findings from the survey and the above data sets along with other set criteria such as type of property. Equalities questions were not asked as part of the survey.
- It is likely that some of the cycle hangers will be provided with spaces for non-standard cycles (including those used by families, disabled users and others who need adapted cycles) to enable all users to access this provision – the requirement for this was stipulated in the tender documents for procuring a supplier of the cycle hangars.

Due to vehicle parking spaces potentially being repurposed for the cycle hangars to be installed, most cycle hangar locations are likely to be subject to a Traffic Regulation Order (TRO) before the cycle hangar is installed. This will give residents on the roads where we are intending to install the hangars the opportunity to look at the planned locations and comment. If a TRO is not needed, residents on the affected roads will still be consulted on the plans before the cycle hangars are installed.

**How does it fit with other services?**

The project fits with other transport policies and services such as:

- Active travel fund
- Local Cycling and Walking Infrastructure Plan (LCWIP)
- Capability fund
- Access to education/employment
- Cycle lanes & Cycle Training
- Low Traffic Neighbourhoods (LTNs)
- General cycle parking
- School Travel Plans & School Streets
- Cargo bike accelerator project
- Local Transport Plan 5

Other teams from BHCC that will be involved in the project are the Parking Team, Housing Team, Highways, Transport Policy & Strategy Team, Transport Administration & Research Team, Business Development &

Compliance Team, Traffic Team, Procurement Team, Community Engagement Team, and the Legal Services Team.

External Stakeholders include: NSL parking enforcement, Project Centre, Hanover Community Centre, Falco, Cyclepods, and Ditchling Rise And Residents Association (DRARA).

**Who implements the project?**

The Transport Projects & Engineering Team will be project managing the cycle hangars project. Initially approximately 100 cycle hangars are being planned, more may be installed in future depending on future funding being secured. A procurement process has been carried out to find an external contractor to supply, install and manage the spaces in the cycle hangars, as well as maintaining them. The project may be brought in-house in future once the project is well established, following an initial contract of 2 years with the external contractor.

**Who are the external and internal service-users, groups, or communities?**

All residents, of Brighton and Hove will be able to apply for a space in a cycle hangar once they are installed and a system is set up for allocating spaces within the hangars. Employees of BHCC that are also residents in the city will be able to apply for a space if they choose to.

**Outcomes**

One of the outcomes in the Council's Plan is to deliver a 'sustainable city', and as part of this, a transport network that ensures Brighton & Hove becomes carbon neutral by 2030 and keeps the city moving. With a focus on providing cycle parking infrastructure the project will help meet the corporate priority of developing a sustainable and active travel network as follows:

- encouraging mixed mode travel with good transport interchanges and better integration of travel information.
- delivering a transport system that provides sustainable travel with investment in walking, cycling and smart traffic signalling.

Supporting and encouraging people to own and use a bicycle will also help the city to be a 'healthy and caring' place; one where healthy life expectancy is increasing through the promotion of physical activity and health inequalities are reducing.

Cycle storage will be easier for residents where the cycle hangars are located. Having secure cycle parking near residents' homes therefore encourages cycle usage.

**Objectives**

The aim of the project is to encourage modal shift in line with the LTP 5, LCWIP and to help towards BHCC becoming a carbon neutral council by 2030, to reduce issues for residents such as cycle theft, cycle storage space, and to support the use of cycling as a mode of transport.

	<p>Replacement of car parking with cycle parking would be a benefit of the project in terms of encouraging cycling and helping modal shift away from the car. The scheme has the potential to benefit residents of housing estates, shared flats and those without outdoor space, and for disabled cyclists who may want easy access for their bicycle.</p> <p>A further benefit may be the improvements to the overall street scene, with the reduction of bike storage in front gardens, lamp posts and near-by railings.</p>
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### Assessment of overall impacts and any further recommendations<sup>5</sup>

As the cycle hangar project is a new scheme for BHCC, we do not have any local, specific research or data to show the positive or negative impacts that the cycle hangars could have on specific groups. Therefore, the overall impacts are as follows:

**Disability:** Cycle parking provision has the potential to have a positive impact on the community. Increasing cycling has both direct and indirect health benefits which impact not only an individual that cycles (through better fitness and improved mental health) but also the wider community, (through better air quality, less noise pollution, reduced road danger, etc.). The cycle hangar spaces will be available for all residents to apply for. The units can be adapted to accommodate large, adapted bikes, such as those used by disabled cyclists, as well as for bikes with child seats on them and cargo bikes which parents may use for carrying children. These may therefore benefit disabled people.

**Gender:** Carefully selected locations that are well lit and overlooked and centrally located, will ensure that the environment is well considered to ensure all users of the hangars feel safe when getting their bicycles in and out.

**Age:** The scheme is intending to broaden the demographic of cyclists, in particular where users may need to repeatedly carry cycles up or down stairs the scheme should have a positive impact. The elderly tend to be less physically active – cycling provides a cheap form of transport and a simple form of physical exercise. The hangars are designed to accommodate most types of bicycle, inclusive of all the age groups.

**Economic:** In the Department for Transport's report, "The value of cycling" (Raje F. and Saffrey A. 2016. University of Birmingham and Phil Jones Associates) typical benefits of providing a secure cycle storage or bike hanger scheme were identified:

- Strategic economic benefits: High-density, cycle-friendly improvements to urban streetscape is conducive to achieve agglomeration benefits, although evidence in relation to regeneration and residential property effects is mixed
- Individual benefits: Evidence for individual benefits accruing from a specific investment is mixed, acknowledging the link between hard and soft measures to deliver individualised benefits that address underlying structural barriers to cycling
- Employment benefits: Both as an enabler of access to employment and education for transport-deprived residents, and as a means of attracting and retaining skilled labour and inward investment with lower staff absenteeism and turnover
- Local economic benefits: Increased retail spend density. Per sqm, parking provision for cycles generates 5x more retail spend than car parking (Lee A, and March A. (2010) 'Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton'. Australian Planner. 47(2), 85–93)
- Public expenditure benefits: Typically low cost, high benefit, reduced spend on healthcare and school travel, and the potential of existing

infrastructure, particularly if targeted at new cyclists

- Fiscal benefits: Increased revenues arising from agglomeration benefits, and specifically potential to reduce the opportunity cost of car parking space by giving more people access to on-street parking.

<b>Potential issues</b>	<b>Mitigating actions</b>
<p>Most cycle hangar units will be installed on the carriageway, replacing vehicle parking. They are approximately the same size as a standard car, therefore installing them in vehicle parking spaces should not cause visibility or obstruction issues for disabled people. Some may be placed in other areas such as on housing estates or on footway buildouts, in which case visibility and obstruction would need to be considered.</p> <p>There will be a fee for using the hangars and this might have a potentially negative impact on people of lower socioeconomic status.</p>	<p>Early engagement with disabled groups such as the RNIB and Possability People explaining the project and discussing any potential issues. Use standard guidelines for installing structures on the highway or footway.</p> <p>The fee is necessary to deliver desired level of service. If a space in the bike hangar will enable some people to rely on cycling as a main mode of transport it will provide a significant financial saving on alternative modes of transport. Review the impact the fee has on users and potentially introduce a sliding scale for fees, based on users income in future years.</p>
<b>Actions planned<sup>6</sup></b>	
<p><b>Consultations</b> – Once cycle hangar locations are decided upon they will be subject to statutory consultation in the form of Traffic Regulation Orders (TROs). Letters with the location plans will also be sent to residents before the TRO is advertised. Alternative formats of any documentation used in any consultations will be available upon request (such as audible copies for blind people) as well as being made available in different languages.</p>	

**EIA sign-off:** (for the EIA to be final an email must sent from the relevant people agreeing it or this section must be signed)

**Lead Equality Impact Assessment officer: Michelle Jamieson      Date: 12/01/2022**

**Communities, Equality Team and Third Sector officer: Janice Markey      Date: 14/01/2222**

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