

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

5a

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

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| TITLE OF REPORT: | CYCLE HANGAR PHASE 3 |
| PROPOSAL: | Proposed locations for Cycle Hangars (Cycle Parking Places) |
| SCHEME REF No: | 24-024 |
| REPORT AUTHOR: | Alex McDougall |

1. DELEGATION

The delegation to be exercised in this report is contained within Part 3, Section 4 of the Constitution under the Delegation of Functions to Officers, as follows:

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| Section A | The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....” |
| Section B | Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility. |
| Section D9 | An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator. |

For the purposes of this report, the Director of Place Management and the Head of Highways Delivery holds the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

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| (a) | for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or | |
| (b) | for preventing damage to the road or to any building on or near the road, or | |
| (c) | for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or | |
| (d) | for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, | |
| (e) | (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or | |

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| (f) | for preserving or improving the amenities of the area through which the road runs, or | X |
| (g) | for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality) | |

3. PROPOSAL

Deliver secure on-street cycle parking in the B&NES area. To install approximately 20 cycle hangars (which provide 120 cycle parking spaces) as seen in Appendix 1. The cycle hangars will be located in areas requested by the public and elected members. Cycle hangars are fixed storage lockers designed to hold up to six standard sized bicycles. People can rent a space in a hangar, which can only be accessed by lock and key (or on an app in some locations).

4. REASON

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing the cycle hanger storage units on the highway. It has balanced the various considerations and concluded that it is appropriate to promote the installation of the cycle hangars in the locations shown in Appendix 1. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed installation of these cycle hangars is consistent with that duty, having regard to its other policies and objectives.

Phase 3 of the Residential Cycle Hangars project is delivery of cycle storage solutions in the form of cycle hangars in the Bath & North East Somerset. A cycle hangar is an on-street, secure, cycle parking storage unit, typically for up to 6 bikes. It is intended for use by members of the public, particularly residents living in the area where a hangar is installed.

The goal is modal shift in transport habits from use of cars to walking and cycling. Private markets are unlikely to bring about a shift in the existing status quo of personal transport use, so public sector intervention is needed to provide an option to help members of the public with access to more sustainable forms of transport.

This project supports other active travel projects in the region, with residents using hangars to store their bikes that they can use to travel on dedicated cycle infrastructure around the towns and cities. In some areas there is emphasis on locating hangars close to cycling routes and active travel schemes. Providing greater access to other means of transport help to reduce reliance on private motor vehicles.

5. IMPACT ON EQUALITIES

An Equality Impact Assessment has been undertaken which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. IMPACT ON HUMAN RIGHTS

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. SOURCE OF FINANCE

Capital budget of £209,000 funded from WECA grant. Cost Code: 3L6 3LY10
Project code: TC8526

8. CONSULTATION REQUIREMENT

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Highways.

The responses to the informal consultation can be found in TRO report number 3.

9. OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))

The objections received are listed below with a technical response in italics underneath. Full responses and supporting comments can be found in the attached **Appendix 2**.

Alfred Street – Cycle Hangar

Wholly Object– 1, Partially Object– 0, Neither– 0, Partially Support– 0, Wholly Support– 0,

Objection main points raised:

- The National Trust is a conservation charity that looks after nature, beauty and history for the nation – for everyone, for ever. The Trust is supportive of active and sustainable travel, including measures to support cycling. However, we also have a duty to look after the special places in our care. The Trust has owned Bath Assembly Rooms since 1931 and in March 2023 we took on its day-to-day management. The Trust's ownership includes the western forecourt in front of the Assembly Rooms. The Assembly Rooms is a grade I listed building that's a key part of the UNESCO World Heritage city of Bath. The Assembly Rooms were at the heart of fashionable Georgian society, the perfect venue for entertainment. When completed in 1771, they were described as 'the most noble and elegant of any in the kingdom'. The Trust is currently working on a new visitor experience which will enable the Assembly Rooms to continue to be a place for assembly, connection and entertainment, welcoming in Bath's visitors and residents. In March 2025 work began on an ambitious project to transform Bath Assembly Rooms and its exterior spaces, working with a large construction and conservation team to renovate and restore the building. In response to the proposed cycle hangar (western end of Alfred Street), we have significant concerns for a number of reasons, as set out below: • Effects on historic environment, character and setting – We question the appropriateness of siting the proposed cycle hangar at the edge

of the western forecourt of the grade I listed Assembly Rooms. The structure would be much larger, and very different in its appearance, compared to the (listed) phone box, seating and comms cabinets against the wall in this location. We would prefer to see any changes in the western forecourt area to be part of a collaborative and holistic design process (see fourth bullet point below).

- Effects on pedestrians and visitors – Based on the cycle hangar as drawn in the consultation map, it would be wide structure that would ‘jut out’ from the wall. It looks like the cycle hangar would create a ‘bottle neck’ and restrict access into the pedestrianised area / western forecourt in front of the Assembly Rooms, including for wheelchair users.
- Effects during Assembly Rooms refurbishment – The same point as the above, but more so, applies during the building works (due to take place between now and December 2026). As per the attached plan, the Trust is seeking to use part of the public realm for a site office and welfare area, surrounding by hoarding. An access corridor will be maintained – but this would be blocked by cycle hangar as proposed.
- Implications for ‘Reconnecting the Rooms’ project (external works) – The redesign of the forecourt is currently in progress in collaboration with the B&NES Regeneration team and with community partners. The forecourt will be developed in line with placemaking ambitions to enhance the unique characteristics of the site, with improved benches, seating, lighting, a focus point in the centre for social gathering, and increased green space/planting. The aim is to create a vibrant cultural space to provide sense of community, safety and connection. The proposed site for the cycle hangar would impact this ambition as large and different in style and function. Funding has been secured for the regeneration of the forecourt from the National Lottery Heritage fund as part of a wider collaborative and community-focused design process.
- Consistency and modal shift – The majority of cycle hangars within Bath appear to have been located at the edge of the public (vehicular) highway. This may result in the loss car parking spaces, but it forms part of a modal shift away from car use and towards active travel. We suggest that a similar highway location (in place of parked cars) is explored in this case.
- Security of residential gardens – The proposed cycle hangar, set against a wall, may provide a broad platform that would enable persons to climb over the wall and access the private residential gardens beyond. Whilst this does not impact the Trust, it is a further matter for consideration. In conclusion, the National Trust is supportive of measures to encourage a modal shift towards cycling – however, we have significant concerns about the proposal for a cycle storage hangar in front of the Assembly Rooms. We are not in a position to support the hangar as proposed. We would ask that B&NES explores other locations or solutions for cycle storage in this general area. We will also continue to engage with B&NES officers in respect of the western forecourt.

Officer response: We have considered the impact on the area from a heritage and conservation standpoint by liaising with our colleagues in this department and chosen an appropriate colour for the hangars from the Bath pattern book. The hangar is proposed to be located with other existing street furniture.

The location of the hangar has been reviewed by highways and maintains approximately 2m pavement width for pedestrians.

We do note the issue with proposed location potentially blocking the access corridor during the Assembly Rooms refurbishment, so installation would be co-ordinated through the B&NES Streetworks team to ensure that public access is maintained.

All Locations – Cycle Hangar

Wholly Object– 4, Partially Object– 0, Neither– 0, Partially Support– 0, Wholly Support– 2,

Objection main points raised:

- These storage units are an eyesore especially in a city with Bath's architecture.
- I don't believe that the cycle hangers are in keeping with the local architecture and having seen them in use elsewhere I haven't seen any significant use of the facilities. The one in Park Place is almost never used.

Support main points raised:

- Secure and convenient cycle storage is very important to help encourage more people to cycle for daily trips, and this only works if everyone has access to one of these cycle hangars near to where they live. I therefore fully support this proposal.
- It is a great initiative to have more bike hangars around Bath. Car traffic is already an issue, and the more people use alternative methods of travel, the better. I believe current bike storage is at full for more are urgently needed. Bath has many residents living in Flats with limited or hard-to-access storage for bikes. It is, therefore, essential to offer residents a place to safely store their bikes. In my opinion locations are carefully selected to the purpose and equally to reduce disruption to car parking.
- I support the addition of cycle hangars to these areas. The sites look sensible. Ideally there would be even more in Twerton and the east of Bath.

Officer response: The cycle hangars that will be installed have been chosen with our heritage and conservation team who have deemed them aesthetically suitable. The Park Place Hangar has all 6 spots taken up with 11 people on the waiting list.

Beaufort East – Cycle Hangar

Wholly Object– 2, Partially Object– 1, Neither– 0, Partially Support– 0, Wholly Support– 0,

Objection main points raised:

- I am the manager at the Bath Cat Clinic, a veterinary surgery located in Beaufort East. Parking has always been an issue for our clients, some of whom are elderly or disabled and cannot manage to carry their cat baskets very far. People already park here in the day and cycle in or use scooters, taking advantage of the free parking in our area, so the addition of a bike hangar may encourage more people to do so. Whilst I am in favour of cycling, this location has potential to impact negatively on our business as we have no dedicated parking.
- I object to the proposal to site a bike hangar in Beaufort East. This will reduce the parking space available for residents when parking space is already tight. Residents in Beaufort East have cars, cycling is not an alternative mode of transport to the car for practical and safety reasons. This could create wellbeing and practical issues. (The answer is not residents parking - retain the status quo). The hangars will not get usage and will simply be a waste of money. Beaufort East is a Georgian terrace within the gateway to Bath. The

hangars are unsightly and will not align to the requirements generally put upon householders to maintain the Georgian aspect. The hangars are windowless and permanent. This creates a safety issue.

- I am concerned that this proposal will reduce the amount of parking spaces available for staff and clients of Bath Cat Clinic (which are already in short supply).

Officer response: The cycle hangar will take up space of one car parking bay. Whilst we note the concern about losing a parking space it will provide 6 cycling spaces, and there is other car parking on the street and within walking distance of the cat clinic.

Burlington Street – Cycle Hangar

Wholly Object– 0, Partially Object– 0, Neither– 0, Partially Support– 1, Wholly Support– 0,

Support main points raised:

- I live in Burlington St and worried how many car parking spaces you will be taking up placing a cycle storage in this street. Looking at the one at the top of Burlington St and Portland Place, it looks like it takes up one parking space, with the doors opening on to the pavement. To do this in Burlington Street would mean placing the storage unit across more than one parking space. This will then cut down the number of parking spaces in Burlington St. Maybe if it was placed further down the street, i.e., in one of the two parallel parking spots or on the other side where there is one parallel parking space. Wondered why Burlington St was chosen.

Officer response: Burlington street was chosen as it was requested during our initial public consultation and scored high in our usability criteria, the location on this side of the street was chosen as it is in an easily accessible area near a streetlight. While we note the concern about losing car parking space it will provide 6 cycling spaces, and there is other car parking on the street and within walking distance.

Cavendish Road – Cycle Hangar

Wholly Object– 10, Partially Object– 1, Neither– 0, Partially Support– 0, Wholly Support– 1,

Objection main points raised:

- I am the longest serving resident of Cavendish Crescent. To own a property in this Georgian heart of Bath and be custodian of a part of this outstanding architecture in such beautiful surroundings opposite the High Common is a privilege. Is it any wonder tourists flock here to experience this World Heritage City, a status that hung in the balance many years ago when the inappropriately bland Western Riverside development was first conceived. The conservation of our city's Georgian heartland isn't just about the buildings but also the whole street scene and ambience. To introduce these awful metal monstrosities a few yards from one of Bath's celebrated Crescents is a massive mistake aesthetically, even if it will be under a tree. I can only assume this proposal, and other similar decisions looking to tick boxes that will transform Bath, are coming from members of the Council who don't actually appreciate what it means to live as a resident in such cherished surroundings. However, to cover some pragmatic reasons for objecting: 1) To see a cyclist in this area is very unusual. Not because they have nowhere to store it but because where would they be going? We are so close to the city centre it's easy to

commute on foot. Who would want to cycle heading north towards the motorway? As for owning and storing a bicycle to head East or West, going where? The demographics here need to be recognised. Cavendish Crescent and Cavendish Place are affluent areas with mostly older owner occupiers who either walk, take the bus or drive. There is an existing 'ugly piece of street art' in the guise of a cycle hanger in Park Place which a local resident tells me is never used. Indeed, I walk into the city frequently and have never seen anyone opening it. 2) This proposal will not persuade any residents in Cavendish Crescent to forsake their car and take up cycling and yet it will be placed in a position that eliminates a much-needed overnight parking space. 3) During the day the 2 parking spaces under the Holm Oak tree are often unoccupied and so cars travelling along Cavendish Road are not always faced with an obstacle, but the hanger will be there 24/7. 4) To exit from Cavendish Crescent in cars, which is always from the south, requires drivers to look northwards up Cavendish Road. The hanger will obscure visibility and therefore safe egress far more than a car, when they are parked there, as you can see through the windows. 5) My wife has made the point that anyone up to no good could easily use the hanger as something to hide behind as that is a dark section of the road, despite the streetlamp installed inside the tree! 6) Taking the siting of the hanger in Park Place as an example. It is installed partly jacked up onto the kerbstones, presumably to ensure it doesn't project into the road beyond the white line designating the expected width of a parked car. Under the Holm Oak it will therefore be taking up part of the pavement and cause a partial obstruction to pedestrians passing one another along this continually busy route. I rest my case on behalf of my wife and me, so this feedback constitutes views from 2 residents who are 100% against the idea.

- RE PROPOSAL FOR CYCLE HANGERS /CAVENDISH ROAD. Please find my objection and comments below. These include: 1. LOCATION- Visual impact in sensitive areas of World Heritage City 2.NO JUSTIFICATION- Questionable validity and aim of the scheme 3. HAZARD- Dangerous locations re car/pedestrian sight lines 1. One of the Councils aims is presumably to protect the City of Bath's beauty, value, history and attractiveness as a World Heritage Site. It is unquestionable that these BOXES are ugly and totally out of place. Proposals should be sensitive. Should planning permission be sought to place one of these boxes in a front garden near the road, in the Conservation Area of Bath- would that be permitted? Almost certainly not. Location of the Cycle Hangers- There may be parts of Bath where the residents have nowhere to store a bike (even then purchasing a car would almost certainly not be the alternative.) But- where the traditional buildings of Bath all have basements, cellars etc. - such as along Cavendish Road, there are many areas suitable for bike storage. An alternative- IF- such a box in a sensitive area such as Cavendish Road, be justified, it could be easily strategically placed just inside the open green park area opposite, within the fenced landscaped area of High Common. 2.The objective of Cycle hangers has to be truthfully analysed and questioned- would an enthusiastic cyclist purchase an expensive bike knowing the only place for storage is a box outside in the street? Take also the everyday cyclists with nowhere to store their bike- would they in truth be in a position or choose to instead buy and run around in a car. Very doubtful. A cyclist's alternative is to walk or take buses, not to buy a car. 3. SAFETY- For pedestrians and vehicle alike- the bulk and size of these boxes inevitably cause a hazard. Visibility is blocked. This is demonstrated in locations such as Park Street and Park Place.
- Reasons to note about my strong objection- 1. Impact on elderly and disabled - The proposed hangar's placement would result in the loss of parking in an area with many elderly residents dependent on carers. Unfairly disadvantages and discriminates the elderly and this disproportionately affects vulnerable members of this specific community. 2. Poor consultation process- From an Equality point of view - I have not seen a proper survey

conducted seeking to consider the age demographics of the community. 2. Safety- The hangar's location creates risks such as a blocking sightline. This loss of visibility is a hazard on a street where we have had several accidents. Unlike cars which have windows the hangars block sightlines. Photo of accident on Cavendish Road metres from proposed hangar location attached. 3. Placing hangar on an incline is surely a danger to the cyclists- a car breaking downhill might not stop in time if a cyclist suddenly emerges from the hangar into its path. This would heighten the chance of a serious accident on Cavendish Road where speeding is not controlled and where road conditions amplify stopping distances. From an equality, practical, safety and visibility reasons the cycle hangar is clearly more suited to the flat streets at the top and bottom of St James's Place or the loop in front of Cavendish Crescent.

- I object to the installation of cycle hangers for the following reasons: 1. Car parking is often problematic. Any space proposed to be used by the cycle hangers should be made available for car parking. 2. The majority of the properties on Cavendish Road have vaulted storage that may be used for secure cycle storage. 3. Placing cycle hangers in a UNESCO city, in a conservation area & outside of listed properties is utterly inappropriate. 4. The expenditure of public finances for this project is unacceptable.
- Object to another cycle hanger in the local area
- This response is submitted for myself and on behalf of my Wife and other residents. The proposal is yet another example of the present Council putting forward proposals which are based on inadequate research and/or understanding of local needs; 1. Of course some people do cycle up and down Cavendish Road, but do any of them live in a property fronting Cavendish Road without access to a vault or garage? What is clear is that no-one who is physically unable to cycle further up the hill, will be minded to use the cycle hangar and walk the rest of the way to Sion Hill, Lansdown Crescent or any of the other adjoining roads; It is highly probable that, like the hangar installed in Park Street, this will be yet another "white elephant" and waste of tax payers' money; 2. As a result of the Council's other Traffic Order affecting Cavendish Road there has already been a material reduction in the availability of street parking; presuming that the intention is not to place the hangar on the pavement where it would be a danger to pedestrians, but to place it on the road, it will constitute yet a further reduction in available parking spaces; 3. The proposal will constitute a further imposition of poorly designed "street furniture", out of keeping with the character of the neighbourhood and further disadvantaging residents, visitors and others requiring to use the affected road.
- I object to the proposal of a cycle Hanger in Cavendish Road for the following reasons. A) it is an eyesore on a road positioned in front of Grade 1 and grade 2 properties. In a World Heritage City. B) There is an existing bike hanger in Park Place which is underutilised. C) Most of the properties on Cavendish Road have gardens/vaults and garages and would not require the use of a bike hanger. D) It is another waste of council's money that could be better spent on housing the homeless and removing hideous fake flowers from the front of heritage buildings.
- This suggestion of a permanent bicycle hanger on Cavendish Road is wholly unacceptable for the following reasons: 1. Not necessary at all 2. People who live on this road have plenty of room in either their gardens or garages for bike storage 3. Permanent eyesore 4. Once installed they are permanent 5. It would be completely underutilised 6. Where exactly would it go and when would the residents be consulted if at all?? 7. The existing hanger on Park Place is more than sufficient and that is never used anyway!! 8. Where is the link to the

World Heritage site and the keeping everything to Georgian standards. These are certainly nit in keeping 9. How sneaky is the council in displaying a small and almost unnoticeable sign on a single lamppost that most residents would never even see!! Shocking democratic behaviour 10. Our local community will not support this plan and will gather together to ensure it does into happen. Whatever that may take. 11. The council has a learnt taken significant steps to minimise traffic on Cavendish Road but the next best step would be to put speed bumps on Cavendish Road to further slow and redirect traffic!!

- Wholly disapprove of this suggestion. This ill-conceived proposal presents several concerns. Cavendish Road is already a narrow and heavily parked street, and the addition of a large storage unit would further reduce the availability of parking, which is already under significant pressure for residents, visitors alike. The unit also raises safety concerns. Its proposed placement will obstruct visibility for drivers and pedestrians at a point where space and sightlines are already constrained, increasing the risk of accidents. Furthermore, the unit would be an unsightly addition to the streetscape and is not in keeping with the character of the surrounding area. Given the limited benefit and the significant impact on both safety and parking, this installation represents an unnecessary financial risk investment. There is already one of these poorly conceived installations on park place which creates significant issues for visibility and contributes to the issues raised above.
- This response relates to your specific proposal for a new cycle hanger in Cavendish Road (outside Cavendish Crescent). 1. We do not understand the logic of introducing a cycle hanger in this location. 2. We are not sure if you have fulfilled your responsibility under the Road Traffic Regulation Act 1984 with respect to Notices, since there is only one Notice to residents along the entire length of Cavendish Road, that is largely hidden from view, under a shady tree in outside Cavendish Crescent. We suspect that most residents will not see nor read this Notice given its positioning.3. We are not a pro-Car family (we do NOT have a car in Bath) and the following comments are not biased against the loss of parking spaces - actually we would be happy for the road to be free of cars as we walk everywhere (incl daily school run up Cavendish to Kingswood).4. We can appreciate the "theory" behind the hangers but this scheme is not working - the hanger directly opposite our residence (Park Place), whilst it may have full occupancy, is never used - in the time since its arrival, we have never seen someone use it - it is not daily switching people to bicycles as a mode of transport instead of cars, it is hardly used.5. We do not understand the new proposal for the top of Cavendish... who will actually use it? Who is likely to be within a reasonable catchment area for it to make sense? It is unlikely that anyone from Cavendish Place will:- For example, No1 ,2,3 and 13 are all single dwellings with vault storage space. For example No 3, 7 and 8 are occupied by retired/ aged residents in their 70s and 80s. For example Nos 12, 11, 10, 9, 7&8, 6 and 5 all have either garages or secure storage to the rear. Moreover, Cavendish Lodge has onsite storage for residents. Ditto Somerset Place. Also, Winifreds Dale is single dwelling. Ditto the houses up Sion Hill. On that basis, who locally then actually needs this one??? Who will use it?? 4. We are not sure how you can safely install this cycle hanger on a road with a 40% incline/decline. 5. We are concerned that this is a Conservation Area - many properties are Grade 1 listed; Cavendish is a beautiful road and should not be tarnished by a steel coffin-like structure, as Park Place already has been. Cavendish Road north of Cavendish Place is largely car free - why clutter up the street? 6. So, are there not better alternative locations that have a stronger need for this, and will therefore more likely fulfil the Councils goals of swapping car with bike? If the Council is authentic in its objective, there has to be a more worthy site than this? 7. Separately, we previously reported that the Park Place hanger is being used by skateboarders as a ramp/jump - it won't be long before one of them injures themselves if the proposed location is adopted (photos attached).

- I do not believe that it is necessary to erect more bicycle storage along Cavendish Road. I am unaware of anyone who rides a bicycle living in Cavendish Place. The one in Park Place never appears to be used. Before anymore are commissioned, I would respectfully suggest that local residents be asked if they actually need such a facility. Most residents have access to underground storage vaults. By removing at least one available parking space to install such storage appears to me at least, to be contrary to the needs of local residents.

Support main points raised:

- I think it would be fine to install bicycle hangars in our area. We need to encourage bike riding.

Officer response: Regarding the gradient of the road, the site has been assessed by the supplier and has determined that it is a feasible site. The width of the road and the pavement has been determined suitable to safely accommodate a cycle hangar. The proposed cycle hangar will not obstruct visibility significantly more than a parked car would in the same location. The cycle hangar will take up approximately one car parking space which is only a small proportion of the total car parking space on Cavendish Road.

The hangar close by on Park Place is currently full and has a waiting list of 11 people clearly demonstrating demand for local cycle parking infrastructure.

In reference to the aesthetic appearance of the hangar we have considered the impact on the area from a heritage and conservation standpoint by liaising with our colleagues in this department and have chosen the design and colour to fit within Bath's environment.

Charmouth Road – Cycle Hangar

Wholly Object– 4, Partially Object– 2, Neither– 0, Partially Support– 0, Wholly Support– 0,

Objection main points raised:

- I am not supporting this proposal because: 1. The hangers only provide cycle parking for a few people that hold a security key and hence it is unlikely to be useful for the majority of the residence in this area. At the same time, it isn't useful for parents dropping of kids by bike at the school either because far too difficult or time consuming to lock the bike in the hanger. 2. Kids that cycle to the school have secure bike parking within the school grounds. 3. Residents that use bicycles like me have already secure bike storage on their properties. 4. The giant structure will cause terrible visibility for cars and pedestrians (kids included) just outside the school entrance. 5. Making people to pay for bicycle parking will not encourage cycling. Cycling should indeed be encouraged in Bath to reduce the amount of cars traveling in and out of the city. However, the money planned to be spent on hangers should instead be spent on safer cycling routes into the city and better cycling path provision without lots of potholes everywhere. 6. Charmouth Road specific - maybe fixing a metal bar on the wall on left hand side of school gate (traveling up Charmouth Road from Newbridge Road) would provide an easy access for parents dropping of kids by bike to lock up the bikes in case they don't want to take them into the school ground. I hope that this useless proposal is stopped for Charmouth Road and other areas in the city. I am disappointed that the proposal was made without consulting residence in the first place and to gather information if this would indeed change the travel habits. We - the residents of

Charmouth Road - only became aware of it by a non-official looking sign that was put up on a light post. Looking at the overall proposal I feel that a justification for such hanger is assuming that cycling in Bath is a safe way of transport. Well as a cyclist myself I unfortunately have to say that it isn't a safe way of transport, and I am disappointed about the fact that many areas within Bath and the residential areas of Bath do not provide safe cycling routes. If the goal is to encourage cycling, then the network of safe cycle paths should be expanded first around Bath before parking provision that aims to serve a few privileged people that can afford to rent such a hangar space is put in place. This would be truly difficult for parking. I have a disabled daughter, and parking is very limited outside my house. If this goes ahead not only will it be truly difficult to park near my house, but it will also be unsightly. This decision would make me need to move house which would be highly inconvenient and unfair.

- Opposition to the Installation of a Cycle Hangar on Charmouth Road. I strongly oppose the installation of a cycle hangar on Charmouth Road due to the following concerns:
Exacerbation of an Already Severe Parking Problem. The street is already overwhelmed with competing demands for space, particularly during school drop-off and pick-up times. Parents, residents, and delivery drivers are often forced to park illegally in unsafe or inappropriate locations, including double parking, parking on corners of junctions, mounting pavements and blocking dropped curbs. Emergency vehicles and pedestrians are frequently hindered due to congestion. More vehicles stopping unpredictably or double-parking will create blind spots increasing these hazardous behaviours and making it even more dangerous for young primate school age children and pedestrians to navigate the street safely. Residents Already Pay for Parking but Struggle to Park. Local residents are already forced to pay over £100 per year for a residential parking permit—yet many struggle to park outside their own homes due to the lack of available spaces. The introduction of a cycle hangar would remove yet another parking space, further penalizing residents who are already paying for the privilege of parking but receiving no guarantee of a space. This is completely unfair and unacceptable. No Benefit for Anyone – The Demographic Does Not Need It. This cycle hangar serves no real purpose. The children at the primary school already have access to a large, covered, and free bike and scooter storage facility within the school grounds. This means the primary group of potential users does not even need additional cycle storage. In addition, the entire local area consists of family homes with gardens, not flats or apartments. Every household already has private outdoor space where they can store bikes. There is no need for on-street cycle storage in a neighbourhood where virtually every resident has an alternative. As a family of four who cycle regularly—two adults cycling to work and two teenage children cycling to their secondary school—we would be the ideal users of this facility. And yet, we would not use it because it is completely unnecessary for the demographic of the area. This cycle hangar is nothing more than a white elephant, wasting public funds on a facility that does not match the needs of the community. Charging for Use Will Discourage Cycling. It is outrageous that people would have to pay to use this cycle hangar. Instead of encouraging cycling, this will actively discourage people from choosing to cycle, as they will have to pay for something that should be free. This is completely at odds with any real attempt to promote sustainable transport. From my own observations, having lived here next to the school for 10 years, there are already plenty of parents who cycle to school to drop their children off before commuting on their bikes for the remainder of their journey to work. These people do not need a paid cycle hangar—they already cycle without one, proving there is no need for it. Charging for bike storage in an area where cycling is already well-established is nothing more than an unnecessary money-making scheme. Increased Risk of Vandalism and Anti-Social Behaviour. Metal cycle hangars can attract vandalism, graffiti, and anti-social behaviour, particularly in areas near schools where groups of teenagers may congregate.

These structures have been targeted in other cities, leading to additional costs for maintenance and repairs. The presence of a large metal structure could also obstruct sightlines, making certain parts of the street feel less safe. Given the existing congestion and parking challenges, this installation risks becoming another obstruction or neglected structure rather than a practical solution. The Consultation Process Has Been Undemocratic. It is unacceptable that residents were only informed through a single, obscure notice on a lamppost—with no proper council branding, no clear visibility, and no effort to actively engage the community. This raises serious concerns about whether this proposal is being deliberately hidden to avoid opposition. Why were individual letters not sent? Why were multiple notification methods—such as emails, online consultation, or leaflets—not used? The lack of transparency and effort to consult with the public makes this entire process deeply flawed and unfair. Conclusion: while promoting cycling is important, the installation of a cycle hangar on Charmouth Road would create more problems than solutions. The proposed cycle hangar on Charmouth Road is unnecessary and will worsen parking and safety issues for residents who already struggle to find space despite paying for permits. The local demographic does not need it, as homes have outside space for secure bike storage and the school provides free facilities for children. Furthermore, the lack of proper consultation is undemocratic and raises serious concerns. This plan offers no real benefit and should be abandoned.

- This hangar is proposed to go right outside my house, and I totally disagree with it on many grounds: 1. Access: There are over 400 children and their families that queue up outside my house twice on every school day. This hangar will be inaccessible at worst or have difficult access during those times. 2. Access: Charmouth Road is a very busy road with lorries and cars, and it is not appropriate to have access from the roadside if this is your intention. 3. Parking: When the permit parking was introduced, we lost parking spaces on both Charmouth Road and Lime Road because of the extension of the double yellow lines around the corner of Charmouth Road and Lime Road. This hangar will take up another parking space reducing again our ability to park near our house. 4. Parking & Safety: By taking up a parking space with this hangar you will make parking even more restricted and therefore increase the chances of damage to cars as we have to manoeuvre around it. 5. Safety: The junction with the entrance to school and Lime Road is already dangerous and traversed by over 400 school children and their families. The vehicles manoeuvring around the hangar will increase the danger to each and every one of these families. 6. Safety: The hangar will block the view around the junction with the school and Lime Road meaning that vehicles will not be able to see children popping across the road, which happens all the time. 7. Disturbance: We already have a busy road with a lot of traffic and over 400 families entering through the school gate, this hangar will increase the number of people using this busy road and pavement area increasing yet again the disturbances that we already experience. 8. Financial: I cycle to work in central Bath for my commute and I think it is disgusting that you would charge people to park in this hangar. This will discourage people from using bikes and not increase their chances of using them. From my own observations, having lived here next to the school for 10 years, there are plenty of parents who cycle to school to drop their children off before commuting on their bikes for the remainder of their journey to work. This hangar is not needed as these people do not want to park their bikes in an expensive hangar all day. 9. Financial: If your intention is for the residents of these streets to park their bikes here then that is unlikely as we already pay for parking and would not want an additional cost to park our bikes in your hangar. All of the houses have back entrances via small paths and lanes and would not need to use your expensive hangar to park their bikes. 10. Other: We learned of your proposal through ONE small print letter, with NO council logo, letterhead or colour to draw attention to it. I would suggest this makes the whole proposal deliberately obscure so you can pass this through without any feedback.

This method of informing us is un-democratic, where is our individual letter? Or multiple ways to find out? I DO NOT agree to this proposal and think you should NOT put it in this street.

- I am not sure that this bike hanger will be used. Every house on Charmouth Road, Lyme Road, Lyme Gardens and the adjacent stretch of Newbridge Road has rear access for secure bike storage. If it is located to facilitate RUH access via the footpath to Evelyn Road it will encourage cycling along that pedestrian footpath (from Charmouth Road to Newbridge Hill). The cycle provision on Charmouth Road which is needed is a safe place for parents / carers to secure bikes if they use a bike on the school run. This was requested by parents/ carers during the Liveable Neighbourhood consultation for Lyme and Charmouth Roads. (There is a suitable unused piece of grass to the left of Newbridge Primary School's gates which would easily accommodate several Sheffield style bike racks. Funding would be better used for that facility.)
- The main demand for cycle parking in this area is for short term parking (school drop off, visiting residents). I propose that open access cycle parking hoops are placed in this site instead to encourage more frequent cycle use. Unless there is specific evidence that these hangers will be used, I object to their installation in Charmouth Road and ask that more flexible metal hoops are installed instead. This should all be done as part of wider traffic management liveable neighbourhood measures in Charmouth Road (NOT a one-way system which will not improve the neighbourhood)

Officer response: This site has been selected following a consultation process in the autumn of 2023. This area received several requests for a hangar during the consultation process and scored well in our prioritisation process. Previously, following this process has led to cycle hangars in Bath with 100% occupation.

The width of the road and the pavement has been determined suitable to safely accommodate a cycle hangar. The proposed cycle hangar will not obstruct visibility significantly more than a parked car would in the same location. The cycle hangar will take up approximately one car parking space which is only a small proportion of the total car parking space on Charmouth Road.

In respect to concerns about the loss of a parking space and the difficult parking causes a disabled resident, the council can provide a disabled parking bay, subject to meeting criteria. Further details are on the council's web site: <https://www.bathnes.gov.uk/apply-advisory-disabled-parking-bay-near-your-home>

Planned maintenance will be provided by the supplier and the council will deal with vandalism such as graffiti through its existing processes.

Although we acknowledge the objections, there are no technical reasons why the site should not go ahead.

Crescent Lane – Cycle Hangar

Wholly Object– 1, Partially Object– 0, Neither– 0, Partially Support– 0, Wholly Support– 0,

Objection main points raised:

- I refer to the cycle storage proposed to be situated on Crescent Lane. I think this is an inappropriate position for such a store for the following reasons. 1. There are no cycle users

living along that stretch of road and if there was, we all have garages and have no need for such storage. 2. We do however have a reasonable need for parking spaces. These spaces are fully used by residents or traders during the day especially. We would lose a space if a hanger was installed. 3. It would be a blight on our resident's view of the green area. 4. There is already a hangar within 40 yards of the proposed site. 5. If there is demand for the hangars they should be situated where that demand is. More likely that the demand will be from areas where there are Georgian buildings with no storage facilities. 6. Why not situate further hangars adjacent to the existing ones as they seem to be in reasonable places. Thank you for giving us the chance to respond to the proposal and I hope you will agree that the proposed site for the hangar is not appropriate.

Officer response: The hangar that is already located next to the green is at capacity as has 10 people on the waiting list for a space, this clearly illustrates the demand and need for more secure cycle parking.

Cynthia Road – Cycle Hangar

Wholly Object– 0, Partially Object– 1, Neither– 0, Partially Support– 0, Wholly Support– 0,

Objection main points raised:

- The proposal suggests that a cycle hangar will be placed on Cynthia Road in an existing parking space, reducing the number of parking spaces available. Cynthia road is a busy road and as a resident it is already very hard to find parking near to our house. The business of the road also means that it is not the safest for people to stand on while they try and get their bike out of a hangar. Presuming that the hangar door would face the pavement, it is already a busy and congested pavement due to the regular leaving of rubbish bins on the pavement (despite escalation to the council and to the Student Community representatives), with already restricted access for prams and mobility scooters. Adding in pedestrians taking bikes in and out of a hangar I believe will lead to more people trying to stand or lean their bikes to the side of the hangar, or pedestrians having to stand on the road to circumvent a blockage, creating more risk for pedestrians. I would suggest that a better place to put the hangar (if it is needed) would be round the corner at the end of St Kilda's Road next to the entrance to the Two Tunnels pathway (what 3 words location: <http://deeper.organs.artist>). This parking space is used less frequently (as it is also opposite a drive) so would not affect parking as much. Location wise, it is also at a dead end that does not have through traffic (making it safer) and is also closer to a regular cycle path. This would cause fewer blockages to the pavement and also be safer for pedestrians to stand around, especially for example if there are small children waiting for parents to get bikes out of the hangar. As a side note, putting the hangar at the end of St Kilda's would also mean that it is less likely to use as a stopping point for students going home after a night out. Which is more of a disturbance to residents' sleep than the gulls. A final point: in the supporting documentation provided document '(24-024) (Various Roads Bath Area) (Cycle Hangar Phase 3) - Proposed Order - Public Notice' lists the location of the proposed hangar to be St Kilda's Road, whereas document 'Appendix 1 - Part A - Cycle Hangar phase 3 proposed locations' notes the location to be Cynthia Road. The supporting documentation is contradictory and misleading. I presume the intention is Cynthia Road, in which case the document ending 'Proposed Order-Public notice' includes incorrect information. I don't think you can have a successful consultation if the consultation documentation is inaccurate.

Officer response: This site has been selected following a consultation process in the autumn of 2023 and scored well in our prioritisation process.

The width of the road and the pavement has been determined suitable to safely accommodate a cycle hangar. The cycle hangar will take up approximately one car parking space which is only a small proportion of the total car parking space on Cynthia Road.

Additionally, the cycle hangars are designed to be operated in a residential environment, and they should not have unacceptable impacts on the residential amenity.

While we acknowledge the objections there are no technical reasons why a hangar should not go ahead in this location.

First Avenue – Cycle Hangar

Wholly Object– 5, Partially Object– 5, Neither– 0, Partially Support– 4, Wholly Support– 0,

Objection main points raised:

- Consultation 24-024. I am against the current proposal to site a cycle hangar in First Avenue, Oldfield Park. 1. It is unnecessary and inappropriate to have a cycle hangar in this position. While I agree they are a good thing for cyclists without storage facilities, all houses in this road have front gardens, secure back gardens and sheds and/or garages where residents who cycle store their bicycles. Storage has never been a problem, and I cannot think that residents will now want to start paying for cycle storage when they already have this on their own premises. If they are aimed at visitors, then the people they are visiting will be able to provide safe cycle storage. 2. Cycle hangars are usually sited where no other storage is available, e.g. in towns or near flats/apartment buildings where there is no other storage space. This is not the case here. 3. I would be interested to know how it has been determined that a cycle hangar is needed in this road and in particular halfway along the road. 4. It would remove another parking space in the road in addition to potentially another 8 residents' permits being allocated following the construction of 4 new terraced houses at the end of the road. While I understand that cycling should be encouraged where possible, not everyone is able to cycle due to physical and mobility limitations and they are reliant on their cars. 5. There could potentially be noise and safety issues if sited directly outside residents' houses/windows. 6. To present a positive view, if a cycle hangar is deemed to be necessary in this area, it would be better to site it at the end of the road, perhaps on the triangular area between the bottom of Oldfield Lane and Durley Park (opposite the school). In this position it would not interfere with anyone else, would be available to more people in a wider area and could also be used by school staff and church/church hall users to encourage cycling. It is certainly not necessary for residents of First Avenue. So, while I wholly object to this proposal in its current form, I believe more thought should be given to the reasons for this and alternative locations should be considered.
- There is zero demand for a bike store in First Avenue. All houses have rear access and no requirements to store bikes on the road. The bike store will result in lost residents parking, it would be more suitable on Oldfield Lane outside the school. It would encourage teachers to cycle and would set an example to the school children on merits of cycling. The size of the bike store would impact on pavement and road space. First Avenue is very narrow the parking markings are barely wide enough for the modern sized electric cars. I would like to know why First Avenue was chosen as a location. A mix of elderly and families with very

young children. Not the type to be using a bike store. Will it be removed if there is no demand?

- I object to the installation of bike storage on first avenue because I believe that the storage will not be efficiently utilised here. All properties here have rear access and garage/shed storage so those that have bikes would rather use their own storage which is significantly safer and more private rather than a public one. An installation of this nature would be more appropriate near houses that do not have these facilities or to an area where there is a more transient population of people visiting. It would be better located by the school or near Durley Park where residence do not have access to garages. I think that an installation here would be a waste of money, and it would be better suited somewhere else in bath where there is a hub of people visiting - the roads surrounding moorland road would be more appropriate to encourage people to cycle there. Also positioning it in the centre of the road is inconvenient for residence as it's halfway up the hill. It should be located at the bottom of the hill.
- Access: We do not need a cycle hangar on First Avenue. All the houses on the street have gardens with rear entrances as well as front gardens, and we already easily store and access bikes on our property. Parking: After years of frustration, we have a much better parking system now that we have residential parking permits. Permission has just been granted for 4 new houses on the street which will increase the need for 8 more spaces. A hangar will reduce the space. Alternatives: There are far better alternatives available for a hangar should it be deemed necessary- e.g. St Alpheges church parking spaces, or the grass triangle outside StJohn's School (which would also serve the school better) Safety: the above alternatives would be safer than the proposed location as they are off road.
- We object to the proposed cycle hangar on First Avenue. Parking spaces for permit holders are already limited and this will reduce parking at the time when outline planning approval has been given for 4 new houses in First Avenue at St Malo. We would not want a grey box outside our house as they are ugly semi-permanent installations. A cycle hangar would partially block a narrow pavement & prevent parking outside a house for unloading, disabled access & contractors.
- Removing already tight parking spaces on this street is another example of this council's policy of deciding things in an office rather than making site visits to allocate space to more street furniture that none of the residents wants. When the presents parking restrictions were drawn up -in an office looking at a map - spaces which had been available were double yellow lined and there are other spaces which could be used to place these hanging spaces. It would just take someone to come and look and possibly discuss the situation with residents to calm the agitation that this proposal is causing. It is also noted that the only residents this council listen to live on Sydney Place and Sydney Mews so whatever is said will be ignored if the opinions expressed by the Council taxpayers on First Avenue don't chime with the plan put forward by the Council.
- This is the wrong place to put the hanger on First Avenue, it is already hard to park outside our homes and for visitors to park, we all have gardens to keep bikes in and there is plenty of space to put a bike hanger on Oldfield Lane or near Sandpits Park on Monksdale Road. This would mean we still have the facility, but it would not remove any parking, in fact placing it opposite the school would avoid the dangerous and illegal parking on the zig zag lines!

- I am opposed to the taking of a parking space in First Avenue for bike hangars because: no residents in First Avenue require bike hangars as everyone has rear access to their gardens; First Avenue does not link up to any cycle paths into the city centre and the surrounding area of Oldfield Park is not safe for cycling as the roads are too busy and too narrow; First Avenue is a very dangerous area at school time the majority of residents in Bath are elderly or have small children so they are not able to cycle in the city improving public transport and increasing charging points are more likely to reduce emissions encouraging people to send their children to local schools and walking to school these poorly planned cycle routes and hangars are alienating people who would otherwise support green initiatives for clean air.
- I object to the proposed installation of a cycle hangar on First Avenue. While I fully support the council's plans to make Bath more cycle-friendly, a cycle hangar on First Avenue would be a waste of taxpayers' money. All houses on First Avenue are lucky enough to have rear access to gardens with garages or sheds, so we are all able to store our bicycles safely already. There are many regular, keen cyclists on the road, and we would far rather see the cycle hangar installed outside flats or on a terrace street without rear access to the houses. We also struggle to have adequate parking space on First Avenue, and this will only become more challenging when the proposed development of the single bungalow St Malo (at the bottom of the road) into four terraced houses takes place, so losing a further parking space to a cycle hangar will make life more difficult for residents. Please reconsider the cycle hangar for First Avenue and find an alternative location for it elsewhere in Bath, in order to make far better use of money.
- There is no detail in the proposal about who specifically this initiative is supposed to benefit, but the obvious candidates would be those in accommodation without access to secure cycle storage who want to own and operate a bike. This makes a lot of sense for some locations (near to denser residential, blocks of flats etc) but the proposed site on First Avenue cannot be justified. First Avenue is primarily family houses that benefit from rear access (from either Oldfield Lane or the lane that runs parallel to the west), meaning that those who want to use bikes already have access to secure storage for them. First Avenue already suffers from challenges around parking due to St John's School at the bottom of the Avenue - and this is despite residents already being forced to pay for parking, with very little obvious enforcement of the restrictions. Losing a space in the middle of the Avenue will exacerbate the existing problem. The council has also just approved planning for four new properties (with extremely minimal dedicated parking) right at the bottom which will also add strain. I'm not opposed to the concept of secure storage for bikes, but this location makes very little sense - and furthermore there's no need for it to be on the road at all. The council has access to many other sites or locations nearby that would not involve removing a parking space. Why not use space in the one-way system at the entrance to Durley Park? Why not locate this closer to the multiple HMOs on King Edward Road to benefit students? It feels like this location was chosen completely at random.

Support main points raised:

- This is an extremely valuable initiative and could really support city centre cycling uptake where flats can find cycle storage a challenge. Living on First Avenue where one of the proposed cycle hangars is currently proposed I would question whether this location is the best use of limited funding. All properties on First Avenue have rear property access (either via Oldfield Lane or the lane between the west side of First Avenue and Second Avenue) and most have garages - this means that there is not expected to be any residential demand for this. There are not many employers in the area and the requirement to have a

key for the hangar is likely to preclude use by commuters/church goers etc. Right policy, but not necessary on First Avenue - spend the money where it will generate more value! Some public cycle racks for short-term use could be useful for St John's Catholic Primary School and St Alphege's Church.

- The position of storage for cycles, seems in appropriate as all house in First Ave have gardens, no multi occupancy houses, so cycles will be stored in residents' gardens, however, would be useful by St John's School and Church it is more likely to be used by visitors. Church hall and Moorfields pub would also benefit.
- All houses in First Ave have gardens for cycle storage. It would mean loss of parking space, noise disturbance outside proposed house position. Feel it would not be used in the road, however if positioned at the bottom by St John's School and church it would be much more useful for store of bikes whilst at school or church, church hall and Moorfields pub.
- I think cycle hangers are good but would like the council to consider an alternative position to the on actually on the road in first avenue. There are alternative spaces near St John's school, where the road is wide and not used which would make more sense and be more widely accessible to spending streets and residents.

Officer response: This site has been selected following a consultation process in the autumn of 2023. This area received a request for a hangar during the consultation process and scored well in our prioritisation process. Previously, following this process has led to cycle hangars in Bath with 100% occupation.

The width of the road and the pavement has been determined suitable to safely accommodate a cycle hangar. The proposed cycle hangar will not obstruct visibility significantly more than a parked car would in the same location. The cycle hangar will take up approximately one car parking space which is only a small proportion of the total car parking space on First Avenue.

In reference to the aesthetic appearance of the hangar we have considered the impact on the area from a heritage and conservation standpoint by liaising with our colleagues in this department and have chosen the design and colour to fit within Bath's environment.

Although we acknowledge the objections, there are a number of comments supporting cycle hangars in the area and there are no technical reasons why the site should not go ahead.

Kensington Place – Cycle Hangar

Wholly Object– 0, Partially Object– 0, Neither– 0, Partially Support– 1, Wholly Support– 1,

Support main points raised:

- The Kensington Place location is desperately needed, or even just some covered shelters would be great. There is no place to put bikes on this road for anyone in the flats above street level. Please go ahead with this plan!
- I am supporting this proposal completely! As a bicycle rider to pootle around town, I love not always having to be stuck in Bath traffic, and as someone who lives in a top floor flat, without space to park my bike safely, I welcome more bike hangars in the city. The only suggestion I have is in regard to the proposed hangar on Kensington Place. People tend to park their cars, on both sides of the road, other than further down (closer to Morrisons) as

the curb is higher and most people don't feel comfortable parking there. Perhaps this would be a less interfering position? Either way, I'm all for it.

Officerr Response: Comments are noted.

Pulteney Avenue – Cycle Hangar

Wholly Object– 0, Partially Object– 0, Neither– 0, Partially Support– 0, Wholly Support– 1,

Support main points raised:

- I'm in favour of the cycle hangar proposed for Pulteney Avenue. I've been waiting for a space to become available in the hangars for approximately 2 years.

Officer response: Comments are noted.

Queens Parade / Alfred Street / Crescent Lane – Cycle Hangar

Wholly Object– 0, Partially Object– 1, Neither– 0, Partially Support– 1, Wholly Support– 0,

Objection / Support main points raised:

- Comments on 3 cycle hanger units only: a) Queens Parade: excellent location for siting, subject to agreement to precise location by Queens Parade residents. b) Alfred Street: Good general location but please consider placement on road parking bay not in view of key heritage building i.e. The Assembly Rooms or its courtyard area. The current suggested location of the hanger will significantly detract from the aesthetics of the area in front of the soon to be redeveloped Assembly Rooms and the re-landscaping its front courtyard area, as well as to the pedestrian passageway leading past the telephone kiosk towards St Andrew's Terrace/Miles Buildings. c) Crescent Lane: Not required as a hanger already exists in Upper Church Street. Option: locate in Crescent Lane at rear of Royal Crescent Hotel on wide pavement area on opposite side of road to St James Street junction. If B&NES officers are aware of an actual demand for additional hanger space in this immediate area (there is no such demand/interest from residents of Crescent Lane) then recommend, if absolutely necessary, that the additional hanger is located immediately next to the existing cycle hanger currently located in Upper Church Street (a few yards away and not overlooked by any significant number of residences).

Officer response: Regarding Crescent Lane the hangar that is already located next to the green is at capacity as has 10 people on the wating list for a space, this clearly illustrates the demand and need for more secure cycle parking.

Ringswell Gardens – Cycle Hangar

Wholly Object– 2, Partially Object– 1, Neither– 0, Partially Support– 0, Wholly Support– 1,

Objection main points raised:

- I don't support this proposal; I don't believe a bike hangar is necessary in Ringswell Gardens and would be much more usefully used elsewhere - the properties alongside the proposed location have gardens and therefore have plenty of space to store bikes at home. Parking here is already at a premium with the residents of Ringswell Gardens and those

living in Grosvenor Place so the loss of several parking spaces would make life much more difficult. A lot of the homes are made up of several generations - mainly down to lack of affordable housing in the city - so therefore have several car owners who need their own cars to for their work commute, travel via bicycle is mostly not possible due to distances and lack of public transport. I suspect this particular location has been requested by the Green Party councillor who lives right beside it. I'm not against these bike hangars in general but I just don't feel it's needed in Ringswell Gardens - would be more useful placed in an area where there are lots of flats so therefore very little storage. I suggest this particular location be reconsidered. Thank you

- There is no requirement for a bike hangar in Ringswell Gardens- bikes are stored in homes, gardens or garages. There are never any bikes stored outside. It would eliminate vital resident parking spaces & cause obstruction & visibility issues for drivers in this narrow St. Also due to increased crime and drug dealing in the area I don't feel that people would be comfortable leaving their bike in these hangars overnight - it is a waste of public funds and resources.
- It's hard to see the need for a bicycle hangar in Ringswell Gardens, where every single house has a garden in which bicycles can be stored, and many houses also have dedicated garages. These hangars are surely more useful in areas with flats, where residents do not have storage for bicycles.

Support main points raised:

- I support the installation of cycle hangars to support the uptake of cycling. There is plenty of on-road parking for residents available in this location.

Officer response: The nearby hangar on Grosvenor place is full and has a waiting list of 11 people demonstrating demand for further cycle parking in the area.

This site has been selected following a consultation process in the autumn of 2023. This area received several requests for a hangar during the consultation process and scored well in our prioritisation process. Previously, following this process has led to cycle hangars in Bath with 100% occupation.

Sion Hill Place – Cycle Hangar

Wholly Object– 4, Partially Object– 1, Neither– 0, Partially Support– 0, Wholly Support– 0,

Objection main points raised:

- As co-owner to one of the properties at Sion Hill Place I wholly object to the proposed bike hanger which is to be located on one of the two access points to Sion Hill Place, Bath (24-024). This is a prime residential terrace of huge architectural importance being a Grade I mid-18th century terrace of townhouses by John Wood the Elder, situated within the Bath conservation area and World Heritage Site. The bike hanger is to be located alongside the access to Sion Hill Place which will be visible directly in front of you as you approach the terrace, which will detract from the architectural splendour of the terrace when approached from the East. This will have a huge detrimental impact to the Grade I listed terrace which is best viewed from its approach as seen in the attached photograph. I also understand that no one along the terrace currently has any need for such a facility and that it will be left unused and will probably end up being vandalised or covered in graffiti which will further

impact the terrace upon its approach. I therefore wholly object to these proposals as they will have a huge detrimental impact to one of Bath's prime Grade I residential terraces situated within a conservation area and World Heritage Site.

- There is no need for a bicycle hanger in Sion Hill Place as the majority of the residents are elderly. None of the residents in the road cycle. There will be a shortage of parking spaces for residents when the apartments in No 1 are sold. There are frequently problems parking with tradesmen's vehicles taking up parking spaces over the last few years hence the original residents parking restrictions.
- I object wholly to the introduction of a bike hangar on Sion Hill Place. We are a close community on the terrace and know each other. I can confirm that not a single resident on the terrace (apart from my family) uses a bike on a frequent basis. All our bikes are stored in our home. The hangar will be left empty, not used. It is an eyesore on a road which is a grade 1 listed set of properties and will take up two parking spaces. I am happy to talk through this further but believe installing a hanger here will be a waste of council funds as it won't be used by anyone.
- The person who requested this bike thing moved over 6 months ago... and we are a small terrace mainly elderly people. and no one rides a bike! So, we don't want the eyesore as it's not required.
- I object to the installation of a bike hanger on Sion Hill Place. The residents who originally requested the hanger have moved from the area and there is no longer a demand for it on Sion Hill Place. It would become a costly installation for the Council, in this location, without any financial return.

Officer response: The cycle hangar will take up approximately one car parking space which is only a small proportion of the total car parking space on Sion Hill Place.

This site has been selected following a consultation process in the autumn of 2023. This area received a request for a hangar during the consultation process and scored well in our prioritisation process. Previously, following this process has led to cycle hangars in Bath with 100% occupation.

The nearest currently available cycle hangar on Lansdown place West is fully occupied and has 5 people on the waiting list, demonstrating demand in the area for cycle parking infrastructure.

In reference to the aesthetic appearance of the hangar we have considered the impact on the area from a heritage and conservation standpoint by liaising with our colleagues in this department and have chosen the design and colour to fit within Bath's environment.

Although we acknowledge the objections, there are no technical reasons why the site should not go ahead.

St Saviour's Road – Cycle Hangar

Wholly Object– 8, Partially Object– 3, Neither– 0, Partially Support– 0, Wholly Support– 0,

Objection main points raised:

- I live next door to the proposed location of cycle lock up. I believe there is a better location in Larkhall Square with more space.
- I am deeply concerned about the proposal for a bike hanger on the corner of St Saviours Road and Savoury. I have to use my drive on this corner a minimum of 4 times a day, to do the school run. Visibility coming out of my drive is already difficult, and I often have to wait for young children and elderly pedestrians who do not see me reversing or entering. This bike hanger would mean increased foot traffic in this area as people come to park and remove their bikes, which is potentially a serious hazard for me and the pedestrians. I urgently need to consult with your team about this as I think you need to come and see the site and witness me using the drive to realise what a hazard this will be. I am keeping a record of this conversation so that if there are future accidents at this site as a result of the bike hanger you have had advance warning of this problem.
- Crazy place to put bike store. Space opposite Coop much more suitable.
- Please relocate this item as parking in Larkhall is already extremely difficult for residents. Traffic is busy at all times of the day. It would be helpful not to lose what is already limited parking.
- I object to the proposal based on the following factors: 1. Removal of parking space in a very busy area - we already have problems parking in Havory 2. Safety - it will make it difficult to see around the corner as we emerge from Havory 3. These things are an eyesore.
- Obstruction of already limited roadway. Better site elsewhere in Larkhall
- I often come to Lark Hall for business meetings and find it hard enough to park as it is. I'm in favour of bike lanes and bike 'garages' but the corner of this street is not the best place - have you thought about putting it opposite the co-op?
- I most strongly object to the proposed location of a cycle hanger (A) right in front of our house on St Saviour's Road in Larkhall (Image A) and cite the following reasons. 1) It's highly unsympathetic to the aesthetic of our street (we live in conservation area don't we?) and it's going to be the first thing you see from our window (Image B) 2) Reversing/accessing our drive is already difficult to see oncoming traffic and pedestrians - a permanent fixture makes it more difficult and dangerous - particularly during school run times, (Image C1, C2), likewise for traffic using The Havory. This is a busy junction, so it seems madness to add a permanent fixture. 3) We've already suffered BANES rubber stamping the installation of a Virgin Media box in front of our property (Image D) 4) We also think it's wrong for it to occupy a parking space when parking space is already in short supply to support our local traders & businesses - why not install it on the available waste ground next to the car park further up St Saviour's (Image E)? Or somewhere in the square... on the available expansive paving? I'm wholly supportive of facilitating greener travel schemes, but these have to be considerate of all factors and yet again - as with the Virgin Media Box - residents have not been fully consulted for their opinion and local insight.
- Whilst in favour of cycling in general, I reject this proposed bike storage location. However, this particular location will be a traffic hazard (cars turning out of Havory), an eyesore and will also take up already limited parking for local businesses. I would suggest there is a better placed location opposite the Coop

- Whilst the bike hanger on St Saviours Road is a good idea, and I support green initiatives wholeheartedly, there are far better locations for this particular bike hanger in the village. The main problem with the position of the proposed bike hanger is that it will restrict the view down the road when pulling out of the Havory, not to mention the driveway immediately to the rear.
- Re bicycle hangar on St Saviour's Road, Larkhall. I object to the proposed location of the hangar. The location is at the junction of a major road and a cul de sac and would make turning into and out of the junction quite dangerous because it would affect drivers', pedestrians' and other road users' view of oncoming traffic. I support the idea of a bicycle hangar but feel there are other, better locations in the area.

Officer response: The cycle hangar will take up approximately one car parking space which is only a small proportion of the total car parking space on St. Saviours Rd.

This site has been selected following a consultation process in the autumn of 2023. This area received several requests for a hangar during the consultation process and scored well in our prioritisation process. Previously, following this process has led to cycle hangars in Bath with 100% occupation.

The nearest currently available cycle hangar on Grosvenor Place is fully occupied and has 11 people on the waiting list, demonstrating demand in the area for cycle parking infrastructure.

In reference to the aesthetic appearance of the hangar we have considered the impact on the area from a heritage and conservation standpoint by liaising with our colleagues in this department and have chosen the design and colour to fit within Bath's environment.

Although we acknowledge the objections, there are not any technical reasons why the site should not go ahead.

Stanley Road West – Cycle Hangar

Wholly Object– 2, Partially Object– 1, Neither– 0, Partially Support– 0, Wholly Support– 2,

Objection main points raised:

- Further to our initial objection to the proposal 24-024 to place a cycle hangar outside our house, 25 Stanley Road West, Oldfield Park, Bath, submitted on 31/3/25 we would like to add: On your Officer Decision Report - Traffic Regulation Order (TRO), Approval to Publicly Advertise the TRO document, we note that Paragraph 6 IMPACT ON HUMAN RIGHTS states that the proposals are considered to have minimal impact on human rights, such as the right to respect for private and family life and the right to peaceful enjoyment of property. We strongly feel the impact on us will not be MINIMAL. The placing of a cycle hangar 4.2 metres (on the same level) from our lounge window will have a hugely detrimental impact on our privacy and peace of mind as cyclists will be placing their bikes against our low wall/ placing their belongs on the wall and looking into our lounge whilst doing so. WE STRONGLY OPPOSE THE POSITIONING OF A CYCLE HANGAR OUTSIDE 25 STANLEY ROAD WEST.
- We are extremely concerned about the proximity of a cycle hangar position relevant to our front window, 4.2 METRES FROM HANGAR TO WINDOWSILL. Privacy: people using the hangar will be able to look straight through our lounge window into our sitting room (4.2

metres) Noise: we have concerns over the noise when opening & closing the hangar which is of metal construction. It will be ONLY 4.2 METRES FROM OUR HOUSE FRONT. WE SLEEP AT THE FRONT OF THE HOUSE. Cyclists will automatically lean their bikes against our garden wall whilst loading/unloading the hangar, also placing their backpacks/belongings on our wall. The proposed hangar will block our view & light when fully open. In a short space of time the hangars will become a convenient dumping ground for the hire scooters & bikes that are available in Oldfield Park which could very possibly obstruct the entrance/access to our house/drive. I myself am 75 years of age & have heart issues. In 2023 I had a 3-lead pacemaker fitted & my AV Node ablated, then a heart attack in 2024, and am receiving treatment from both the Bristol Heart Institute and RUH Cardiology department. I spend a lot of time in my lounge and do not need the stress of cyclists peering through my window (4.2 METRES) and the other disturbances mentioned above. STRESS IS SOMETHING I MUST AVOID. Even at this stage of the hangar planning my stress levels have risen. No 25 Stanley Road West has been privately owned for over 75 years. It is a family home, and we take great pride in maintaining the appearance of our house and garden. We feel the placing of a cycle hangar so close in proximity to the front of our property will detract from the aesthetic and monetary value of our home. As you will be aware the majority of houses in Stanley Road West are HMO's or rental properties (around 75%) so the placing of a cycle hangar outside one of those would most probably not have such a detrimental effect on the occupant's lifestyle as it would on us. In fact, there are other areas close by where a hangar would not be directly outside a house, namely the bottom of Crandale Road or Triangle North (using one of the 2-hour bays). On looking on the map of the proposed 20 sites for the cycle hangars (and other hangars around the city already in place) most of the positions are not directly outside a house, most are at the side of houses, higher walls, green areas. How can it be acceptable to place one directly outside our front window only 4.2 metres away? WE STRONGLY OPPOSE THE POSITIONING OF A CYCLE HANGAR OUTSIDE 25 STANLEY ROAD WEST.

- I do not support the location of the cycle hangar proposed in Stanley Road West as it will cause noise disturbance when being used and loss of privacy for the occupants living in the property it is to be placed in front of. It will also impact negatively on their use and enjoyment of their home. The view from their ground floor sitting room window will only be of the hangar which will remain constantly in front of it and so they will have no relief from its presence at all., which is not the case now. At least with there just being a parking space in front of their window they do get relief from something being constantly directly in front of their window. I feel an alternative location could be used on the other side of the road by the large back garden wall of No. 2 Triangle East opposite 85 Triangle North and the closed Engineering Factory. This location will have no negative impact on any outlook for any occupants of houses nor cause disturbance to them.

Support main points raised:

- It would allow me and others to cycle into the centre more often thus better for the traffic congestion and the environment. It might encourage other residents to start cycling more often.
- I strongly support the insertion of a bike storage unit in these spaces (especially in Camden Road, Bath). I am in my late 60s, and this will provide secure storage and allow me to continue cycling for longer as I become less able to lift a bike up the 14 steps to our house.

Officer response: The proposed location is on the public highway where people already have access and is subject to existing activity when people park in the bay. Additionally, the cycle hangars are designed to be operated in a residential environment, and they should not have unacceptable impacts on the residential amenity.

While we acknowledge the objections to the location there are also comments in support of the hangar and there are no technical reasons why a hangar should not go ahead in this location.

Upper Hedgemoor Road – Cycle Hangar

Wholly Object– 0, Partially Object– 0, Neither– 0, Partially Support– 2, Wholly Support– 0,

Support main points raised:

- Traffic Regulation Order 24-024 To introduce cycle hangar in Upper Hedgemoor Road Bath. I agree with this order but would like to add following comments: 1) I agree that it should be installed in Central Area Parking zone which always has empty spaces, whereas Zone 15 further down the road is now full. 2) Lower Hedgemoor Road (LHR) is used as a rat run and cars come up at speed, often drivers giving a cursory glance before turning left into Upper Hedgemoor Road. The position of the hangar may obstruct sight lines. There are no road markings at the top of LHR. Perhaps there should be.
- Re: the proposed location in Upper Hedgemoor Road: it would be good to consider an alternative location. The proposed location isn't well placed for natural surveillance - when vehicle crime occurs in Upper Hedgemoor Road it tends to involve the vehicles parked at that location, and discarded stolen property isn't an uncommon sight on the steps down through Hedgemoor Park. Also, the road slopes strongly towards the kerb and in heavy rain the gutter there carries a large flow of water, the storage would need to cope with that as when the gutter is blocked by the wheels of parked vehicles, water and debris covers the pavement. There may be more secure places to locate this cycle storage that are better overlooked and will be more secure.

Response: There is a streetlight overlooking the proposed location that will improve natural surveillance. The location has been assessed by our highways team and received technical approval. The cycle hangars are designed to maintain the flow of water along the gutter channel. Regarding security fears, the hangars have a diamond grading by solid secure.

No Objections received to Cycle Hangar locations at:

- Camden Road
- Chaucer Road
- Jess Hughes Court
- Spring Lane
- Stuart Place

10. ADDITIONAL COMMENTS FROM WARD MEMBERS AND CABINET MEMBER FOR HIGHWAYS (in response to the above)

Chief Constable

No comment.

Parking Services

No comment.

Ward Members

Kingsmead

Cllr Paul Roper – No comment.

Cllr George Tomlin – No comment.

Lambridge

Cllr Joanna Wright – "Disabled people shouldn't be charged more for renting a hangar space if they own a larger cycle like a tricycle, which could take up multiple spaces in a hangar. In addition, the recommended cost for renting a hangar space should not exceed a sixth of the cheapest parking permit in the same area according to the APPGCW Active Travel and Social Justice Report of March 2025, which would equate to £8.33 per year."

Cllr Saskia Heijltjes – Disabled people shouldn't be charged more for renting a hangar space if they own a larger cycle like a tricycle, which could take up multiple spaces in a hangar. In addition, the cost for renting a hangar space should not exceed a sixth of the cheapest parking permit in the same area according to the APPGCW Active Travel and Social Justice Report of March 2025, which would equate to £8.33 per year.

Lansdown

Cllr Lucy Hodge – No comment.

Cllr Mark Elliott – No comment.

Newbridge

Cllr Samantha Kelly - No comment.

Cllr Michell O'Doherty - No comment.

Walcot

Cllr Oli Henman - No comment.

Cllr John Leach - No comment.

Westmoreland

Cllr June Player - Out of the three cycle hangars being proposed for Westmoreland Ward, both Councillor Blackburn and I are still most concerned about the one for outside No. 25 Stanley Road West and the negative impact it will have on the owners of it, as explained in their responses to it in the consultation.

The concerns they have expressed on health issues, nuisance and enjoyment of their family home, we feel are most valid and so ask that this one location please does not go ahead this time round whilst alternative ones are looked in to for when future hangars are considered.

Obviously, all the technical aspects for the proposed locations have been met, which seems to be virtually the only deciding factor in responses to the public consultation objections, but these aspects had all been met before the public consultation came out.

There surely should be personal aspects that should be taken into consideration otherwise, what is the point of the public consultation?

I did meet up with Tom Gaze on Thursday 1st May to look at alternative locations and there were two possibilities that we looked at, plus a third alternative that Tom said might be acceptable and done as an amendment. Obviously, we must be guided by his decision on that.

One of the other two alternatives that we looked at was in Triangle North which is only a few properties away from 25 Stanley Road West and which would meet the technical aspects. (FYI Triangle North is the same road as Stanley Road West but has for some reason had a name change along the road but it is still the same road!)

The other location we looked at was also in Triangle North opposite the former Jehovah Witness Hall in front of the side garden of the Former Methodist Church, now residential flats. This location will not be detrimental to anyone's home amenities and would probably be nearer to users of the hangars.

Whilst not being opposed to a Cycle Hangar being located somewhere in this area, we do feel a more suitable one could be found that will obviously still fit the technical aspects required and not be detrimental to the residential amenities of homeowners.

It would appear that the location outside No. 25 Stanley Road West is the only one that has the greatest negative impact on its homeowners as the pavement is on level ground with the house and so any views from the living room will be of a solid mass. A car parked in the space in question would at least allow some view and light as it does have windows PLUS of course they are moved away, unlike a solid, permanent hangar.

Cllr Colin Blackburn – As above.

Officer response: After further consideration, it is recommended that this cycle hangar be relocated to an alternative location outside no 23 next to the existing Disabled Parking bay, which would then retain a 10 metre parking bay as shown on the plan below.



Widcombe & Lyncombe

Cllr Alison Born – No comment.

Cllr Deborah Collins – No comment.

Cabinet Member for Highways:

Cllr Manda Rigby – No comment.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised is adjusted as described below and sealed.

Neil Terry
Traffic Management & Network Manager

Date: 20/05/2025

12. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be acceded to in part and the following adjustments, being of minor significance; be included in the Order to be sealed.

- **Stanley Road West – Cycle Hangar**

After further consideration, it is recommended that this cycle hangar be relocated to an alternative location outside no 23 next to the existing Disabled Parking bay, which would then retain a 10 metre parking bay as shown on the plan below.

The Council's policy framework has been used as the basis to develop the scheme with full engagement with stakeholders across the area.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, taking into account the wider transport and climate aims of the Council rather than a purely mathematical analysis on the numbers of positive or negative responses.

The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.



Chris Major
Director for Place Management

Date: 21/05/2025