

Item No. 15.	Classification: Open	Date: 24 June 2015	Meeting Name: Dulwich Community Council
Report title:		Secure Cycle Parking (Bike Hangar)	
Ward(s) or groups affected:		All wards within the Dulwich Community Council area	
From:		Head of Public Realm	

RECOMMENDATION

1. That the Dulwich Community Council comment upon the following recommendations that are due to be made to the cabinet member for Environment and the Public Realm:
 - Due to a majority of respondents supporting the introduction of a cycle hangar:
 - 70% in Heber Road
it is recommended that in this road the scheme proceeds to implementation subject to necessary statutory procedures, noting the revised location.
 - Due to split opinion on the introduction of a cycle hangar:
 - 40% support Ulverscroft Road;
 - 40% support in Matham Grove; and
 - 50% support in Glengarry Road;
and Southwark's on-going commitment to improve and promote cycling and safety in the borough, it is recommended that in these roads the schemes proceed to implementation at revised locations within the same road, subject to the necessary statutory procedures.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 of the Southwark Constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.
4. Full details of all results associated with the study can be found in Appendix A the 'Consultation Summary'.
5. The ward members were made aware of the scheme and the associated design in February 2015.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 30 March 2015 until the 24 April 2015.
7. Full details of the consultation responses can be found in Appendix A.

8. 70 % of respondents to the public consultation in Heber Road were in favour of the scheme (a total of 10 responses), however, there were comments regarding the specific location. An alternative location is proposed at the junction of Cyrena Road, approximately 50 metres from the original location.
9. 40 % of respondents to the public consultation in Ulverscroft Road were in favour of the scheme (out of a total of 10 responses). There are concerns over the need and location where parking is at a premium. An alternative location is proposed at the Whatley Road end.
10. 40 % of respondents to the public consultation in Matham Grove were in favour of the scheme (out of a total of 10 responses). There are concerns over the need and location where parking is at a premium. An alternative location is therefore proposed the north to south arm along the side of No. 30 Matham Grove.
11. 50% of respondents to the public consultation in Glengarry Road were in favour of the scheme (out of a total of 14 responses). There are concerns over the need and location where parking is at a premium. An alternative location is therefore proposed along the side of No. 78 Glengarry Road.
12. The uptake of spaces in each cycle hangar will be monitored and should it be proven in any location that there is not sufficient use of the hangar then it will be relocated.
13. In each street the proposed locations have been amended to try and address concerns raised in the consultation and find locations that will have less direct impact on residential parking. Any residents who are not aware of the proposal in the revised location still have a further opportunity to object during the statutory consultation stage which precedes implementation. Any such objections will need to be formally considered by the cabinet member prior to implementation.

Recommendations to the cabinet member for Environment and Public Realm

14. On the basis of the results of the public consultation, the cabinet member is recommended to approve the implementation of the proposed bike hangars on Cryena (near Heber) Road, Ulverscroft Road, Matham Grove and Glengarry Road subject to completion of statutory procedures.

Policy implications

15. The recommendations contained within this report are consistent with the polices of the Transport Plan 2011, particularly:

Policy 1.1	Pursue overall traffic reduction
Policy 1.7	Reduce the need to travel by public transport by encouraging more people to walk and cycle
Policy 1.12	Ensure that cycle parking is provided in areas of high demand and in areas where convenient
Policy 2.3	Promote and encourage sustainable travel choices in the borough
Policy 4.1	Promote active lifestyles
Policy 5.8	Improve perceptions of safety in the public realm
Policy 6.3	Support independent travel for the whole community

Community impact statement

16. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists will benefit.

Resource implications

17. This report is for the purposes of consultation only and there are no resource implications associated with it.
18. It is, however, noted that this project is funded by the 2014/2015 LIP programme which has an allocated budget of £50,000 for the current financial year.

Consultation

19. Ward members were consulted prior to commencement of the consultation.
20. Informal public consultation was carried out in March / April 2015, as detailed above.
21. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the cabinet member for Environment and the Public Realm following this community council meeting.
22. If approved for implementation all sites will be subject to statutory consultation required in the making of the relevant Traffic Management Orders. This gives a further opportunity to comment and object given the amended proposals.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix A	Secure Cycle Parking (Bike Hangar) Consultation Summary
Appendix B	Cycle Hangar location plan

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Matthew Hill, Senior Programme Manager	
Version	Final	
Dated	11 June 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	11 June 2015	

APPENDIX A

Secure Cycle Parking (Bike Hangar) Consultation Summary

HEBER ROAD - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1		1			Great idea, if anything I would extend beyond just one hangar	X HEBER ROAD
2	1		1				X HEBER ROAD
3	1			1		With the school in close proximity and two large disabled parking bays there is barely enough room for residents to park their cars and we often have to park several streets away. therefore, I oppose a bike hangar outside or opposite my residence. I have a bike, as do most of my neighbours and we all manage to keep our bikes secure on the outside or inside our properties. We all have gardens!. There is simply not enough room for a bike hangar! Spend the money on something else please, preferably something we need!	X HEBER ROAD
4	1		1			Very much needed and I would use every day. Would it be possible for the housing, area improvement department to improve the appearance of the flats 3 Heber Road (the old pub)? Very shabby looking and letting the appearance of Southwark down. Please forward my views to the appropriate department. Thanks.	X HEBER ROAD
5	1		1			Tried to find the consultation on the website but it didn't seem to be there. Strongly support proposal and would like to use the facility.	X HEBER ROAD
6	1		1				X HEBER ROAD

7	1		1			I think this is a great idea. I cycle myself and storage is a major hassle, having one of these on the road would encourage cycling and hopefully help to reduce the amount of traffic in the area.	X HEBER ROAD
8	1			1		Parking at a premium already. Unnecessary waste of road space, plenty of room in houses/gardens to park bikes. Council should use funds to help those genuinely disadvantaged, not middle class bike owners in East Dulwich	X HEBER ROAD
9	1			1		The proposed positioning of the hanger is outside my house, being opposite Heber school parking space is already limited and difficult, I am concerned I will need to park further away and I have two small children to get in and out of the car. Also, I am concerned about the noise when people come to put away or collect their bike as my bedroom will be in very close proximity to the hanger. I would suggest that the placement of the bike hanger is moved to Cyrena road, this is a quieter road as fewer residents front doors open up onto this street therefore putting it there will cause less disruption.	X Heber road
10	1			1		I support a cycle hanger on the street, but don't think the location is right. There is already a loss of parking spaces created by the railings opposite the school, where the crossing is (as to park there means one can't open ones car doors). This wasted space could accommodate the bike hanger without the loss of a parking space - a 'win-win'. It would only require moving the proposed location by a few metres and the removal of a small part of the existing barrier/railing. This would result in a new bike hanger, no loss of parking space and the crossing would still be secure... Just with the hanger acting in place of the railing. Alternatively, Cyrena Road is little used in terms of parking and may make a better location.	X Heber Road
	9	0	7	3	0		

Response to opposed comments:

1. There is barely enough room for residents to park their cars and we often have to park several streets away. I have a bike, as do most of my neighbours and we all manage to keep our bikes secure on the outside or inside our properties.

Response:

An alternative location at the junction of Cyrena Road (50 metres from the current location) is proposed. The location does not affect the ability of residents to park directly outside their frontage. The proposal is in direct response to a request for secure cycle parking and it is acknowledged that theft from front gardens is an issue which cycle hangars are proposed to address.

2. Parking at a premium already. Unnecessary waste of road space, plenty of room in houses/gardens to park bikes.

Response:

An alternative location at the junction of Cyrena Road (50 metres from the current location) is proposed. The location does not affect the ability of residents to park directly outside their frontage. The proposal is in direct response to a request for secure cycle parking and it is acknowledged that theft from front gardens is an issue which cycle hangars are proposed to address.

3. The proposed positioning of the hanger is outside my house, being opposite Heber school parking space is already limited and difficult, I am concerned I will need to park further away and I have two small children to get in and out of the car. Also, I am concerned about the noise when people come to put away or collect their bike as my bedroom will be in very close proximity to the hanger.

Response:

An alternative location at the junction of Cyrena Road (50 metres from the current location) is proposed. The location does not affect the ability of residents to park directly outside their frontage. The cycle hangar door is fixed to a pneumatic hinge which means that there is minimal noise associated with the opening and closing of the hangar.

ULVERSCROFT ROAD - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1			1		There is space for cycles outside houses. Would be much better to have an electric car charging point !!! This is pointless. Ugly and a waste of money.	X ULVERSCROFT ROAD
2	1			1		Restricting the use to 6 specified bikes is not inclusive and does not provide any benefit to 95% of the street who will not be able to use it. Rather than take up the parking space on an already busy road, the hangar, or preferably multiple hangars should be installed in the unused space between house 47 and 49. This area is currently unused and provides no benefit to the street. Making it a designated bike area with multiple hangars would benefit a much larger number of residents, without the loss of a parking space.	X ULVERSCROFT ROAD
3	1		1			Excellent idea, fully support cycle storage but efforts should be made to make the hangars fit in better.	X ULVERSCROFT ROAD
4	1		1			A very good idea! do it!!	X CRYSTAL PALCE ROAD
5	1			1		Parking on Ulverscroft at the moment is nearly impossible, I came back to X yesterday 30 march at 12.40 am and could not find one parking space, don't you think it's bad enough.	X ULVERSCROFT ROAD

6	1			1			X ULVERSCROFT ROAD
7	1		1			I have no room to store a cycle in my home, but I would definitely buy and use a cycle if there was a secure place to store it. therefore, I am very strongly in favour of the proposed cycle hangar. I was one of the Ulverscroft Rd residents who applied for it last year. I was told by Daniel Kelly rentals manage of cycle hoop, that I would be put on the priority list for this location. However, I do think that it would be sensible to site it towards the Whateley Road end of (No Suggestions) Rd, where it would not be immediately in front of somebody's front door or windows who may not be a bike rider. I do hope that this proposal is implemented, as anything that can be done to encourage more cycling and less car use in London is very important, in my view.	X ULVERSCROFT ROAD
8	1				1	have a few questions about the proposed installation of a cycle hangar outside 50 Ulverscroft Road. Please can you explain the consultation process. The only notification I have received about this to date is a letter addressed to the householder which I almost binned without opening as I assumed it was junk mail. What other steps are in place to draw this to residents' attention. for example, there is nothing attached to lamp posts. Please will you let me know the date of the meeting when this will be discussed as I should like to attend. Will there be the opportunity for residents to voice their objections at this meeting?	?
9	1			1		We are objecting to the proposal as it stands. Currently, the hangar will be positioned outside our immediate neighbour's house. This position of a fixed, un-aesthetically pleasing hangar will most greatly impact that property and those of its immediate neighbours. We believe, if required, the hangar would be better positioned to mitigate similar concerns from other residents and afford all the same likelihood, that they have today,	X Ulverscroft Road

of being able to park outside or close to their property.

Ulverscroft Road is a residential street with properties having outside space to the front, behind a wall, and a rear garden. The residents who already have bicycles are able to use these spaces to to park their bicycles securely and at no additional cost. The road is increasingly occupied by young families and the majority of these park at least one family sized vehicle in the street.

Local shops are in close walking distance as is the railway station and we believe that the young family demographic of the residents is such that the provision of a hangar will not influence the uptake in cycling.

The hangar will only accommodate six bicycles and therefore only one or possibly two families will benefit from the proposed installation. The use of hangars would be more relevant for streets with a majority of multi occupancy properties not family homes.

We are concerned that the current mid-street location detailed in the proposal will:

- Reduce the current convenience, that most residents enjoy of being able to park outside their property (note the street already has a 'car club' and a disabled parking space), and impact the perception others may have of the ease of parking when comparing properties.
- Directly impact number 50's parking and that of immediate neighbours. This will influence future purchasers of these properties.
- Become a target for crime - for example, for theft of the bicycles, vandalism or graffiti.
- Take up more than a single parking space as drivers will want to leave space either side to avoid damage to their vehicles and afford cyclists better access from the street to the pavement side opening.
- Impact pedestrian safety by encouraging cyclists to ride on the narrow pavements to gain easier access to and from the hangar.

We have offered a way to mitigate these problems in the 'additional comments' section...

10	1		1			<p>I support the cycle hanger, but question its location. I live at X Ulverscroft Road and supported the initial bid for a hanger on our road. It is proposed to be placed outside my property. I question whether this is the best place for it for 2 reasons - 1: Directly outside my house there is a lamp post and a tree, so I am not sure there will be space for the hanger. 2: The middle of the street is always the most congested parking wise. The tree and lamp post are very close together and make it very difficult to park and open the doors. I would suggest a more suitable place to be at the Whately Road end of Ulverscroft Road, where it would not be directly outside any road facing house. There are normally spaces at this end, so would be the most sensible option, perhaps on the opposite side of the road to the 'car club' space.</p>	X Ulverscroft Road
	9	0	4	5	1		

Response to opposed comments:

1. There is space for cycles outside houses.

Response:

The proposal is in direct response to a request for secure cycle parking and it is acknowledged that theft from front gardens is an issue which cycle hangars are proposed to address.

2. Parking on Ulverscroft at the moment is nearly impossible.

Response:

An alternative location at the Whatley Road end of Ulverscroft Road is proposed where there is less parking pressure.

3. Rather than take up the parking space on an already busy road, the hangar, or preferably multiple hangars should be installed in the unused space between house 47 and 49. This area is currently unused and provides no benefit to the street.

Response:

An alternative location at the Whatley Road end of Ulverscroft Road is proposed where there is less parking pressure. The

unused space is not considered to be appropriate as consent of the land owner would be required and it is preferred to locate the hangar on the highway. Furthermore, the hangar requires a width of 1.5 metres in addition to the 2.5 metres width of the hangar (a total of 4 metres).

MATHAM GROVE - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1				1	I live further down from the proposed site so it will not affect me, however, as a disabled resident I would oppose if the hangar was placed further down outside my home which would prevent my carers parking outside my home to give me easy short access when I need to leave my home	X MATHAM GROVE
2	1		1			I think this is an excellent scheme. I'd very much like to see a bike hangar on every street and a lot less cars!	X MATHAM GROVE
3	1			1		There is currently very limited parking space in Matham Grove for cars. Having a cycle hangar would limit car parking even more in Matham Grove.	X MATHAM GROVE
4	1			1		Parking is already an issue on Mathen Grove. We have 2 disabled bays (unnecessary) and with 2 children we struggle to even park on our street. Shoppers, shopkeepers and commuters already park on our road as there is STILL not resident parking restricting non resident usage. We cannot afford to lose another space. Bicycles should be maintained on the owners private property.	X MATHAM GROVE
5	1		1			This road is used by estate agents, traders and residents are compromised as a result. Anything that encourages less car traffic is welcome.	X MATHAM GROVE
6	1		1			I cycle to work regularly and currently keep my cycle in my house. I may decide to use the cycle hangar instead if installed. This would be a very	X MATHAM GROVE

						welcome addition to the local amenities. Anything to encourage cycling and reduce dependency on motor vehicles can only be a good thing. Whether or not I decide to use the hangar I thoroughly support the proposal.	
7	1		1			I think it's a great idea that means more people can store bikes safely, especially in rented accommodation.	X MATHAM GROVE
8	1			1		I completely object to the installation of this cycle hangar. All the residents on Matham Grove have gardens where bikes can be adequately stored. The suggested location is awful!! and would take up much needed parking. The residents on Matham Grove often cannot find parking so the loss of even half a space would be terrible. We are desperate for tighter parking controls, perhaps resident only between noon and 13.30 to stop people who don't live here parking their cars all day!!. This hangar is not required!! It is an eyesore! I have spoken to many residents along the road and not many people are in favour. PLEASE DO NOT GO AHEAD!!	X MATHAM GROVE
9	1				1	I find it hard to support this proposal because for residents it is becoming increasingly difficult to park in Matham Grove. In recent years we have lost several car parking places for example through double yellow lines on the corner (a good thing), the ongoing work at the former school building, and tapering of the road at its entrance to make it safer. In these circumstances I think the council needs to look at alternatives which do not take up a potential resident parking space, for example a pavement-based solution (like the bicycle lockers at East Dulwich Station). I feel bad not supporting the proposal but there is a wider issue here. I think the council needs to look at a way of maintaining sufficient parking in this street for local residents and business. At peak times - evenings and Saturdays - it is becoming very difficult to park in the street. We are a five person family and we have always found it possible to store our	X Matham Grove

						bikes in our house.	
10	1			1		There are not enough car parking spaces for residents already so am not wanting to lose more space on the street. There are many bike riders on our street and there has not been an issue to date with bikes needing to be stored on the road.	X Matham Grove
	10	0	4	4	2		

Response to opposed comments:

1. Bicycles should be maintained on the owners private property.

Response:

The proposal is in direct response to a request for secure cycle parking and it is acknowledged that theft from front gardens is an issue which cycle hangars are proposed to address.

2. There is currently very limited parking space in Matham Grove for cars. Having a cycle hangar would limit car parking even more in Matham Grove.

Response:

It is recognized that the cycle hangar will take up 2.5 metres of parking space, this is less than one car. The net benefit will be 6 additional bike parking spaces.

3. We are desperate for tighter parking controls, perhaps resident only between noon and 13.30 to stop people who don't live here parking their cars all day!

Response:

An alternative location at the issue of parking controls is not something that this scheme is proposed to address. Southwark does have a limited Controlled Parking Zone Review budget and the comments regarding Matham Grove will be forwarded on to them to consider in conjunction with similar requests.

GLENGARRY ROAD - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1		1			I support the installation of a bicycle hanger on my street. What worries me is that will restrict parking on our road which is always difficult to find especially during the peak hours, mornings, afternoons and late in the evenings. We are in the profession where we tend to come back home very late and there is never any parking available. I would really welcome residential parking licence on our road.	X GLENGARRY ROAD
2	1		1			Good idea, depending on the news of the residents immediately next to the proposed hangar. the colour must be as in the illustration. Fee essential. Plus a waiting list with a rota - those at the top get first refusal when the current term is complete.	X GLENGARRY ROAD
3	1			1		There will be loud noise each time the cycle hangar is dropped into the closed position, that is a fact. There are many bedrooms, from flats and houses, facing onto street. The unavoidable nose would be antisocial. The street is already overcrowded with bins on pavement and this cycle hangar would add to that mobility problem (when in use) to the disabled residents whom I notice that pass this part of the street. Cyclists should keep their bicycles indoors, if that is too much hassle then it will be even more troublesome for them to keep the noise level down during sleeping hours whilst using cycle hangar. There are simply too many residents in this part of street who will be unduly affected by this proposal. If the cycle hangar is required then put it where it will have minimal impact on	X GLENGARRY ROAD

					residents at end of or at top of street but even then this is a luxury that the council tax payer will not in majority of cases welcome. I am in favour of cycling but for the greater good of residents I oppose this proposal.	
4	1		1			X GLENGARRY ROAD
5	1		1		We need more support from the Government to have an alternative transport only bus 37 bus go through this route, because of school children, opposite there is Dulwich Hospital sometime ambulances pas through opposite Glengarry Road. I X agreed for Southwark Council to implement the installatin of bicycle hangar (bicycle parking unit) in our street Glengarry Road SE22 8QA. I also need more street lights along Glengarry road because at night it so dark for passers by and cyclists, cars including motor bike, deliver goods, restaurants. We need Police station for dulwich. Police is closed down, East Dulwich branch, police should be provided for tenants .	X GLENGARRY ROAD
6	1			1	I live on Glengarry Road and I am a car owner. I have experienced difficulty finding a parking space near my property of late and view this as making the parking situation worse, particularly as it would be situated very close to my house. Therefore, I am not particularly pleased about this and would ask that the location is moved to an area that is less congested already. Thank you.	X GLENGARRY ROAD
7	1			1	This road already has problems with lack of space every day without this ugly cycle hangar being put here, it is not going to be of any use and a waste of money in this street as hardly any of my neighbours would find it of any use only an eyesore and cause noise with the metal lid crashing and slamming down.	X GLENGARRY ROAD
8	1		1		I have a bike (which I commute to work on). It would be very helpful to have this cycle hangar. I suspect there will be far more than 6 people with bikes interested though. Can you provide more than 6? there are 3 bikes in our building alone. Please provide more than 6. Definitely not enough	X GLENGARRY ROAD

9	1		1		Also have normal cycle street parking for temporary parking	X GLENGARRY ROAD
10	1			1	We are not opposed to the hangar structure in principle and would welcome it on our road, however, we are strongly against positioning it in front of our building (X glengarry) as we have a small 2 year old and the parking outside the house remains essential. Losing the parking space outside the building, which we currently use for the nursery run on a daily basis, would be extremely inconvenient. We would, therefore, prefer, if a hangar needs to be placed on the road, for this to be done on the corner stretch of the street after 101 glengarry. It would not obstruct any buildings there and we would, therefore, be supportive. (Suggested position marked on the plan). As an owner of the building on X glengarry Rd we really do not want the hangar structure in front of our house. Many thanks.	X GLENGARRY ROAD
11	1		1		Very useful idea	X GLENGARRY ROAD
12	1			1	ABSOLUTELY NOT!!! This road is diabolical for parking and to take away even more space for 6 pushbikes seems ridiculous. bikes can be keep securely in front or back gardens, the parking space in this street is needed more as the resident of X this would be directly outside our property and we strongly oppose this. Glengarry Road is a road with a lot of flats which means there are numerous cars to maybe one property - parking in this street is very bad, if you manage to secure a parking spot near your property you are lucky, we often have to park in adjacent street! To reduce the parking space available even more for accommodation of 6 pushbikes is ludicrous! These bikes can easily be secured in front and back gardens. As the resident of X this hangar would be directly outside our property and we STRONGLY oppose this. if it really has to be installed why not at the top of the road?!!!	X GLENGARRY ROAD

13	1			1		NO NO NO - I am disabled and live at X Glengarry Road so this would be outside my flat, I have been looking into having a disabled parking space allocated to the outside of my property so definitely DO NOT WANT THIS. Space in this street is valuable and to take up the space of 2 cars to enable 6 bikes to be locked up is totally outrageous, why put this hangar slap bang right in the middle of the street?!!!!'	X Glengarry Road
14	1			1		<p>it will take up car space...we already have a shortage of space especially on school runs..it is very annoying and upsetting when there is no space to park and I have bags of shopping and a baby to bring into the property of where I live</p> <p>2) the residents of 81 can easily store their bike outside in their front garden</p> <p>3) they also drive a vehicle</p> <p>4) the residents that live next door to 81 are disabled and in my opinion they should have a disabled parking bay there that's more needed than a bike hanger!</p> <p>5) they are not the only residents on Glengarry road which have bikes. I have a bike and I carry my bike up and down my stairs whenever I want to ride it, I also have that option of putting it outside in the front garden I just choose not too.</p> <p>6) it's not just myself that's not in agreement of this. Alot of the residents on Glengarry road are not happy with this proposal</p> <p>No, I/ we don't like the idea of having that bike hanger outside on the road knowing that it's going to take up a car space!</p>	
	14	0	7	7	0		

Response to opposed comments:

1. bikes can be keep securely in front or back gardens, the parking space in this street is needed more as the resident of 79b this would be directly outside our property and we strongly oppose this.

Response:

The proposal is in direct response to a request for secure cycle parking and it is acknowledged that theft from front gardens is an issue which cycle hangars are proposed to address.

2. I have experienced difficulty finding a parking space near my property of late and view this as making the parking situation worse, particularly as it would be situated very close to my house. Therefore, I am not particularly pleased about this and would ask that the location is moved to an area that is less congested already.

Response:

It is recognized that the cycle hangar will take up 2.5 metres of parking space, this is less than one car. The net benefit will be 6 additional bike parking spaces.

3. There will be loud noise each time the cycle hangar is dropped into the closed position, that is a fact. If the cycle hangar is required then put it where it will have minimal impact on residents at end of or at top of street but even then this is a luxury that the council tax payer will not in majority of cases welcome.

Response:

The cycle hangar door is fixed to a pneumatic hinge which prevents it from being dropped and means that there is minimal noise associated with the opening and closing of the hangar.

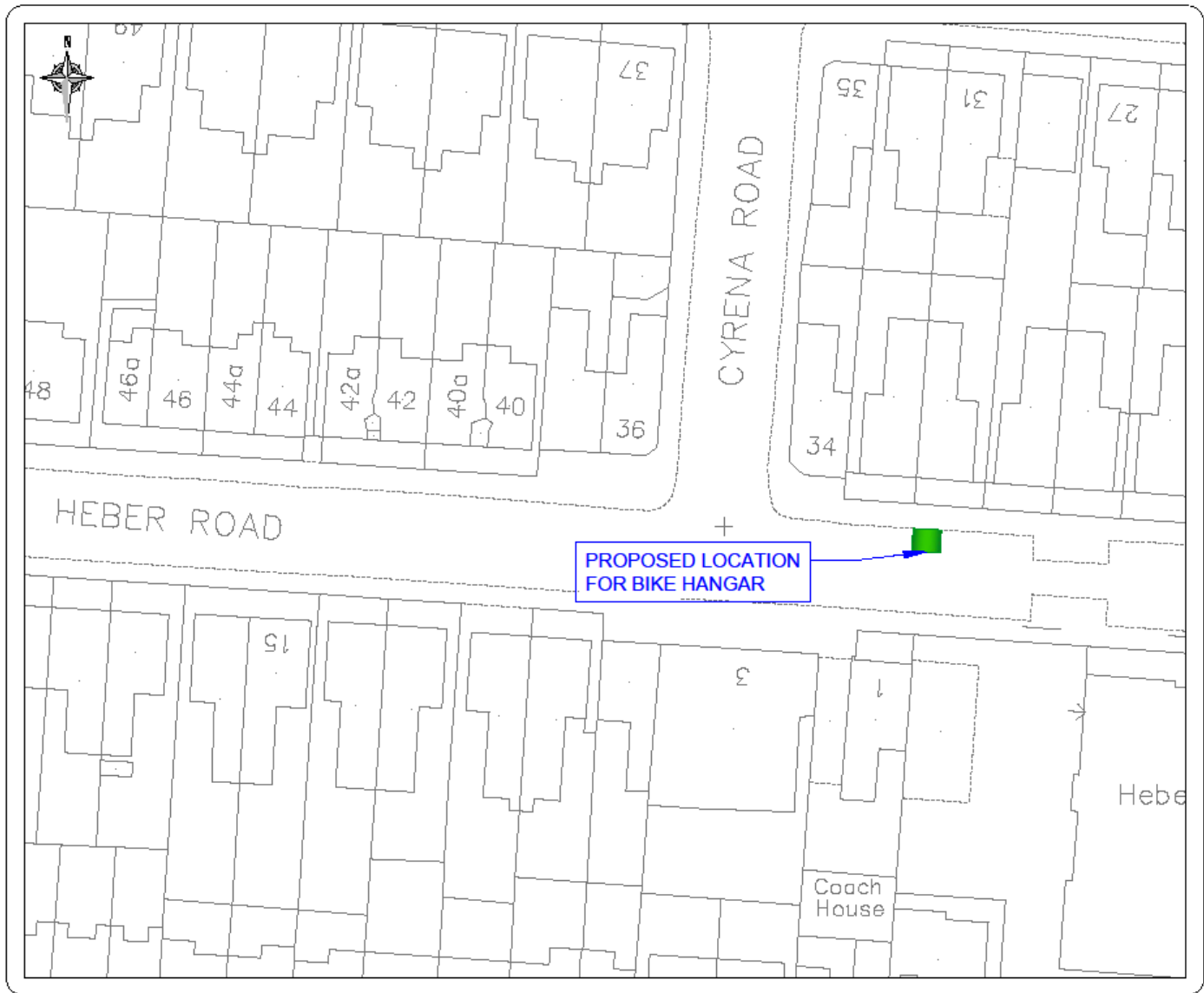
4. We are not opposed to the hangar structure in principle and would welcome it on our road, however, we are strongly against positioning it in front of our building (X glengarry) as we have a small 2 year old and the parking outside the house remains essential.

Response:

An alternative location is proposed along the side of No. 78 Glengarry Road where it would not be directly outside a frontage.

APPENDIX B

Cycle Hangar Location Plan



LEGEND / NOTES.

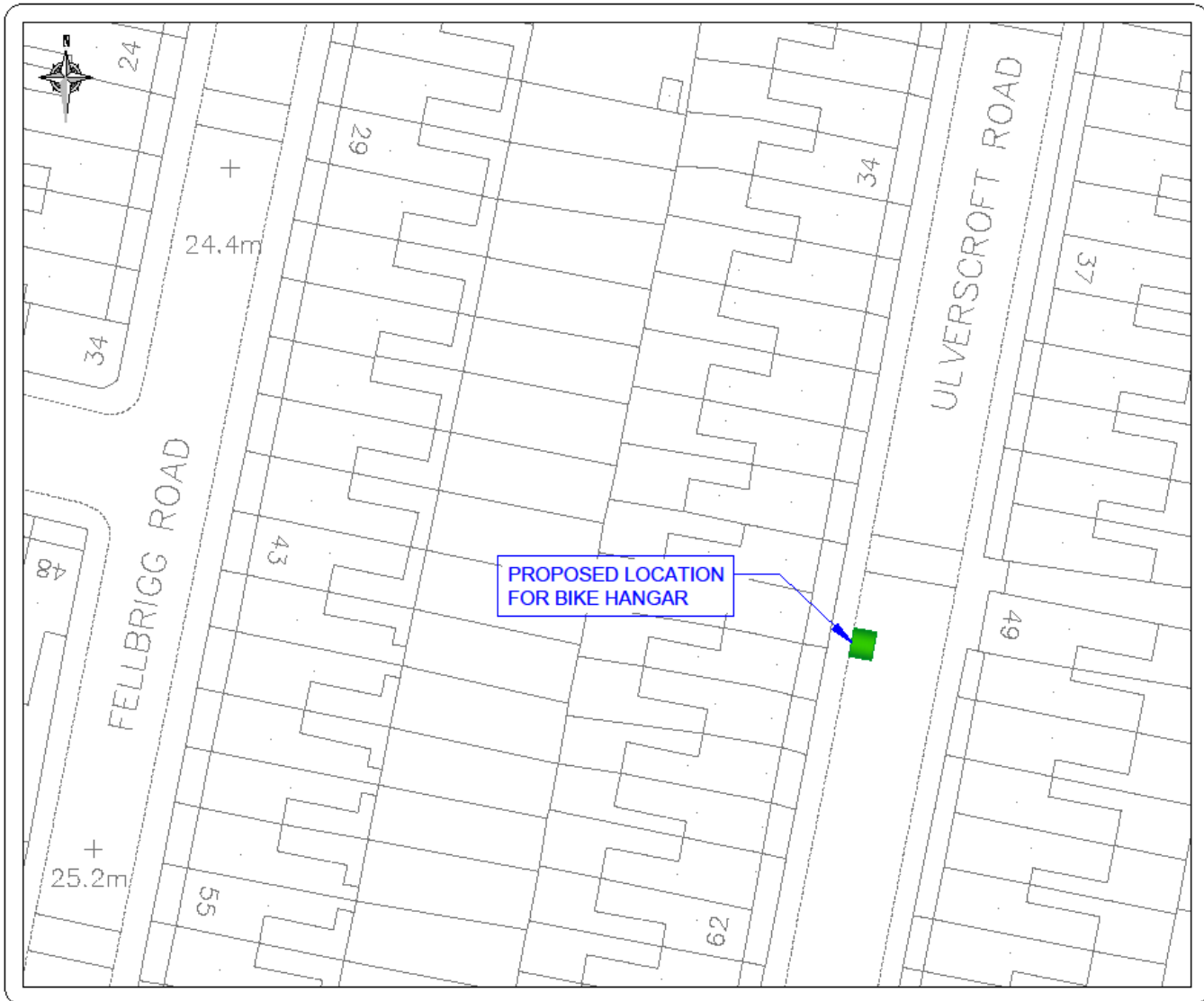
 BIKE HANGAR -
 DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision

PUBLIC WORK PROJECTS TEAM 180 TONGUE STREET WYLLIE

Project		BIKE HANGARS	
File		HEBER ROAD	
Version No.			
Date	1:500@A3		
Drawing No.	2014-15-SRD9		A
	FEB 2015		13/02/2015



LEGEND / NOTES.

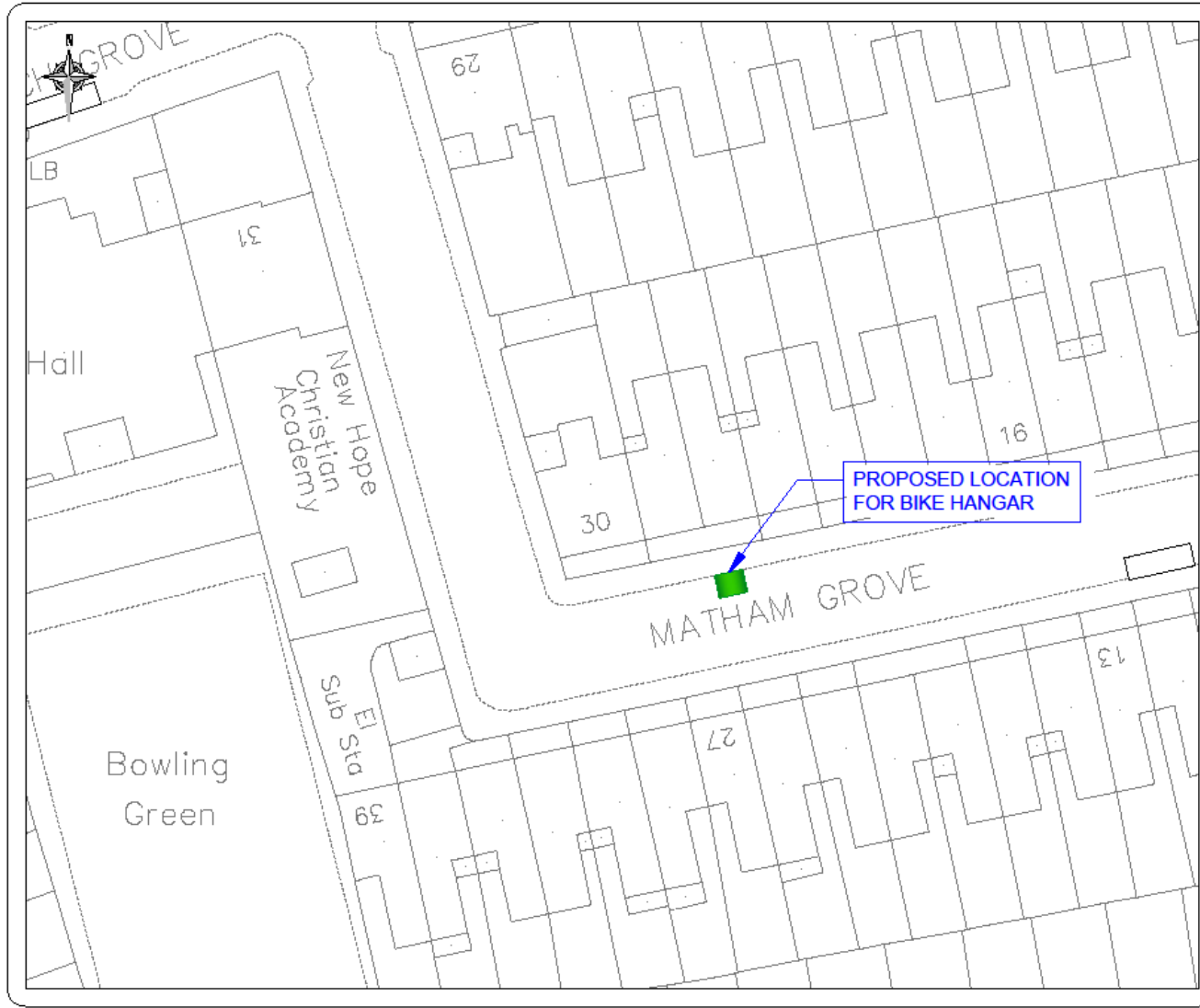
BIKE HANGAR -
 DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision

PUBLIC WORKS PROJECTS TEAM - NEWCASTLE CITY COUNCIL

Project		BIKE HANGARS	
Title		ULVERSCROFT ROAD	
Version No.		Scale	
Sheet	1:500@A3	Author	
Drawing No.	2014-15-SR08	Issue	A
Date	FEB 2015	Issue Date	13/02/2015



LEGEND / NOTES.

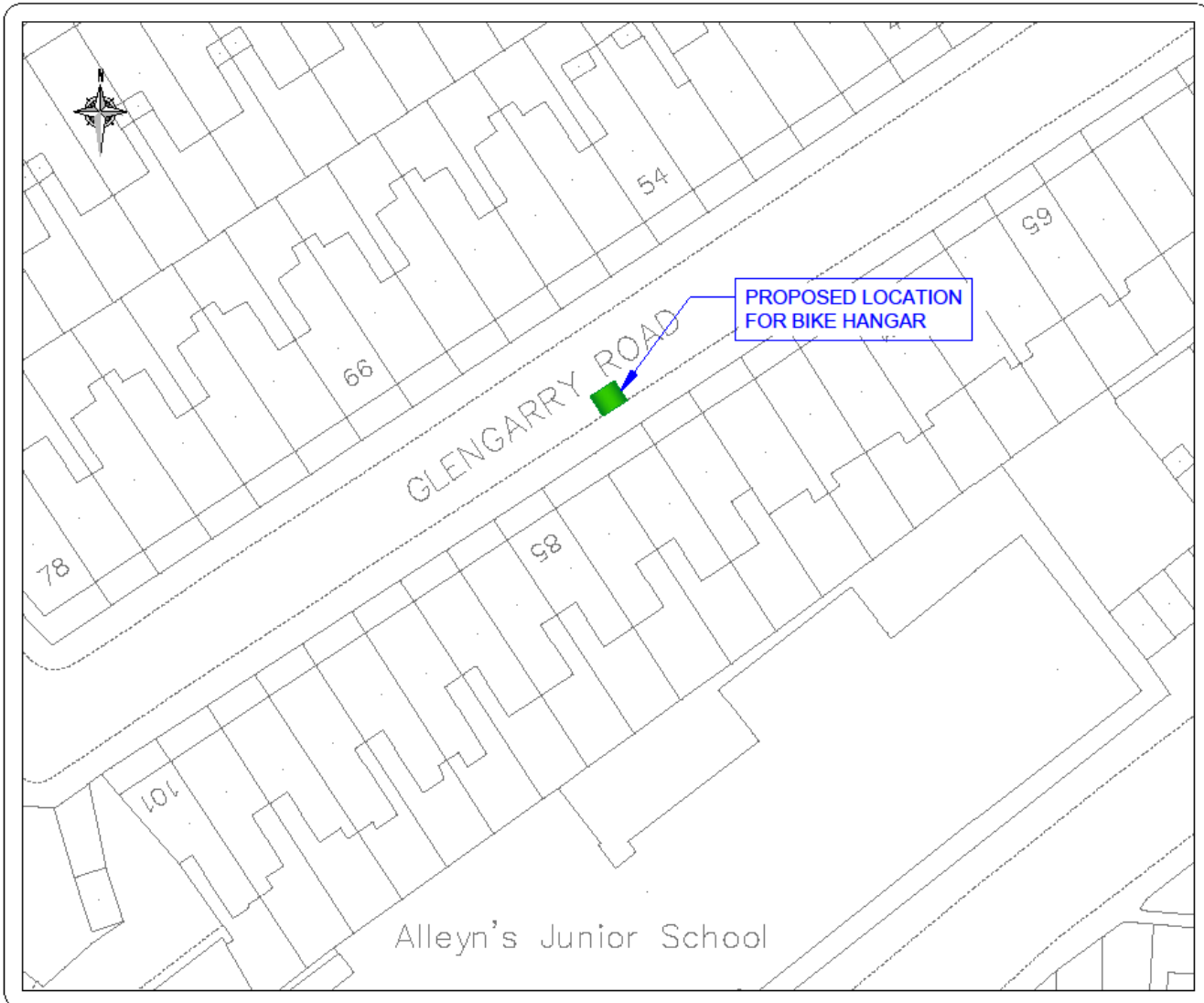
BIKE HANGAR -
 DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision

PUBLIC REALM PROJECTS TEAM - METROPOLITAN WATER SUPPLY

Project	
BIKE HANGARS	
Title	
MATHAM ROAD	
Revised No.	
Date	1:500@A3
Drawing No.	2014-15-SR07
Scale	A
Date	FEB 2015
Revision	13/02/2015



LEGEND / NOTES.

BIKE HANGAR -
 DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision

PUBLIC WORKS PROJECTS TEAM - 140 TROTTER STREET - 801 5LL

Project		BIKE HANGARS	
Title		GLENGARRY ROAD	
Project No.	-	Scale	1:500@A3
Drawn No.	2014-15-SRD6	Sheet	A
Date	FEB 2015	Revised	13/02/2015