

**OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)**

**3**

**APPROVAL TO PUBLICLY ADVERTISE THE TRO**

PREPARED BY: Traffic Management Team, Highways and Traffic Group

<b>TITLE OF REPORT:</b>	<b>CYCLE HANGAR PHASE 3</b>
<b>PROPOSAL:</b>	Proposed locations for Cycle Hangars (Cycle Parking Places)
<b>SCHEME REF No:</b>	24-024
<b>REPORT AUTHOR:</b>	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:

<b>Section A</b>	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
<b>Section B</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.
<b>Section D9</b>	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:

(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	
(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.

**9. COMMENTS RECEIVED TO DATE**

**Chief Constable**

It is understood from the Statement of Reasons that the proposal is to “*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).*”

It is noted that the locations for the proposed cycle hangers are as per drawings Appendix 1 - Part A - Cycle Hangar phase 3 proposed locations and Appendix 1 - Part B - Cycle Hangar phase 3 proposed locations, provided as attachments to your emails.

It is understood that the background to the proposal is *“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.”*

As an observation, cycle hangers should not be placed in locations which would cause distraction for other road users either by their presence or by their use, or introduce road safety concerns, and their positioning should not prove detrimental to the passage of emergency service vehicles/large utility vehicles or buses.

Consideration regarding the potential displacement of existing parking and any subsequent enforcement needs should be of importance.

The proposal should meet the aspirations behind their introduction.

### **Emergency Services**

No comment.

### **Road Haulage Association**

No comment.

### **Freight Transport Association**

No comment.

### **Parking Services**

No comment.

## **Waste Services**

No comment.

## **Ward Members**

### **Kingsmead**

Cllr Paul Roper – No comment.

Cllr George Tomlin – No comment.

### **Lambridge**

Cllr Joanna Wright - We are very pleased that Lambridge residents are getting access to secure on-street cycle parking, including storage for a tricycle acting as a mobility aid for a disabled resident. The proposed location on St Saviour's Road may not allow for enough room for access without impinging on pedestrians' access.

Cllr Saskia Heijltjes - We are very pleased that Lambridge residents are getting access to secure on-street cycle parking, including storage for a tricycle acting as a mobility aid for a disabled resident. The proposed location on St Saviour's Road may not allow for enough room for access without impinging on pedestrians' access.

*Response: During a site visit we determined there was enough room for bike access and with the design of cycle hangar we have chosen this shouldn't impede pedestrian access.*

### **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 - No comment.

Cllr Colin Blackburn - No comment.

## **Widcombe & Lyncombe**

Cllr Alison Born – As below.

Cllr Deborah Collins - As ward councillors, we have received significant objections to the cycle hangar site on Pulteney Avenue. Although there is also unmet demand for cycle hangar provision in this area, all those who have contacted us would prefer a location on the wide pavement opposite on Pulteney Road. Our preference would be to provide a cycle hangar in that location. But if that is not possible through this process, we consider that the site on Pulteney Avenue should not go ahead, and an alternative should be sought when further hangars are considered.

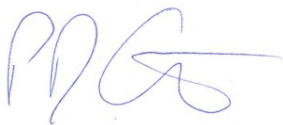
*Response: We note the ward councillors object to the site. The location has been selected following several requests in the local area during the 2<sup>nd</sup> phase of the bike hangar project. As this location is not supported by the local ward members this proposed location on Pulteney Avenue will be removed from this Order.*

## **Cabinet Member for Highways:**

Cllr Manda Rigby – No comment.

## **10. RECOMMENDATION**

The public advertisement of the Traffic Regulation Order should progress.



Paul Garrod  
Traffic Management & Network Manager

Date: 27<sup>th</sup> February 2025

**11. DECISION**

As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.

A handwritten signature in black ink, appearing to read 'Chris Major', is written over a faint, light-colored rectangular stamp or watermark.

Chris Major  
Director for Place Management

Date:04/03/2025