

Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 81

Subject: Cycle Hangars Installation Update following TRO-52-2023

Date of meeting: 26th March 2024

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 On the 6th 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 and Hove, following the TRO consultation TRO-52-2023.

2. Recommendations

- 2.1 That Committee notes that 39 cycle hangars have been installed following the locations advertised under the Traffic Regulation Order (TRO) TRO-52-2023.
- 2.2 That Committee agrees, that having taken account of comments and representations received through the TRO consultation, 20 cycle hangars, out of 51 advertised, will not be installed. Please refer to paragraphs 3.5 to 3.7 and the table in point 3.7.

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 6th 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 At the Transport & Sustainability Committee meeting on the 5th December 2023 Members noted that 40 cycle hangars had been installed following the positive consultation results of TRO-38-2023. This meant that a total of 111 cycle hangars had been installed throughout Brighton.
- 3.4 Between the 1st December 2023 and 12th January 2024 a further 51 new cycle hangars were advertised through TRO-52-2023. Please refer to Appendix A for a summary of the comments and objections received.
- 3.5 Following TRO-52-2023, 39 hangars were installed between February and March 2024, these are listed in appendix B and were the sites that registered the least objections. Eight of these locations were agreed from the previously advertised TRO-38-2023 due to minimal objections. These 39 hangars combined with the 111 already installed within the city brings the total of installed cycle hangars to 150 and concludes the installation program.
- 3.5 Of the 51 cycle hangars advertised in TRO-52-2023 (including 3 on the footway not requiring a TRO), 34 received less than 6 objections and 23 received messages of support for individual locations. There were also 27 messages of support for the cycle hangars scheme generally and all the locations within the TRO advertised.
- 3.6 17 cycle hangars received over 6 objections. Most objections were related to concerns around the loss of parking. Other concerns were the visual impact, graffiti, installation in a conservation areas, proximity to listed buildings and safety. There were however a number of supporting statements, common themes of which were, meeting a need for secure cycle parking, looking forward to utilizing the proposed hangar, a positive idea which encourages cycling, and appreciation of the fact that many residents do not have space to store bicycles within their homes.
- 3.7 As the target of 150 installed hangars has been achieved, officers recommend that the locations from TRO-52-2023 which received six or more objections, or an objection from a Councilor are not installed. It is also proposed that 4 cycle hangars that received less than 6 objections are also not installed, following a further review of the proposed locations. Therefore 20 hangars from TRO-52-2023 will not be installed. These are listed in Appendix D
- 3.8 There is evidence of demand for cycle hangars since the first ones were installed in the summer of 2022. Most of the 150 hangars installed are fully booked with waiting lists. The overall number of people waiting for a space across all 150 hangars (900 Spaces) currently stands at 2,120.

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 for assessment and advertisement first, and 150 out of the 525 roads requested in the survey now have cycle hangars installed. If funding is secured in future for more cycle hangars, a new process for requests will be developed.

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 2,000 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 were advertised on the council website and in the local press and distributed to our Statutory Consultation list. This provided people with the opportunity to comment on the proposed cycle hangar locations. Residents that lived within view of the advertised locations were sent letters with the details of the TROs. The letter also included a picture of a cycle hangar and plan of the proposed location.

6. Conclusion

- 6.1 Following TRO-52-2023, 39 hangars were installed between February and March 2024, these are listed in appendix B and were the sites that registered the least objections. Eight of these locations were agreed from the previously advertised TRO-38-2023 due to minimal objections. These 39 hangars combined with the 111 already installed within the city brings the total of installed cycle hangars to 150 and concludes the installation program.
- 6.2 Falco UK Ltd will continue the management and maintenance of the 150 hangars. From April 2024 this will be implemented 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. £0.125m recurring budget has been allocated as part of the 24/25 to support the unsupported borrowing of the capital investment. Any significant variation to budget will be reported as part of the council's monthly budget monitoring process.
- 7.2 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 carried out in 2023 accounted for potential income loss based on the income received from paid for parking and resident permits. It considered 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.
- 7.3 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 under their current contract. Officers have negotiated a new two-year contract with Falco UK Ltd, to commence on the 1st April 2024. At this point the rental fee will likely increase to £66 per annum. This new contract will maintain the current arrangement, whereby all rental income from the hangars is received by Falco UK Ltd which will enable Falco to provide all management and maintenance for 150 hangars until at least March 2026, resulting in no or low management and maintenance costs to the council.

Name of finance officer consulted: John Lack Date consulted (13/02/24):

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 (20/01/24):

9. Equalities implications

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

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 contract with Falco includes a social value offering of one Falco Quarter Cycle Shelter (galvanised) incorporating a 5 space Sheffield stand parking rack for a school in the city.

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

1. Appendices

1. Appendix A – summary of support & objections
2. Appendix B – List of installed hangars following TRO-52-2023
3. Appendix C – Equalities Impact Assessment
4. Appendix D – List of locations advertised hangars will not be installed.