

# Bath & North East Somerset Council

MEETING/ DECISION MAKER:	Cllr. Sarah Warren, Cabinet Member for Climate and Sustainable Travel		
MEETING/ DECISION DATE:	On or after 8 <sup>th</sup> July 2023	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	3472
TITLE:	Cycle Hangar Project Phase 2		
WARDS:	Bathwick, Keynsham North, Kingsmead, Lansdown, Radstock, Walcot, Westmoreland, Widcombe & Lyncombe		
<b>AN OPEN PUBLIC ITEM</b>			
<b>List of attachments to this report:</b> Appendix A Consultation Report Appendix B Location Plans Appendix C Equalities Impact Assessment Appendix D Internal Officers comments			

## 1 THE ISSUE

1.1 Executive Forward Plan Reference E3472 delegated the decision to:

- Agree to install up to 20 bike hangars on streets in Bath and North East Somerset (B&NES), which allow service users to store their bikes in a locked cycle shelter;

to the Cabinet Member for Climate and Sustainable Travel.

## 2 RECOMMENDATION

**The Cabinet Member is asked to:**

2.1 Agree to proceed with the proposed installation of up to 20 cycle hangars in a second phase of our cycle hangar trial. The trial details in summary are:

- Install up to 20 cycle hangars at locations from the priority list in appendix B.

- Informal consultation with the Chief Constable, Ward Members, and the Cabinet Members for Transport on proposed minor traffic regulation orders (TRO) to designate the proposed locations as cycle parking areas;
- Each hangar will store up to 6 cycles.
- Preparations for delivery are already in place, including a contract with supplier Falco UK Ltd ready to supply, install, and maintain the hangars.
- Service users will be able to rent a space in the hangar for their bicycle on an annual basis.
- The trial will last 24 months, after which the council will need to decide whether to make the cycle hangars permanent and let a new contract to maintain and operate the cycle hangars.
- Occupancy of the hangars and any waiting list will be monitored by our supplier to establish uptake of the service.

2.2 Note that a trial is necessary to:

- Identify commercial products that enable the rental of locked on-street cycle parking.
- Allow residents with no off-street cycle parking to access on-street locked cycle parking, mitigating the availability, social and equity issues around cycle parking.
- Provide performance and operational data, informing B&NES future policy regards product approval, asset ownership, maintenance, and costs.

2.3 Note that the trial costs will be covered by the WECA Transforming Cities Fund and Clean Air Zone revenue reserve.

2.4 The trial will proceed in consultation with product suppliers, participants, and B&NES officers, and as such will be subject to necessary modifications from the trial details in this report. To facilitate required oversight, trial details will be delegated to Director of Place Management, in consultation with the member with responsibility for Climate and Sustainable Travel.

### **3 THE REPORT**

#### **3.1 Overview of Cycle Hangars in B&NES**

3.2 In December 2022 B&NES installed four hangars in three residential areas as part of the first phase of a two-year trial. The trial that is already under way in three streets in Bath has been a success with uptake of spaces reaching 90% capacity within four weeks. All of the hangars are now 100% occupied, demonstrating the demand for cycle hangar parking.

3.3 A consultation asking for residents' suggestions for installation locations closed on 13 March 2023 receiving 110 responses, again indicating high levels of interest in the need for more cycle hangars. Officers have analysed the data to identify high-priority locations for the funding.

3.4 The provision of cycle hangars will enable those who have demonstrated a need, living in some of the most deprived areas of B&NES, as well as prioritising children and disabled people, to begin cycling or to cycle more, increasing access to services and opportunities, as well as improving health and wellbeing. A report on the consultation findings can be found in Appendix A.

### 3.5 Product

3.6 We have engaged a commercial supplier, Falco to supply install and manage 20 cycle hangars. This is the same supplier as the for the first phase of the pilot. The hangars are a small metal shelter with a locked door that will store up to six cycles. The locking mechanism can be key operated or operated by a mobile app. An example of the hangars phase one of the project can be seen below:



Figure 1 Existing cycle hangars in Bath

### 3.7 Internal Consultation

B&NES ward councillors and officers from Highways, Planning, Film Office, Emergency Planning, World Heritage, Active Travel and Regeneration teams were consulted for information and comments on the proposed cycle hangar locations. Responses from officers is summarised in Appendix D.

We have reviewed the comments and changes have been made to mitigate the impact identified where possible. However, where no further feasible alternative has been found with a reasonable distance of the original request, we have either rejected the site, or proposed to proceed with the suggested site on the basis that the benefits of the proposed hangars outweigh any harm caused by replacing a car parking space with a cycle hangar.

### 3.8 Trial Proposal

3.9 We have carried out site suitability assessments starting on the highest priority sites to ensure that any installed hangars do not affect pedestrians, disabled parking spaces or maintenance of the highway. They will not be placed on double yellow lines or similar restrictions.

3.10 Sites which are not suitable for bike hangars have been rejected as unfeasible, and the next highest priority site has been considered (the list of sites not progressed will be passed to the active travel team to be considered for other types of cycle parking).

3.11 The locations of the 20 proposed sites are shown in the list below and Appendix B. The list includes a site in Keynsham and Radstock, these sites are included to give a geographical spread rather than being derived from the highest scoring sites from our consultation. The site list will be finalised following the Traffic Regulation Order process.

<b>SITE ID</b>	<b>Site name</b>	<b>Location Description</b>
2301	Grove Street	Outside 12 Grove Street
2302	Railway Place (Alternative to Dorchester Street )	Railway Place parking bays
2304	Camden Road A	North side of road opposite 6 Belgrave Place, Camden Road
2306	Portland Place	South side of road near 20 Portland Place
2307	Cleveland place	On wide footway on north side of the road.
2311	Henry Street	North side of street outside 2-4 Henry Street
2315	Walcot Street	Outside 112 Ladymead House
2317	Vane Street (Alternative to Great Pulteney Street)	South side of road next to 6 Vane Street
2318	Lansdown Place West (Alternative to All Saints Road)	On north side of Lansdown Place West, in junction of Somerset Place and Somerset Lane

2319	Park Street (Alternative to Park Place)	On south side of Park Place opposite 10 Park Street
2320	Upper Church Street (alt. to St James's Square)	On west side of road opposite Rivers Street
2323	South Parade (Alternative to Duke Street)	On south side of South Parade near Taxi rank
2324	Henrietta Mews	On north side of the road near to the park entrance
2327	Catharine Place	On south side of the road outside The Cottage, Catherine Place
2330	Archway street	On east side of the road outside car park
2336	Lime Grove	On east side of road outside 2 Lime Grove
2337	Sydney Mews (alternative to Sydney Place)	On west side of Sydney Mews opposite Sydney Lodge
2347	Grosvenor Place	On south side of Grosvenor Place outside Grosvenor House
2355	The St, Radstock	On north side of road outside Library
2356	Carpenters Lane, Keynsham	Opposite Stuart Court

#### **4 STATUTORY CONSIDERATIONS**

4.1 Most of the locations are part of the adopted highway, for which B&NES has responsibility. This provides B&NES the authority to make decisions that impact

the carriageway and footways and their safe use, such as introducing cycle hangars.

- 4.2 We will make a minor change to traffic regulation orders (TRO) to designate the proposed locations as cycle parking.

## 5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 The total budget for the project is estimated at £163,500 approved through an officer delegated decision on 01/03/2023.
- 5.2 The project will be funded from the Transforming Cities Fund awarded to WECA and allocated to this project via a change request.
- 5.3 B&NES officer time is being recharged against the project budget.
- 5.4 There will be a reduction in car parking space as a result of the installation of the cycle hangars. 5 no. of these are currently pay and display bays and this will reduce the potential income that the council receives from car parking. It should be noted that the hangars take up half a car parking space, so these figures are worst case.

Location	Income lost from one bay over a year
Catharine Place	£436.52
Grove Street	£400.02
Henry Street	£594.05
Railway Place	£372.69
Walcot Street	£231.02

- 5.1 The P&D parking is also located in dual use bays with permit parking so there will also be an impact on the availability of spaces for permit holders. In total 14 of the proposed hangars are in permit parking spaces or dual use spaces. The spaces in the following zones will be reduced where potential demand is over 100%. Actual demand is a function of 1 permit to 1 space (noting that this excludes dual use P&D spaces, so this will increase pressure is used by a paid customer), and potential demand is if everyone entitled to a first permit bought one, plus an allowance of 40% update on second permits). Again, it should be noted that the hangars take up half a car parking space, so these figures are worst case.

Zone	Spaces	Permit demand	Potential demand	Potential loss in spaces
Zone 1	568	140.67%	441.81%	-4
Zone 2	470	75.32%	171.38%	-2
Zone 7	695	96.55%	184.10%	-2
Zone 15	279	129.39%	284.95%	-2
Zone C	80	77.50%	210.00%	-4

## **6 RISK MANAGEMENT**

- 6.1 A risk register has been completed in compliance with the Council's decision making guidance. This is a live document which will be updated through further related activities and informed by ongoing trial findings.

## **7 EQUALITIES**

- 7.1 An Equalities Impact Assessment (EQIA) has been completed under the guidance of the B&NES equalities team.
- 7.2 The latest EQIA document has been supplied for publishing as an attachment to this report (Appendix C). This is a live document which will be updated through further related activities and informed by ongoing trial findings.

## **8 CLIMATE CHANGE**

- 8.1 Tackling the climate and ecological emergency is one of Bath & North East Somersets (B&NES) two core values. This project will help the transition to net zero by 2030 through the provision of safe and secure cycle storage. Increased cycling accessibility aims to improve residents' health and wellbeing, access to services and opportunities and support the decarbonising the region's transport network. Provision of cycle parking is only a part of the necessary transition to more sustainable transport. Other B&NES projects work towards the promotion and adoption of the preferred transport modes of public transport and active travel.

## **9 OTHER OPTIONS CONSIDERED**

- 9.1 Do nothing and reject the funding allocation. This option has been rejected because the Council's service users would miss the opportunity to benefit from the provision of lockable cycle parking.
- 9.2 Install the hangars in alternative locations. This option has been rejected because the proposed locations have been selected on a number of criteria including the need and propensity for people to cycle, factors such as relative level of deprivation, whether a cycle is a mobility aid for disabled people or for carrying children, along with the likelihood a cycle could be stolen have all been considered.

## **10 CONSULTATION**

### **10.1 Internal Consultation**

- 10.2 The proposed hangar locations in this report have been developed with comments and feedback from B&NES officers in Highways and Traffic, Active Travel, Regeneration, World Heritage, Film Office, Emergency Management and Planning teams. It has then been reviewed and approved by the Transport Steering Group (officers).

### 10.3 **Public engagement**

10.4 To make sure that cycle hangars are installed in locations where there is a need, a public consultation has been held asking for residents' suggestions. It closed on 13 March 2023 receiving 110 responses. See Figure 2.1 & 2.2 below. Lack of space within the home or outbuildings is a key consideration, as well as how many cycles need to be stored, and whether there is support from others on the street for a cycle hangar.

10.5 In terms of the need and propensity for people to cycle, factors such as relative level of deprivation, whether a cycle is a mobility aid for disabled people or for carrying children, along with the likelihood a cycle could be stolen have all been considered.

10.6 Appendix A Consultation report details the selection criteria, the source of information considered, and scoring system used to prioritise sites; those with the highest scores are ranked the highest and are the most suitable locations.

10.7 This Single Member Decision report has been signed off by the Director of Place Management and the Member for Climate and Sustainable Transport. It has also been cleared by the S151 Officer and Monitoring Officer.

<b>Contact person</b>	<a href="#">Tom Gaze</a> , Principal Engineer - Active Travel
<b>Background papers</b>	
<b>Please contact the report author if you need to access this report in an alternative format</b>	

## 11 APPENDICES

Appendix A Consultation Report

Appendix B Location Plans

Appendix C Equalities Impact Assessment

Appendix D Internal Officers Comments