
Bath & North East Somerset Council

Improving People's Lives

Cycle Hangars Pilot Project

Consultation report

Document Location

C:\Users\gazet\OneDrive - BANES Council\General\Phase 2 Bike Hangar Project\Consultation Request

Revision History

Author	Summary of changes	Version	Date of revision
Tom Gaze	First draft	0.1	28 April 2023
Tom Gaze		1	June 2023

1. Introduction

1.1. Scheme overview

We have received funding approval from WECA (The West of England Combined Authority) to install 20 bike hangars in the area.

A bike hangar offers lockable and secure bike storage for up to 6 bikes. The on-street hangars provide parking facilities if you do not have bike storage space in your home or workplace.

The hangars are approximately the same size as half of a car parking space and would be located on the highway.

Our [Journey to Net Zero policy](#) aims to encourage a modal shift to active travel methods, such as cycling, walking and wheeling; creating improved places for people to live and work.

Cycling has the potential to replace many short car journeys, reducing air pollution and congestion and improving public health.

This project is the second phase of our bike hangar rollout in Bath and North East Somerset. We recently [installed 4 pilot hangars](#) on three streets in Bath, and they are available to rent from our supplier Falco. The first phase of the trial has been a success, with uptake of spaces reaching 90% capacity within 4 weeks. This demonstrates the need for this provision in our towns and cities.

1.2. The consultation

A consultation was held between 27th February 2023 and closed on 13th March 2023.

B&NES designed the questionnaire and hosted it on their consultation portal. Respondents were able to put forward their proposals for bike hangar locations together with information about how they would intend to use it.

This questionnaire was designed to inform a multi- criteria assessment of the proposed sites to help prioritise the proposed locations.

These criteria will evaluate the following factors:

- Level of demand on streets
- Deprivation index statistics
- Level of cycle theft
- Number of respondents that use a bike to carry children
- Number of respondents that have a disability
- Level of cycle use

We will use the consultation data to identify up to 20 high-priority areas for installation. We will plot areas of high demand and select the best sites for residents.

Once we have this location data, we will carry out technical assessments to find out whether bike hangars are possible in these locations.

We will also use the data to assess whether there is further demand for future bike hangar installation projects.

1.3. Format of report

Following this introduction:

- Chapter 2: describes the methodology used;
- Chapter 3: shows the numbers and profile of those who responded to the consultation; and
- Chapter 4: details the key findings to the consultation.
- Chapter 5: next steps for the bike hangar pilot project

2. Methodology, analysis and reporting

This section describes the method of collecting, analysing and reporting responses.

2.1. Methodology

Public consultation

The public consultation ran from 27th February 2023 and closed on 13th March 2023 and was publicised on the Council's consultation website and communicated via a press release and social media posts. The consultation was also promoted through our community engagement team to Local Area Forums and other relevant community distribution groups.

Receiving responses

Responses were received via an online portal hosted by B&NES. The portal

2.2. Analysis and reporting

The consultation was open to all, meaning respondents were self-selecting, therefore results and responses should be viewed as indicative rather than representative of the wider population.

Throughout the report, quotes from the free-text responses have been used to illustrate the points raised. Quotes have been selected based on showing the essence of what was said for each of them. For ease of reading, any clear and obvious typos or spelling errors have been corrected.

2.3. Respondent profile

This section provides the profile of those who responded to the consultation. A total of 109 responses were received using the online portal.

2.4. Respondent location

All respondents were asked to provide a postcode and 105 provided a valid postcode.

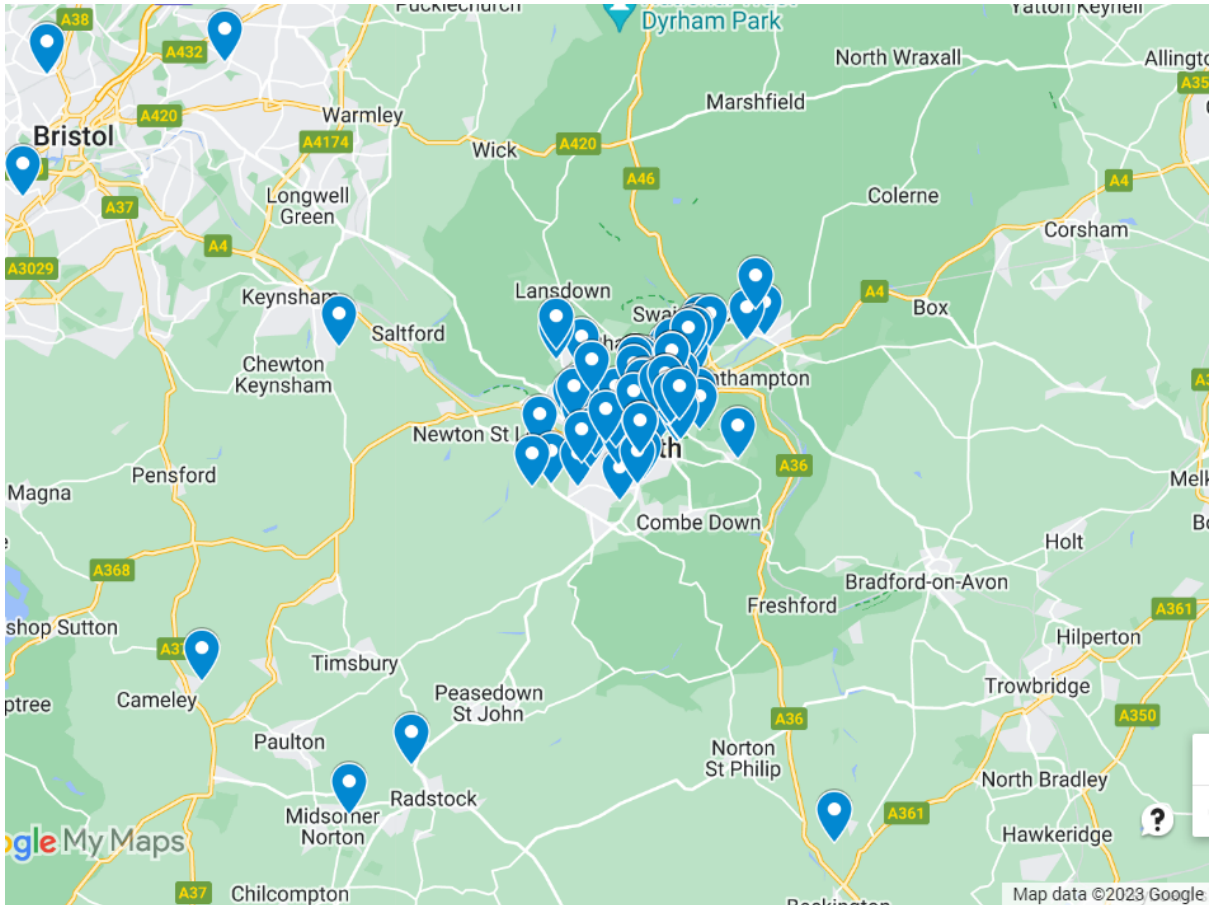


Figure 1 Map of respondent locations*

*4 postcodes are from respondents living or based outside the area of the map. These included Bristol and South Gloucestershire and Somerset.

*4 respondents did not provide a valid postcode

The location of all respondents who provided a valid postcode is shown in **Error! Reference source not found.** 1 based on where they live rather than where they are suggesting a bike hangar. The suggested locations for bike hangars are shown in the following section.

4. Findings

The primary aim of the consultation was to allow respondents to suggest locations for bike hangars and collect data about the proposed locations and users of the hangars to prioritise the locations if we have more locations than we have funding for.

The respondents were asked to provide a proposed street name or postcode for hangar and location description. All 109 respondents provided a street name or postcode for a hangar.

There were 3 responses that were proposing bike hangars outside of the B&NES local authority area. There were 5 responses that included further text making other comments or suggestions about the bike hangar project.

“I don’t want any of these eyesore boxes around our historic city thank you!”

“I support secure bike storage on street but do pods have to be ugly? Trial other designs too. Oonee?”

“I don’t want them anywhere on the Pulteney estate”

“Why can’t I comment? They are not in keeping with the great Pulteney estate. Look like metal cages”

“I would hate to see bike hangars - they are an absolute eyesore”

The 8 responses above have been included in the report for information but excluded from further analysis below because they are not proposing bike hangars on B&NES streets.

101 remaining responses have been considered for further analysis of the responses to the following questions.

Do you consider yourself to be disabled?

Do you consider yourself to be disabled?	Responses
Yes	2
No	89
Prefer not to say	10
Total	101

Which of the following best describes your home?

Which of the following best describes your home?	Responses
Owned outright	28
Shared ownership	0
Rented privately	16
Owned with a mortgage or loan	39
Rented from local authority/other social landlord	1
Rent free, but tied to employment of an occupant	1
Student halls of residence	0
Prefer not to say	13
Other...	3
Total	101

How many bikes are there in your household?

How many bikes are there in your household?	Responses
0 bikes	3
1 to 5 bikes	85
More than 5	13
Total	101

What type of bike would you like to park in a bike hangar?

What type of bike would you like to park in a bike hangar?	Responses
Standard bike with two wheels (dimensions up to 1.8m L x 0.6m W)	88
Non-standard bike (a bike with more than two wheels and/ or dimensions over 1.8m L x 0.6m W)	10
Prefer not to say	3
Total	101

Non-standard bike detail

Of the 10 respondents who said that they would like to park a non-standard bicycle in a hangar, everyone provided description of the non-standard bike they would like to park. These are summarised in the table below:

Non-standard bike detail	Responses
A long tail cargo bike with or without electric assist e.g., models from brands such as Tern GSD and Radwagon	8
Tandem	1
Quatrovelo	1
Total	10

This data has been collected to help assess demand for parking non-standard bikes but is not being used to prioritise the locations.

How many times do you use your bike per week?

How many times do you use your bike per week?	Responses
Less than once a week	18
Less than 5 times	29
5 times or more	51
Prefer not to say	3
Total	101

Where do you normally park your bike overnight?

Where do you normally park your bike overnight?	Responses
Inside my home	34
Outside, on the street	5
Under cover in my front garden	6
Exposed in my front garden	3
In my back garden or at the back of the property	14
In a garage or shed	23
Other...	13
Prefer not to say	3
Total	101

Do you use your bike to carry children?

Do you use your bike to carry children?	Responses
Yes	22
No	76
Prefer not to say	3
Total	101

Suggested locations

The proposed sites and the responses provided have been used to populate a workbook to score and rank alternative sites to prioritise delivery. This is necessary because we only currently have funding for 20 hangars and 81 locations have been suggested.

Assessment Criteria

The assessment has been developed by AECOM Cycle Hangar Feasibility Study prepared for the West of England Combined Authority. The assessment aims to prioritise residents who are reliant on cycling as a mode of transport, with a particular emphasis on the following groups:

- 1- People on low income or live in deprived areas
- 2- Parents with children
- 3- People with a disability

The scoring system for this assessment is based on the following criteria:

- Residents Information:
 - o Those with Protected Characteristics/Disabled: inclusive mobility is one of the government's highest priorities in transport and assisting people with disabilities helps support independent mobility and their wellbeing. To ensure that we are equitable in this area, we are suggesting that you apply the same criteria to those with Protected Characteristics.
 - o Family (those adapted to carry children)/standard bicycle: people who depend on cycling to drop-off/pick-up children from school or for other

purposes need to be encouraged and supported.

o Cycling is used as main mode of transport: this criterion prioritises people who depend on cycling as their main mode of transport.

□ Housing Information:

o Type of housing (private residency/social housing): people who live in social housing are more likely to choose cheaper modes of transport like cycling.

o Availability of external storage: people who live in housing that include gardens or have storage in the building may not need cycle hangars as much as people who don't have this space for storage.

□ Area Information

o Number of bicycles / building unit: this criterion prioritises units with high cycle ownership over units with low ownership.

o Level of deprivation in an area: people who live in deprived areas do not always have access to private motor vehicles, public transport, and/or cheaper forms of mobility. Consequently, cycling can be popular in these areas and needs to be encouraged.

o Theft propensity: areas with high levels of crime need to be prioritised as items of value are often under risk of theft and concerns over the public's safety.

Where the same street has been suggested several times, they have been collated into a group, with the top scoring response selected from each criteria. The group has each been given a number G1, G2 etc. The number of different streets with requests for bike hangars is 81.

The resulting list of proposed locations is shown in appendix A. A map of the 81 streets with requests for bike hangars is included below.

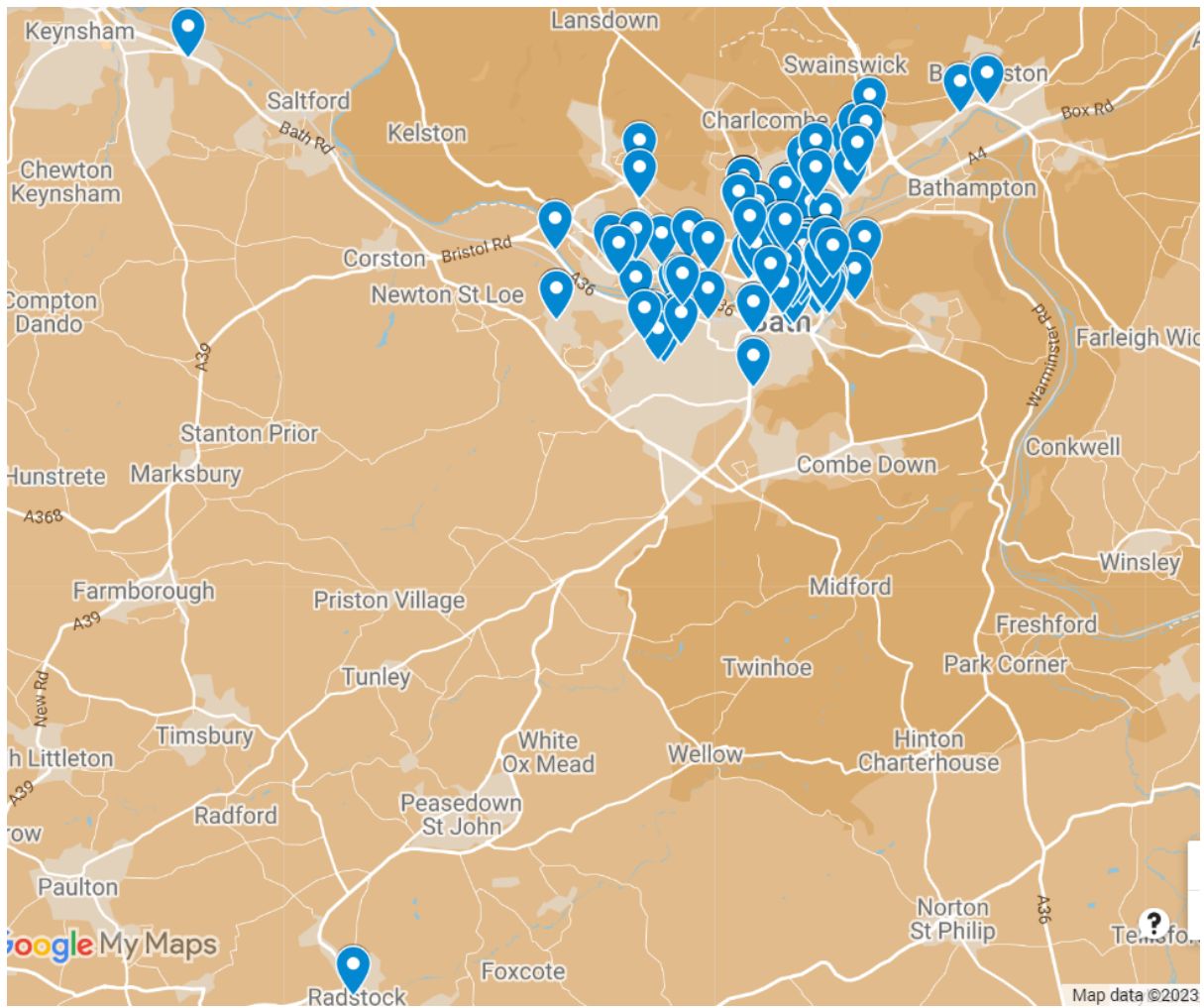


Figure 2. Location of requests for bike hangars in B&NES

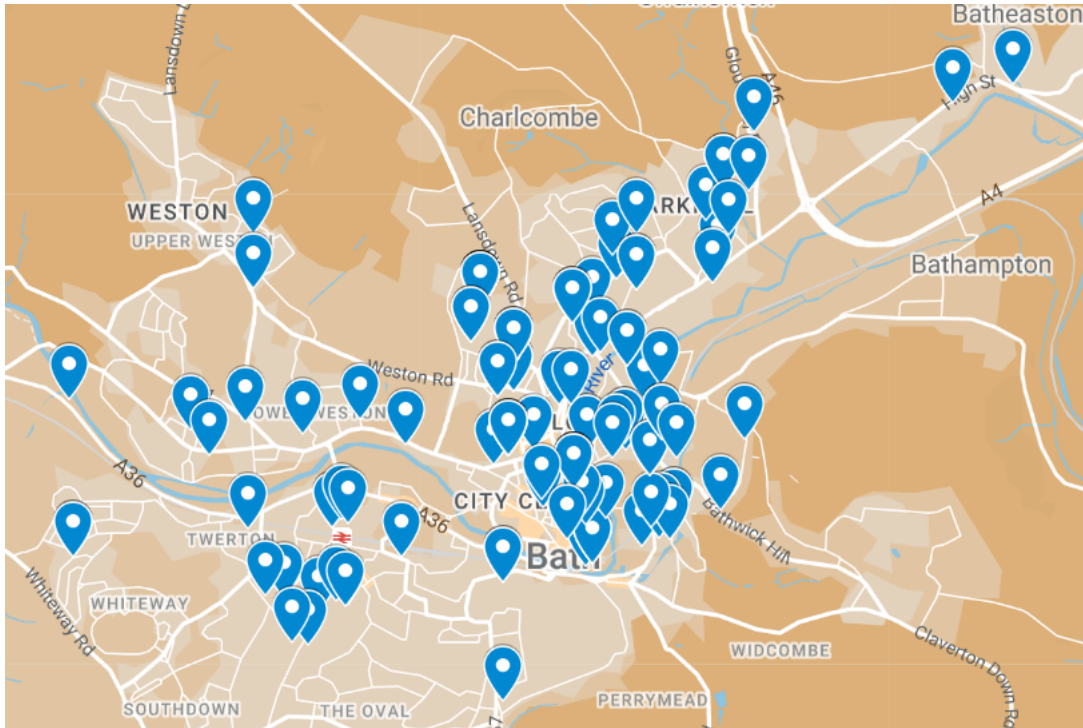


Figure 3 Location of requests for bike hangars in Bath

5. Next steps

We will carry 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. Sites which are not suitable for bike hangars will not be progressed, and the next highest priority site will be considered (the list of sites not progressed will be passed to the active travel team to be considered for other types of cycle parking).

The layout of the suitable sites will be designed, and any necessary traffic regulations or licences identified. We aim to install the bike hangars at the selected sites in Summer 2023.

Appendix A List of suggested locations with scoring matrix

Request number	Criteria	1. Requests from the street	2. Those with a disability	3. Type of housing	4. Number of bicycles in household	5. Cycling is used as main mode of transport	6. Availability of external storage	7. Family (bike used to carry children)	8. Index of multiple deprivation	9. Theft propensity (Number of incidents)	Overall score
	Data source	Number of requests from the street	Do you consider yourself to be disabled?	Type of housing where your bike is kept overnight?	How many bikes are there in your household?	How many times do you use your bike per week?	Where do you normally park your bike overnight?	Do you use your bike to carry children?	The IMD ranks areas from 1 (most deprived) to 32,844 (least)	Number of incidents per 1000 population	
	Scoring system	0 - If 1 request 1 - If 2 - 5 requests 2 - if > 5 requests	0 - If non-disabled 1 - If disabled	0 - Private Residence 1 - Social housing	0 - If 0 1 - If 1- 5 bicycles 2 - If > 5 bicycles	0 - If not used 1 - If < 5 times/week 2 - If > 5 times/week	0 - secure & accessible 1 - unsuitable storage	1 - Yes 0 - No	Areas that are more deprived will be prioritised over others with the same score	Under 100 =0 Over 100 =1 Over 200 =2	Areas that are more deprived will be prioritised over others with the same score
Serial number	Street name	Requests score	Disability score	Housing score	Bicycles score	Frequency of use score	External storage	Family score	Index of Multiple	Theft propensity score	Overall score
G13	Grove Street	1	0	1	1	2	1	1	12188	2	8
G9	Dorchester Street	1	1	0	2	2	0	1	16329	2	8
G2	Belgrave Crescent	1	0	0	1	2	1	1	16412	2	7
G5	Camden Road	1	0	0	1	2	1	1	16412	2	7
33	Gay's Hill	0	0	0	1	2	1	1	16412	2	7
G17	Portland Place	1	0	0	1	2	1	1	17804	2	7
G6	Cleveland place	1	0	0	1	2	1	1	19305	2	7
53	Lower Bristol Road	0	1	0	1	2	1	0	3120	1	6
19.1	Long Valley Road	0	0	0	1	2	1	1	4576	1	6
19	Sheridan Road	0	0	0	1	2	1	1	4576	1	6
31	Henry Street	0	0	0	1	2	1	0	12188	2	6
45	Hot Bath Street	0	0	0	2	2	0	0	12188	2	6
25	North Parade Building	0	0	0	1	2	1	0	12188	2	6
G16	Orange Grove	1	0	0	2	2	0	0	12188	2	6
104	Walcot Street	0	0	0	1	2	1	0	12188	2	6
96	Westgate Street	0	0	0	1	2	1	0	12188	2	6
G12	Great Pulteney Street	1	0	0	1	2	1	0	16329	2	6
G1	All Saints Road	2	0	0	1	2	1	0	17804	2	6
79.1	Park Street	0	0	0	1	2	1	0	17804	2	6

Request number	Criteria	1. Requests from the street	2. Those with a disability	3. Type of housing	4. Number of bicycles in household	5. Cycling is used as main mode of transport	6. Availability of external storage	7. Family (bike used to carry children)	8. Index of multiple deprivation	9. Theft propensity (Number of incidents)	Overall score
	Data source	Number of requests from the street	Do you consider yourself to be disabled?	Type of housing where your bike is kept overnight?	How many bikes are there in your household?	How many times do you use your bike per week?	Where do you normally park your bike overnight?	Do you use your bike to carry children?	The IMD ranks areas from 1 (most deprived) to 32,844 (least)	Number of incidents per 1000 population	
	Scoring system	0 - If 1 request 1 - If 2 - 5 requests 2 - if > 5 requests	0 - If non-disabled 1 - If disabled	0 - Private Residence 1 - Social housing	0 - If 0 1 - If 1- 5 bicycles 2 - If > 5 bicycles	0 - If not used 1 - If < 5 times/week 2- If > 5 times/week	0 - secure & access 1- unsuitable storage	1 - Yes 0 - No	Areas that are more deprived will be prioritised over others with the same score	Under 100 =0 Over 100 =1 Over 200 =2	Areas that are more deprived will be prioritised over others with the same score
Serial numb	Street name	Requests score	Disability score	Housing score	Bicycles score	Frequency of use score	External storage	Family score	Index of Multiple	Theft propensity score	Overall score
G7	Cleveland Walk	1	0	0	2	2	1	1	32511	0	6
95	Duke Street	0	0	0	1	1	1	0	16329	2	5
24	Henrietta Mews	0	0	0	1	1	1	0	16329	2	5
G19	Sunderland Street	1	0	0	1	2	0	0	16329	2	5
62	Brookleaze Building	0	0	0	2	2	0	1	18201	0	5
93	Catharine Place	0	0	0	1	2	0	0	19305	2	5
G11	Gloucester Street	1	0	0	1	1	1	0	19305	2	5
G4	Brook Road	1	0	0	2	2	0	1	25042	0	5
9	Archway street	0	0	0	1	2	1	1	26007	0	5
6	George's Road	0	0	0	1	2	1	1	29295	0	5
G21	Hanover Terrace	0	0	0	1	2	1	1	29295	0	5
G10	Forester Avenue	1	0	0	2	2	1	0	29581	0	5
68	Jesse Hughes Cou	0	0	0	2	2	1	0	30867	0	5
64	Park Lane	0	0	0	1	2	0	1	31930	1	5
G14	Lime Grove	1	0	0	1	2	1	1	32511	0	5
G20	Sydney Place	1	0	0	2	2	1	0	32511	0	5
51	Charlotte Street	0	0	0	1	1	1	0	9836	1	4
G18	Queens Parade	1	0	0	1	1	1	0	9836	1	4
99	Laura Place	0	0	0	1	1	0	0	16329	2	4

Request number	Criteria	1. Requests from the street	2. Those with a disability	3. Type of housing	4. Number of bicycles in household	5. Cycling is used as main mode of transport	6. Availability of external storage	7. Family (bike used to carry children)	8. Index of multiple deprivation	9. Theft propensity (Number of incidents)	Overall score
	Data source	Number of requests from the street	Do you consider yourself to be disabled?	Type of housing where your bike is kept overnight?	How many bikes are there in your household?	How many times do you use your bike per week?	Where do you normally park your bike overnight?	Do you use your bike to carry children?	The IMD ranks areas from 1 (most deprived) to 32,844 (least)	Number of incidents per 1000 population	
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Serial num	Street name	Requests score	Disability score	Housing score	Bicycles score	Frequency of use score	External storage	Family score	Index of Multiple	Theft propensity score	Overall score
12	Southgate Street	1	0	0	1	0	1	0	16329	2	4
14	Albany Road	0	0	0	1	2	1	0	17849	0	4
G8	Dafford Street	1	0	0	1	2	0	1	18201	0	4
26	Lynfield Park	0	0	0	2	2	0	0	19081	0	4
8	The Paragon	0	0	0	1	0	1	0	19305	2	4
5	Newbridge Road	0	0	0	1	2	1	0	25880	0	4
15	Grosvenor Place	0	0	0	1	2	1	0	28411	0	4
60	St. Kilda's Road	0	0	0	1	2	1	0	29433	0	4
78	Forester Road	0	0	0	1	2	0	1	29581	0	4
67	Claude Avenue	0	0	0	1	2	1	0	29622	0	4
67.2	Cynthia Road	0	0	0	1	2	1	0	29622	0	4
13.1	Dartmouth Avenue	0	0	0	1	2	0	1	29622	0	4
13	Lymore Avenue	0	0	0	1	2	0	1	29622	0	4
66	Beaufort East	0	0	0	2	2	0	0	30867	0	4
3	Lambridge Place	0	0	0	1	1	1	1	30867	0	4
67.1	Coronation Avenue	0	0	0	1	2	1	0	31182	0	4
47	Ivy Avenue	0	0	0	1	2	1	0	31182	0	4
72	Weston Lane	0	0	0	2	2	0	0	31271	0	4
44	Upper Bristol Road	0	0	0	1	1	0	0	18210	1	3

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23	Bath Road	0	0	0	1	2	0	0	24832	0	3
20	South View Road	0	0	0	1	2	0	0	25042	0	3
87	Stuart Place	0	0	0	1	1	1	0	25042	0	3
11	Kennington Road	0	0	0	1	1	1	0	25880	0	3
83	Lower Oldfield Park	0	0	0	1	2	0	0	26970	0	3
G15	Magdalen Avenue	1	0	0	1	2	0	0	28870	0	3
10	Hungerford Road	0	0	0	1	1	0	0	31930	1	3
74	High Street	0	0	0	0	0	0	0	12188	2	2
91	Upper Church Street	0	0	0	0	0	0	0	19305	2	2
63	High Street	0	0	0	2	0	0	0	23644	0	2
32	London Road East	0	0	0	1	0	0	1	23644	0	2
54.3	Pulteney Avenue	0	0	0	1	0	1	0	26007	0	2
54.1	Pulteney Gardens	0	0	0	1	0	1	0	26007	0	2
27	Pulteney Road	0	0	0	1	0	1	0	26007	0	2
35	Hampton view	0	0	0	1	1	0	0	29295	0	2
94	Bathwick Street	0	0	0	1	1	0	0	29581	0	2
54.2	Pulteney Grove	0	0	0	1	0	1	0	31537	0	2
80	Wellsway	0	0	0	1	0	1	0	32604	0	2
70	Fortescue Road	0	0	0	1	0	0	0	15177	0	1

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71	Charmouth Road	0	0	0	1	0	0	0	30814	0	1
4	Gloucester Road	0	0	0	1	0	0	0	30867	0	1
103	Sydney wharf	0	0	0	0	0	0	0	32511	0	0