

Brighton & Hove City Council

Environment, Transport & Sustainability Committee

Agenda Item 53

Subject: Cycle Hangars TRO-21-2022

Date of meeting: 15 November 2022

Report of: Executive Director, Economy, Environment & Culture

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Ward(s) affected: All

For general release

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 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.
- 1.3 With a focus on delivering safe, secure residential cycle parking infrastructure the project helps to meet the corporate priority of developing a sustainable and active travel network. Promoting cycling as a real sustainable travel choice.

2. Recommendations

- 2.1 That the Committee, having taken account of all duly made comments and representations, approve the following cycle hangar locations be installed; Cissbury Road (hangar 2), Clermont Terrace (hangars 1&2), Chesham Street (hangar 2), Kingsley Road (hangars 1&2), St Leonards Road (hangars 1&2) and Islingword Place hanger 1.
- 2.2 That the Committee agree officers do not install cycle hangers, at the following locations: Franklin Street (hangar 1), Burton Villas, The Drive (hangar 1) and Dudley Road. Alternative locations will be found for these due to technical reasons or indicated lack of support through the consultation phase.
- 2.3 That the Committee notes the financial implications to parking income per year outlined in the report and the ways that officers will identify and then look to mitigate future losses.

3. Context and background information

- 3.1 At Budget Council on 25th February 2021, the Council committed funding towards the implementation of cycle hangers. This funding was subsequently included in the LTP Programme at Environment, Transport & Sustainability Committee in March 2021 and again at Feb 2022 Budget Council.
- 3.2 A total of 67 cycle hangers were advertised through TRO-21-2022 (TRO). 52 did not receive sufficient objection and are due to be implemented. Of the 52 the first 40 were delivered between September and October 2022. All 40 hangers, containing a total of 240 spaces were fully booked at the time of writing. There are almost 300 people on the waiting list at these locations.
- 3.3 The purpose of this report is to update the Committee on 15 cycle hanger locations that have received sufficient objections and to make recommendations on how to proceed with these individual locations.
- 3.4 This report outlines the objections received for 15 cycle hangar locations which were advertised in the TRO reference TRO-21-2022 from 8th to 29th July 2022: Burton Villas, Franklin Street (hangar 1), Cissbury Road (hangar 2), Dudley Road (hangars 1&2), St Leonards Road (hangars 1&2), Clermont Terrace (hangars 1&2), Kingsley Road (hangars 1&2), Islingword Place (hangars 1&2), Chesham Street, The Drive (hangar 1).
- 3.5 Drawings for these locations are attached in appendix 1 (Drawings A-O). The table in appendix 2 states the number of objections received for each location and summarises the reasons for them. Officers have considered objections and have made recommendations based on these objections.
- 3.6 Before a supplier for the cycle hangar units was appointed, a report was presented to the Procurement Advisory Board on 26th July 2021. The project was agreed with an open route to market, via a mini competition for a supplier to be procured. The 'Cycle Parking and Infrastructure Framework' via the NHS Shared Business Services was agreed as a contract framework. A copy of the report is attached in appendix 3.
- 3.7 Following the mini competition, Falco UK Ltd were awarded the contract to supply, install, manage and maintain cycle hangars at identified sites across Brighton & Hove.

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 takes into account 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 and officers are working through the list, with the top scoring roads being proposed and installed first.

- 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 current roll out of cycle hangars are designed for residential use. Officers will investigate the demand for cycle hangars at destinations such as local shopping areas, local GP's and community centers in future.
- 4.5 The Business Case for the cycle hangar programme was developed in October 2021 using the Economic assessment Active Mode Appraisal Tool (AMAT). The results indicate that the cycle hangar project has a potential BCR of 4:1 based on the assumptions used. According to AMAT this result is categorised as 'very high' value for money. The full Business Case can be seen in appendix 4.

5. Community engagement and consultation

- 5.1 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. All Ward Councillors were contacted and encouraged to circulate the survey link to their constituents.
- 5.2 All locations are discussed with internal officers and then Ward Councillors are contacted before TRO's are advertised.
- 5.3 The TROs 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. From TRO-21-2022, only cycle hangar locations that received 6 or more objections have been brought to the committee for a decision as to whether to install the hangars or not. These are listed in section 2.2 and 2.3.
- 6.2 For those locations that officers recommend are not installed, due to technical issues, officers will seek alternative locations as part of the future programme.

7. Financial implications

- 7.1 Installation of cycle hangars are entirely funded from approved capital budget. The cycle hangars are mainly being installed in existing parking bays, which will be repurposed via the TRO for the use of cycle parking.
- 7.2 The cycle spaces are charged at £60 per annum, per space and each cycle hangar has 6 spaces. The revenue is received by Falco UK and contributes to the maintenance and development of the cycle hanger management system. The management contract with Falco UK Ltd is for 2 years from 1st April 2022.
- 5.2.1 Due to paid for and permit holder parking spaces being repurposed there is a revenue implication. The approximate loss of income to the parking revenue is around £92,000 per annum for the 150 cycle hangar installations. This follows a rigorous review of potential income loss based on the income received from paid parking and resident permits, taking into account where some areas are underutilised and loss of parking will not have an effect.
- 7.3 £46,000 per annum of this parking income loss is estimated to have been lost by the first two phases of this project up to and including this latest update to Members. A further £46,000 per annum is estimated to be lost by the further two planned phases. Transport officers are working together to mitigate this parking income loss. Mitigation measures may include options such as converting exclusive permit bays and free parking to paid parking resident parking schemes and high demand full resident parking schemes.
- 7.4 Although there is an agreement in the existing Falco contract that the hangars will be maintained and cleaned every six months, some cycle hangars are being vandalised with graffiti. The council's City Clean graffiti team have so far cleared the hangars of graffiti on an 'ad-hoc' basis but it is likely this maintenance will have ongoing budget pressures. Ad- hoc graffiti removal by our internal teams is in the region of £70 per visit.

Name of finance officer consulted: John Lack Date consulted : 24/10/22

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

Name of lawyer consulted: Alison Gatherer Date consulted (19/10/22):

9. Equalities implications

- 9.1 The Equalities Impact Assessment (EIA) for the cycle hangars project has been carried out and is attached in appendix 5
- 9.2 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.

- 9.3 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.

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.
- 10.3 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

Public health implications:

- 11.1 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.

Supporting Documentation

1. Appendices

1. Cycle Hangar Location Drawings A-O
2. Table Outlining Recommendations
3. Procurement Advisory Board Report
4. Motts – BHCC Cycle Hangar Business Case
5. Equalities Impact Assessment

