



# Saxilby with Ingleby Parish Council

## Non-confidential

### Request for cycle parking outside One Stop

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**Report to:** Planning and Development Committee 25-09

**Report by:** Clerk

**Power/duty which decision falls under:** Parish Councils Act 1957, s1 (provision of public amenities including seats and shelters), Highways Act 1980 (subject to highway authority consent).

**Which council objective(s) it falls under:**

- Maintain and improve community facilities and amenities
- Protect and enhance our green spaces and street scene
- Retain and encourage employment and tourism opportunities
- Improve the well-being of residents
- To foster public participation and engagement
- To recognise the climate and biodiversity emergency and it should be considered as the basis of all decision and policy making

**Public Sector Equality Duty**

*Consider how policies/decisions affect those protected under the Equality Act)*

Provision of cycle parking would benefit a wide range of residents, including young people and those without access to cars, supporting equality of access to services and amenities.

**Duty to conserve and enhance biodiversity**

The request would not negatively impact on biodiversity.

**Consideration on carbon reduction:**

Encouraging cycling supports carbon reduction by promoting sustainable travel and reducing car dependency.

## Consideration of risk management in relation to the proposal<sup>1</sup>

**Does the report consider any new activity? If 'Yes', has a risk assessment, including risk management proposals, been included for consideration and adoption by the council?**

(Financial Regulation 17b)

**No.**

*It is impossible to list every risk faced by a local council. Risk, in the general sense, means the likelihood of an event happening, and the severity of the negative consequences. The insurance industry regards risk as representing loss or damage. Risk always involves uncertainty. When protecting a local council effectively, it is important to consider if risk is present in the following areas:*

Risk Area	Risk Present / Description?	Likelihood	Impact	Risk Rating	Mitigation & Contingency
<b>Decision Making / Strategic</b>	Risk that the decision does not align with council objectives or wider transport strategies.	Low	Low	Low	Proposal considered and is in-line with objectives
<b>Finances</b>	Unexpected costs for purchase/installation/maintenance of cycle parking.	Med	Med	Med	Dependent on land it is installed on and who purchases it to be confirmed
<b>Property</b>	Cycle racks could obstruct pavement, impact nearby property access, or cause accidental damage to infrastructure.	Med	Med	Med	Conduct site survey to confirm safe location, liaise with highways authority if required for a license. Ensure compliance with accessibility requirements. If on private land confirm with land owner.
<b>Staff / Operational</b>	Council staff time needed for procurement, installation oversight, and ongoing monitoring/maintenance.	Low	Med	Low-Med	Schedule within existing work plans, delegate as part of operational duties.
<b>Legal</b>	Need for permissions (e.g., highways authority consent, landowner permission if not parish-owned land). Risk of non-compliance with accessibility or equality legislation.	Med	High	Med-High	Confirm ownership of land, seek necessary permissions/licences, ensure racks do not obstruct wheelchair/pushchair access.
<b>Written/Verbal Communication</b>	Risk of poor communication with residents, shop, or county council leading to complaints or reputational harm.	Med	Med	Med	Engage with stakeholders early, provide clear updates in council papers and notices, highlight benefits (safety, sustainability).
<b>Insurance</b>	Potential liability if cycle racks are damaged or cause injury to users/pedestrians.	Low	Med	Low-Med	Confirm public liability cover extends to cycle parking equipment. Include in asset register. Regular inspection/maintenance.
<b>Inspection / Events</b>	Risk of racks becoming damaged, misused (e.g., anti-social behaviour), or presenting a trip hazard.	Med	Med	Med	Implement inspection as part of routine site checks, report issues promptly, consider CCTV coverage - OneStop.

<sup>1</sup>Risk areas to consider - strategic/operational, likelihood/impact, add to risk register? Any contingency planning needed?



# REPORT

## 1. Purpose of the Report

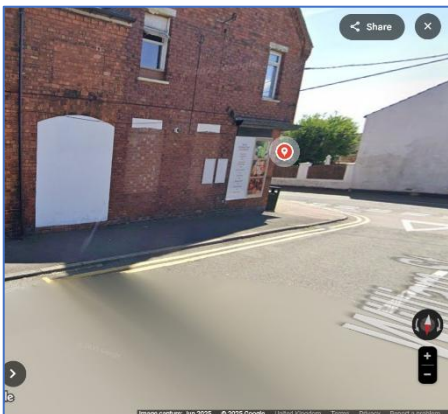
Consider a request from a resident for the provision of cycle parking outside of the One Stop shop.

## 2. Background

- A resident has requested cycle parking outside of One Stop, noting no facilities for cycle parking in the immediate area.
- The location is busy with pedestrian and vehicle use.
- Secure cycle stands could encourage sustainable travel, support local businesses, reduce clutter, and increase safety from informally parked bikes.
- Installation may require consent from Lincolnshire County Council as highway authority, depending on location and to discuss best siting on the ground.



*High St Potential Locations: Bordered in Red*



*William St Potential Locations: None.*



*Image of cycle parking: £135+VAT*

### **3. Options**

- Checking Land Registry, the potential locations identified all appear to be on private land and therefore would need to be installed by, or in agreement with, One Stop, unless an alternative location could be found on Highways land, but this appears limited as footpath width.

### **4. Financial Implications**

- The cost of a cycle stand is £135-150
- If the owner installed there would be no cost to the council, or licenses etc required.
- If council installed external funding could be sought

### **RECOMMENDATION(S):**

1. Support the request in principle
2. Clerk to speak to One Stop to explore request
3. Clerk to speak to Highways regarding safe siting
4. If parking secured/funded seek permission from the County Council for the installation of cycle stands if on the public highway.