

BIKE CORRALS CONSULTATION REPORT



Portsmouth
CITY COUNCIL

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PORTSMOUTH CITY COUNCIL

Bike Corrals Report

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1.0 Purpose

The purpose of this report is to provide a comprehensive summary of the bike corrals consultation. The main aim of the consultation was to understand residents experience of using the bike corrals and whether this type of cycle parking will benefit visitors to the local area, and if it is something that would help people in other areas of the city too.

2.0 Background

Portsmouth City Council received a number of requests from the local community for cycle parking on Marmion Road and near Southsea Beach Café. In response to this, they have successfully installed a new type of cycle parking, a bike corral, at these two locations. This type of cycle parking provides space for up to six bicycles to park and takes up about one car parking space.

The facility will help to encourage more people to visit Southsea's shops, dining and leisure facilities, whilst providing more secure cycle parking for people who live, work and visit these locations. If more people swap their car journey for cycling it can help reduce traffic congestion, noise, and create cleaner air for everyone.

3.0 Research

3.1 Objectives

1. To understand how the bike corrals are being used
2. To understand users and non users opinions of the bike corral installation
3. To explore barriers to using bike corrals
4. To identify other beneficial places bike corrals could be installed in the city

3.2 Methodology

A quantitative survey was developed which focussed questioning around the four objectives outlined in section 3.1. The survey was launched on 10 November 2022 and was open for 16 weeks until 3 March 2023 to enable as many respondents as possible time to complete it. The survey was promoted through letters to the residents and businesses on roads where the bike corrals were installed, along with posters at the bike corrals and on social media.

4.0 Response rates

The survey received a total of **117** responses. As the total population of residents, visitors and workers who interact with the bike corrals is not known, it is not possible to calculate the statistical robustness of this consultation.

5.0 Summary of findings

Usage

- Just under half of respondents have used the bike corrals so far (43%) whilst 57% have not.
- Respondents have used each site equally - 32% of respondents report using either Marmion Road or Southsea beach café sites and 36% have used both sites.
- The most popular reasons for using a bike corral as part of a respondent's cycling journey are to reach a leisure destination such as going to the beach or watching a show at the theatre (64%) as well as shopping (60%).
- Nearly half of respondents use the bike corrals 'a few times a month' (48%) whilst just over a third use them 'less often' (34%) as part of their cycling journey. Around a fifth of users (18%) use the bike corrals at least a few times a week.
- If the bike corrals were not available, around a third of respondents would use a private vehicle instead (33%) and just under a tenth would take a taxi (8%). However, the majority of respondents (67% combined) would still use active travel methods such as walking (43%) or cycling but use alternative cycle parking (41%).
- Issues that prevent users from using the bike corral as much as they would like to include low availability on the cycle racks (41%), them not being located near their desired location (29%) and safety concerns (14%).
- The installation of the bike corrals have encouraged people to walk or cycle more often; over a third of respondents (36%) have reported walking or cycling 'more' or 'much more often' than before. A majority of respondents are walking or cycling the same as before (61%).
- Users of the bike corrals have been overall satisfied with their experience - 94% of users report being 'satisfied' or 'very satisfied'.

Non users

- The most common reason for having not used a bike corral as yet is that they are not located in an area where the respondent needs to start or end their journey (43%). Moreover, nearly a quarter of respondents were not aware of them (23%) or have safety concerns (18%).

Overall feeling and experience

- Most respondents have positive feelings towards the installation of bike corrals in Portsmouth - over three quarters of respondents feel 'very positive' (69%) or 'positive'

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(21%) about the installations. On the other hand, 13% of respondents have negative feelings towards them.

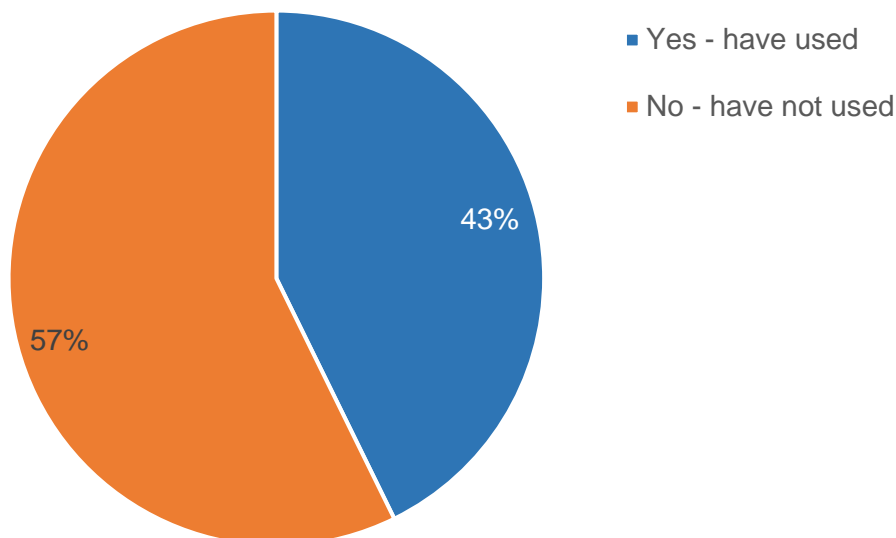
- Of those respondents that have positive feelings towards the bike corrals being installed, the most common reasons for this are that the bike corrals make cycling in the city safer and provide a more secure way of locking up bikes. Respondents feel that having more secure cycle parking helps to promote walking and cycling in the city.
- Respondents who have positive feelings about the bike corrals also like that they are situated on roads as they do not disrupt the pavements for pedestrians. They further comment that bike corrals are beneficial to provide space for families who may need to lock up a group of bikes all at once or during the busy summer months where regular cycle parking are full.
- Respondents with negative feelings towards the bike corrals do not like that they take up a car parking space on the road and feel this is made worse if they are seldom used.
- Some respondents also had concerns over the safety of entering and exiting the bike corrals and say they are placed awkwardly.
- The majority of respondents support more bike corrals being installed in the city. Various locations along Albert Road, Elm Grove and Old Portsmouth are some of the most popular places listed as being beneficial to having a bike corral installed.

Full breakdowns are available in the following sections of this report.

6.0 Usage

To understand how bike corrals are being used, respondents were asked if they have used either of the bike corrals installed at Marmion Road or Southsea beach café. Figure 1 shows that 43% of respondents in the sample have used the bike corrals whilst over half of respondents (57%) have not used them.

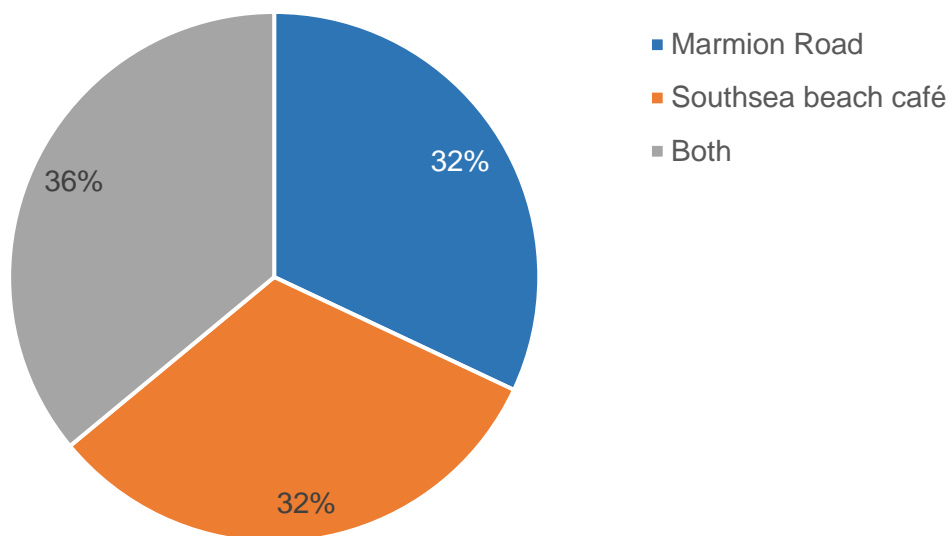
Figure 1: Have you used either of the bike corrals at Marmion Road or Southsea beach café?



Base: Total sample (117)

Respondents who have used a bike corral at either site were asked which site/s they have used. Figure 2 shows that the sites have been used equally; over a third of respondents have used both sites (36%), and just under a third report using either the Marmion Road or Southsea beach café sites each (32%).

Figure 2: Which site have you used?



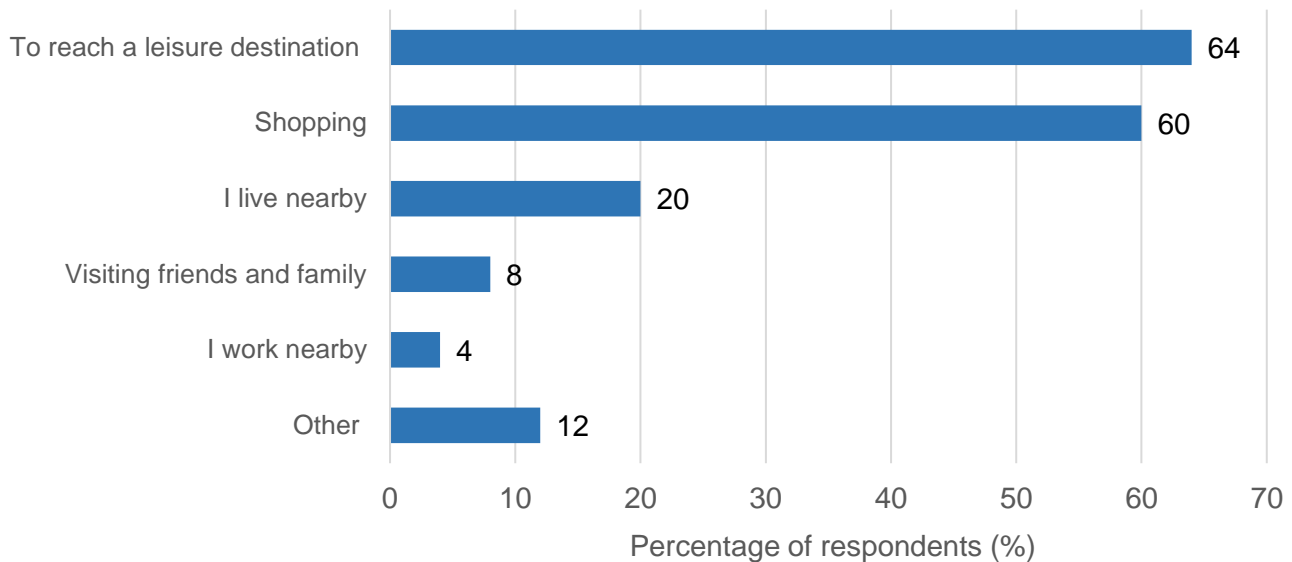
Base: Respondents who have used the bike corrals (50)

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The most popular reasons, selected by over half of respondents, for using a bike corral as part of their cycling journey are to reach a leisure destination such as going to the beach or watching a show at the theatre (64%) and for shopping (60%) - See Figure 3 below.

Respondents who live nearby (20%) of work nearby (4%) one of the sites have also used a bike corral to store their bike.

Figure 3: For what reasons have you used the bike corral as part of your cycling journey?

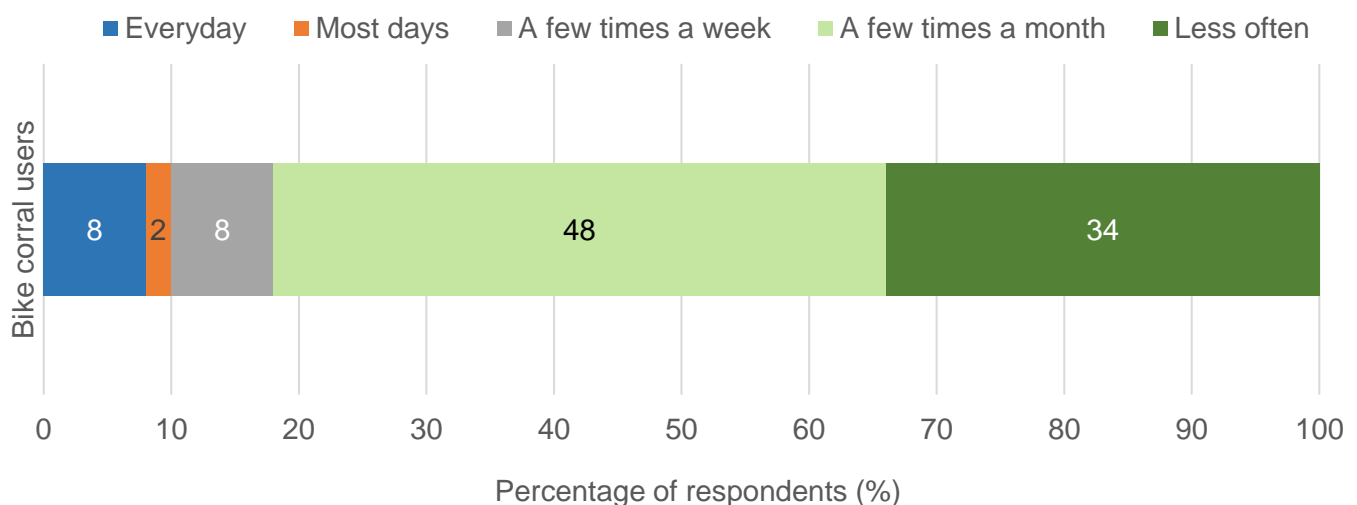


Base: Respondents who have used the bike corrals (50)

Nearly half of respondents use the bike corrals 'a few times a month' (48%) whilst just over a third use them 'less often' (34%) as part of their cycling journey - See Figure 4 below.

Less than a fifth of users (18%) have used the bike corrals at least a few times a week as Figure 4 shows below.

Figure 4: How often have you used the bike corral as part of your cycling journey?



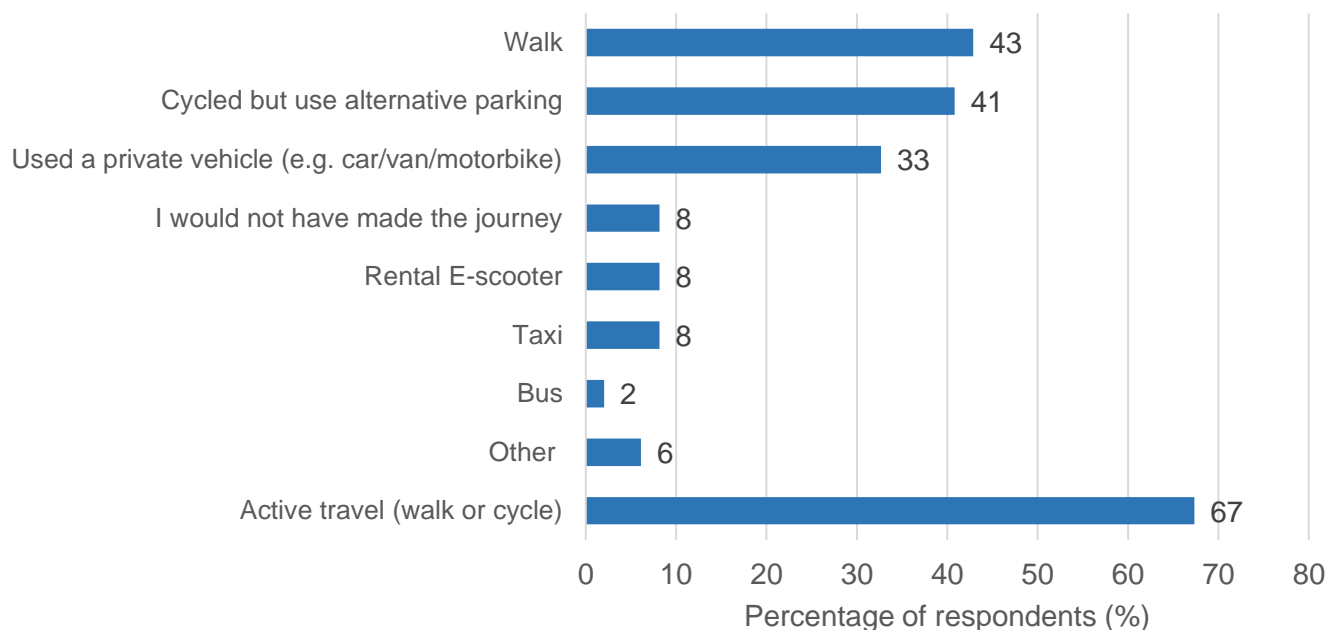
Base: Respondents who have used the bike corrals (50)

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Respondents who have used a bike corral as part of their cycling journey were asked to think back to their last use and consider what other mode of transport they would have used if the bike corral had not been available. Figure 5 below shows that many respondents (67%) would still use active travel methods such as walking (43%) or cycling to their destination but use alternative cycle parking (41%).

A third of respondents would use a private vehicle instead (33%) and just under a tenth would have taken a taxi (8%), or used a rental E-scooter (8%).

Figure 5: Thinking back to your last use of the bike corral, what mode of transport would you have used for your journey if you had not cycled and used the bike corral?



Base: Respondents who have used the bike corrals (49)

Figure 6 on the next page shows that low availability on the cycle racks would have or has prevented current users from using the bike corral as much as they would like (41%). Location is also important - just under a third of respondents say that the bike corral not being located near their desired destination (29%) has prevented them or would prevent them from using the bike corral.

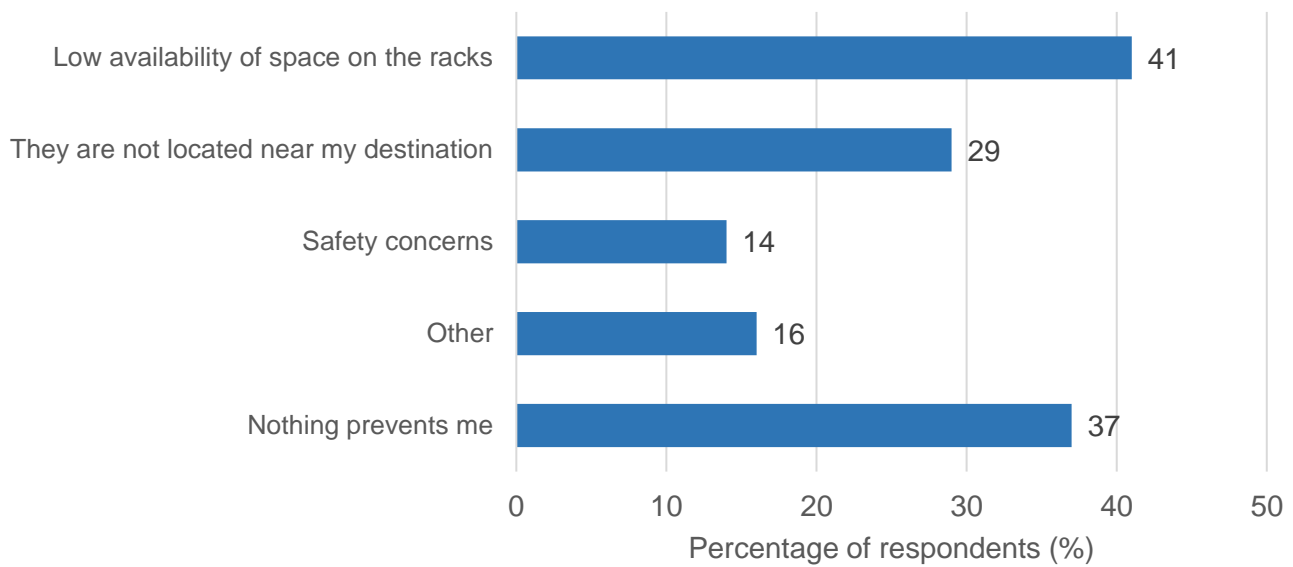
Safety concerns are also a reason for respondents not using a bike corral as much as they would like to - 14% of respondents selected this as a reason.

Those who gave other reasons also mentioned safety concerns such as worry of bike theft as well as a lack of space in the bike corrals to fit bigger bikes such as tandem bikes.

For over a third of respondents who have used a bike corral, nothing has or would prevent them from using the bike corral as much as they would like to (37%).

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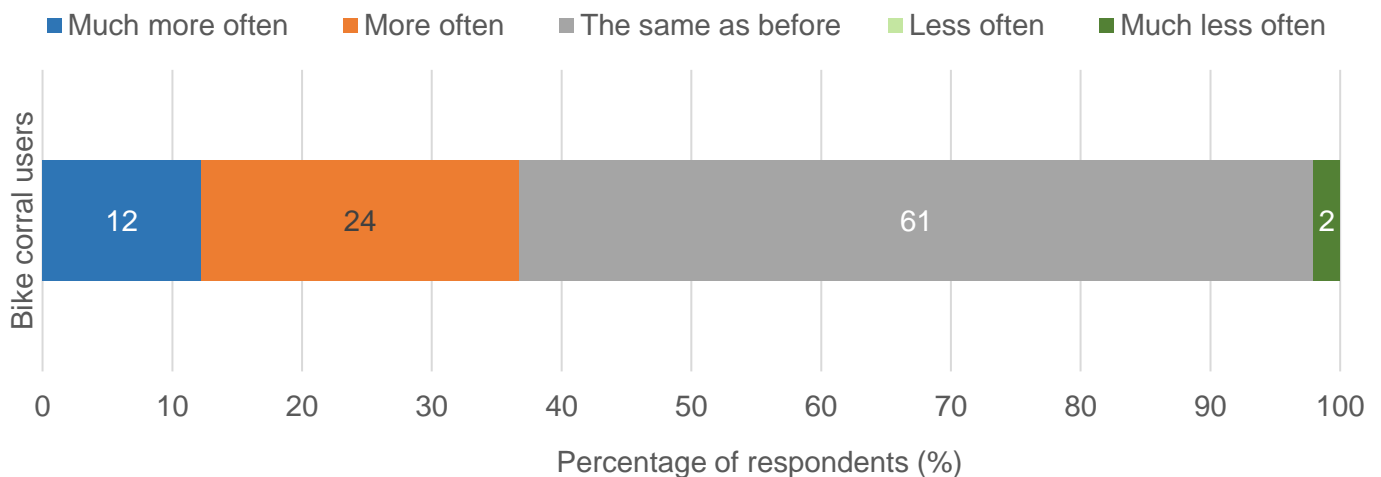
Figure 6: Is there anything that has prevented you/ would have prevented you from using the bike corral as much as you would like to?



Base: Respondents who have used the bike corrals (49)

As a result of the bike corrals, over a third of respondents (36%) have reported walking or cycling more or much more often than before (see Figure 7). Meanwhile, the majority of respondents are walking or cycling the same as before (61%).

Figure 7: As a result of the bike corral installation do you now walk or cycle...?

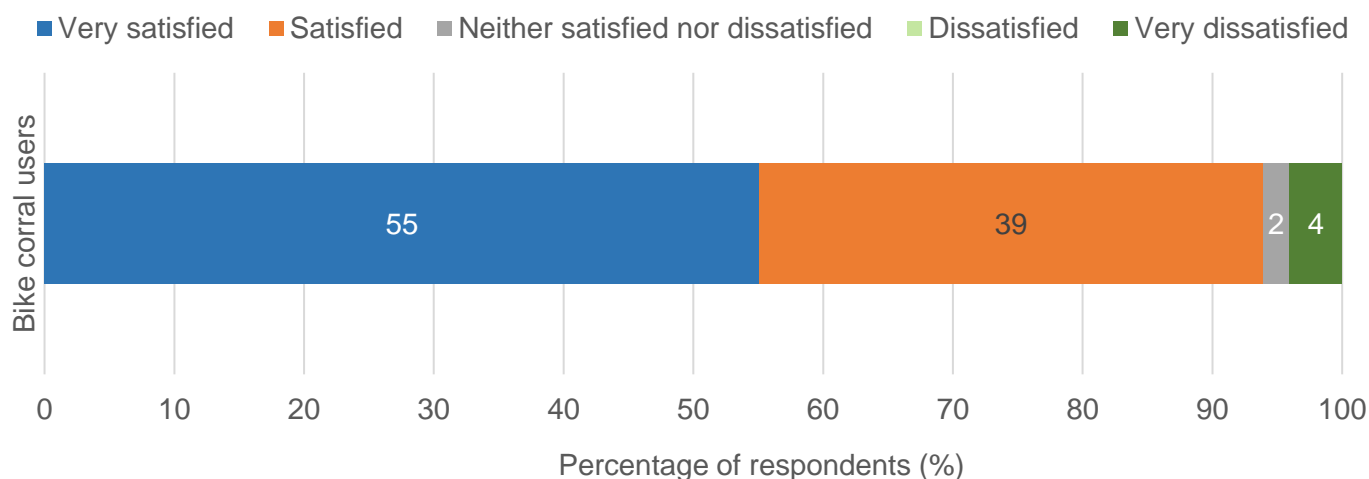


Base: Respondents who have used the bike corrals (49)

Finally, users of the bike corrals are satisfied with their overall experience - 94% of users report being satisfied or very satisfied as shown in Figure 8 on the next page. Only 4% of respondents were dissatisfied with their experience.

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Figure 8: Overall how satisfied were you with your experience of using the bike corral?



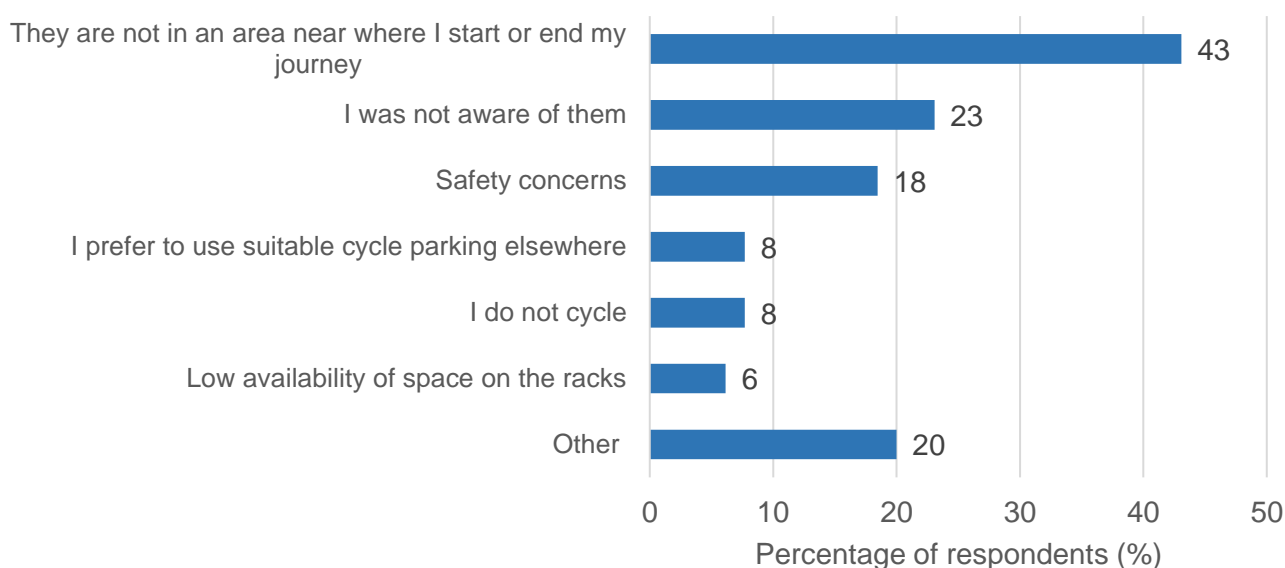
Base: Respondents who have used the bike corrals (49)

7.0 Non users

This section reports on the opinions of respondents who have not used either of the bike corrals at the time of the consultation. The most popular reason for not having used a bike corral yet is that they are not located in an area where the respondent needs to start or end their journey (43%). Moreover, nearly a quarter of respondents are not aware of them (23%) or have safety concerns (18%).

'Other' reasons mentioned for not using a bike corral yet include respondents living in close proximity of where they are installed so not needing to store their bike, and a lack of space to store bigger bikes such as cargo and tandem bikes.

Figure 9: What has prevented you from using a bike corral?

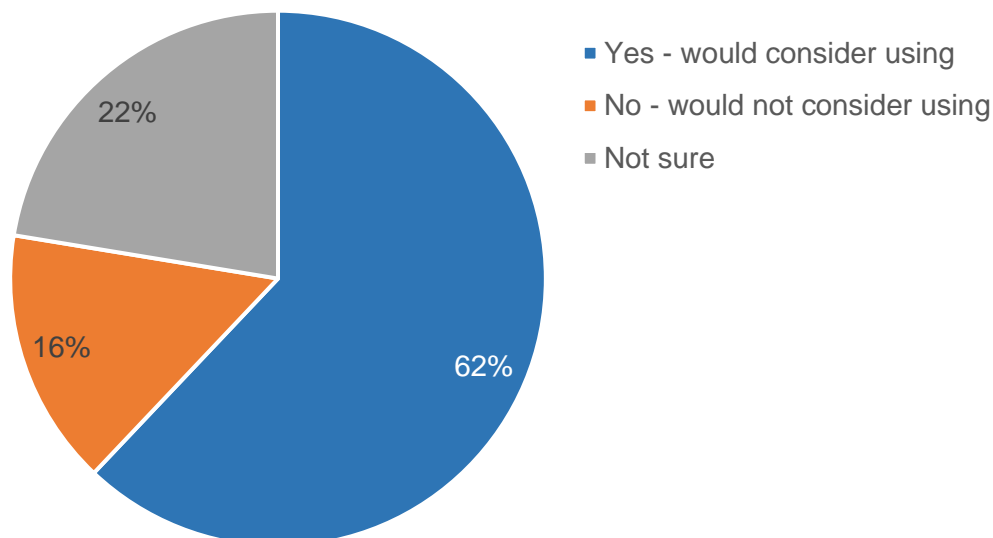


Base: Respondents who have not used the bike corrals (65)

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Non users of the bike corrals were next asked if they would consider using one in the future. Figure 10 below shows that a majority of respondents would consider using one in the future (62%) whilst 16% of respondents would not consider using and 22% are not sure.

Figure 10: Would you consider using a bike corral in the future?



Base: Respondents who have not used the bike corrals (58)

Barriers to using a bike corral in the future include safety concerns and lack of a bike corral being located near a desired destination.

Thematic analysis of the open ended comments show that respondents are hesitant to leave their bike in a bike corral due to concerns that they are not secure enough and could leave their bike subject to theft. It is important to note the small base of respondents here (7 comments) and caution should be taken when interpreting the results.

"Bike crime is too high to leave a bike anywhere in Portsmouth."

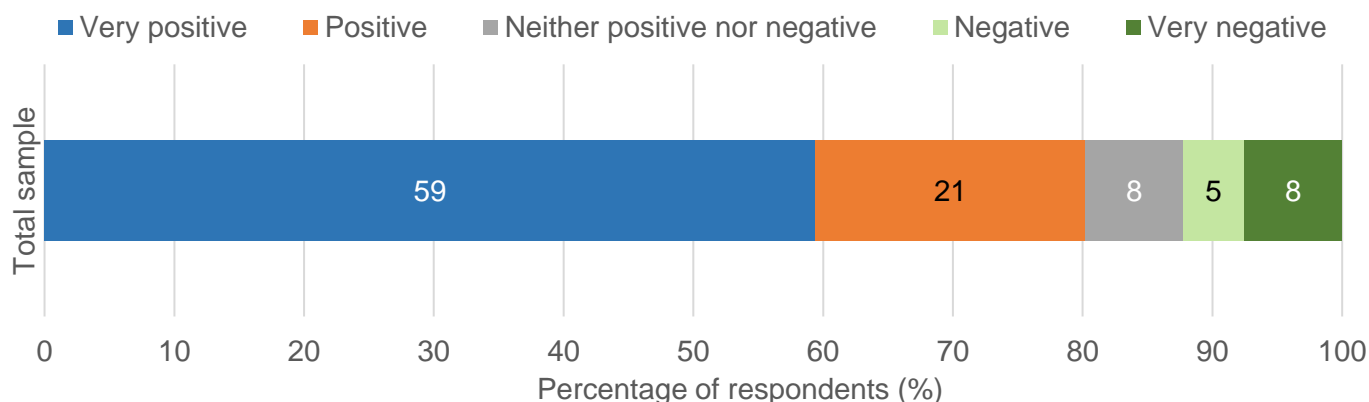
"Too static and not in the best location for journeys I might make."

"I'd rather park my bike off the road and safely. I disagree with removing parking spaces."

8.0 Overall feeling

Overall most respondents have positive feelings towards the installation of bike corrals in Portsmouth. As Figure 11 shows, over three quarters of respondents (80%) feel 'very positive' (59%) or 'positive' (21%) about the installations. On the other hand, 13% of respondents have 'negative' or 'very negative' feelings towards them.

Figure 11: Overall how do you feel about the installation of bike corrals in Portsmouth?



Base: Total sample (106)

Table 1 on the following page shows the common themes to come from thematic analysis of the open ended comments when respondents were asked why they feel the way they do about the bike corrals. The most common reasons for feeling positive about the bike corrals is that they make cycling in the city safer and provide a more secure way of locking up bikes. Respondents feel that having more secure cycle parking helps to promote cycling in the city.

Other respondents like that the cycle parking is situated on roads and so do not disrupt the pavements for pedestrians. They also comment that bike corrals are beneficial to provide space for families who may need to lock up a group of bikes all at once or during the busy summer months along the sea front.

Although feeling positive towards the installation of the bike corrals, many respondents still had concerns over the safety of their bike and being subject to bike theft.

"Bike corrals make parking safer for our bikes and ourselves. It encourages cycling more across the city. As a cyclist I feel more valued if bike corrals are installed across the city."

"We're a family of 4 bikes (2 adults / 2 kids) which means it can be tricky getting parking for all of us along the seafront with the usual singular metal frame (outside the Coffee Cup etc.) In summer, Eastney toilets and single ones along seafront and at Milton lock can be crowded and impossible to lock 4 bikes (1 family). These provide extra bike space so are very welcome."

"Cycle crime is so high I worry about the safety of leaving my bike anywhere."

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Table 1: Common themes of why respondents feel positively about the installation of bike corrals in Portsmouth

Common themes	Percentage (%)
They make cycling safe and secure	23
Promotes cycling	23
Good to have cycle parking on road (e.g. reduces pavement disruption for pedestrians)	15
Provides more cyclist parking spaces (e.g. for families, during busy periods/months)	13
General positive comment	13
Theft and anti social behaviour concerns	11
More installations needed	10
Provides better cycle parking and infrastructure	8
Allows people to visit local shops by cycling (e.g. coffee shops)	6

*Base: Respondents with **positive** feelings towards bike corrals (62)*

Table 2 shows common themes from respondents who have negative feelings towards the bike corrals. Respondents do not like that the bike corral takes up a car parking space on the road and are seldom used, some mention that there is already adequate cycle parking in the areas they are installed.

Some respondents also have concerns over the safety of entering and exiting towards the road and feel the bike corrals have been placed awkwardly. Other comments include that the bike corrals are 'ugly' and 'expensive'.

"The one on Marmion road is in an incredibly stupid place. There is a loading bay opposite that rarely gets used and it should have gone here. It's taken a permitted space when there are only 7 on the road and we can't transfer our KC to MD [permits] to the roads opposite. Apart from anything - it's incredibly difficult to see in the dark so makes reversing in front of very tricky. Also having to take bikes in and out onto the road rather than the pavement seems idiotic."

"They're ugly, take up room, in the wrong places and massively under utilised."

Table 2: Common themes of why respondents feel negatively about the installation of bike corrals in Portsmouth

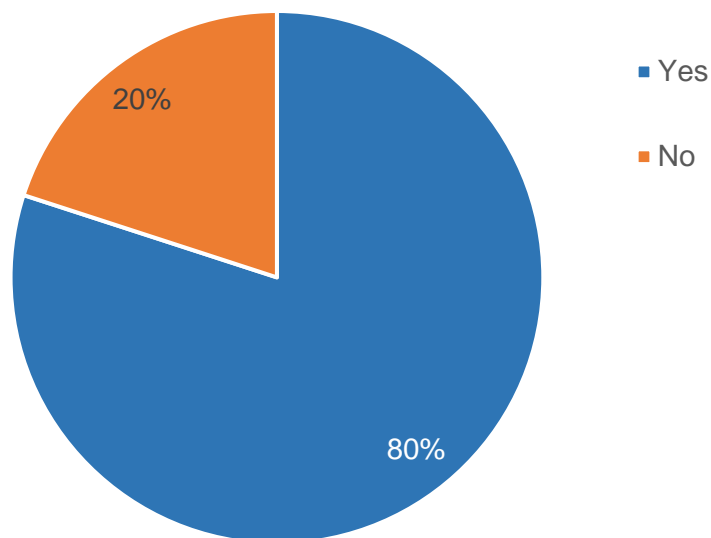
Common themes	Percentage (%)
Takes up useful parking spaces	40
Awkward placement (taking bikes in and out of the road)	30
Concerns over bike theft	10
Not used enough/already suitable parking available	10
Ugly	10
Expensive	10
Other	30

*Base: Respondents with **negative** feelings towards bike corrals (10*) | *Caution small base*

9.0 Other places

The majority of respondents feel that bike corrals would be beneficial in other areas of Portsmouth (80%) - see Figure 12.

Figure 12: Are there any other places across Portsmouth you think would benefit from a bike corral?



Base: Total sample (110)

The most common places suggested are listed in Table 3 below. Various locations along Albert Road, Elm Grove and Old Portsmouth are some of the most popular places mentioned.

Table 3: Other places a bike corral will be beneficial in order of popularity

Common locations
Albert Road (e.g. near Kings Theatre, outside Port 57 hot desking studio, Waverley Avenue junction)
Elm Grove (e.g. near Tesco, Bread Addiction)
Old Portsmouth (e.g. near Baffled Deli, Still and West pub, Hotwalls area, by the tower)
All across major roads, key destinations or near a cluster of shops
Palmerston road (e.g. the southern end that is open to traffic)
Commercial Road
Various points along seafront
Eastney Beach
Coffee Cup in Eastney
Guildhall walk
Southsea (e.g. along seafront, Brew House, Osbourne Road)
North End (e.g. high street)
Gunwharf / The Hard
By hover craft to IOW
Canoe lake
Milton lock/common
Town centre
Auckland Road
Outside the DD museum
End of Broad Street - The Point

Base: Those leaving a comment (78)

10.0 Further comments

The final part of the consultation asked respondents if they had any other comments to make about bike corrals. Table 4 shows the common themes to come from thematic analysis of the open ended comments.

Table 4: Further comments

Common themes	Percentage (%)
Design improvements (i.e. Adding a roof, entrance pointing away from road, adding integrated locks, more space for bigger bikes and alternative frames)	12
General positive comment (i.e. like the bike corrals)	10
Security concerns (i.e. high level of bike theft in Portsmouth, adding CCTV or installing in places with existing CCTV)	10
More needed (Across city, on the sea front)	6
Placement of corral when entering and exiting (Marmion Road installation mentioned)	5
Don't install on roads (instead consider installing in precincts, wide pavements)	3
Need to design for other bikes (bigger bikes, those with panniers, women's bike frames)	3
General negative comment(i.e. don't install them)	2
Looks messy or ugly	1
Deprioritise cars/ continue to support cycling	1
Cycle racks are hardly used	1
Other	6
<i>No comment</i>	58

Base: Total sample (110)

"A welcome sight on Portsmouth roads. Keep them coming!"

"Also need larger spaces as I struggle to lock up our trike sometimes."

"Where possible, it's best to keep these off of the road. We need to ensure there is milling room near the corrals, so users have space to manoeuvre their bikes in and out safely."

"The only negative about the corral on Marmion road is if you put your bike in front first, you have to reverse it out onto the road."

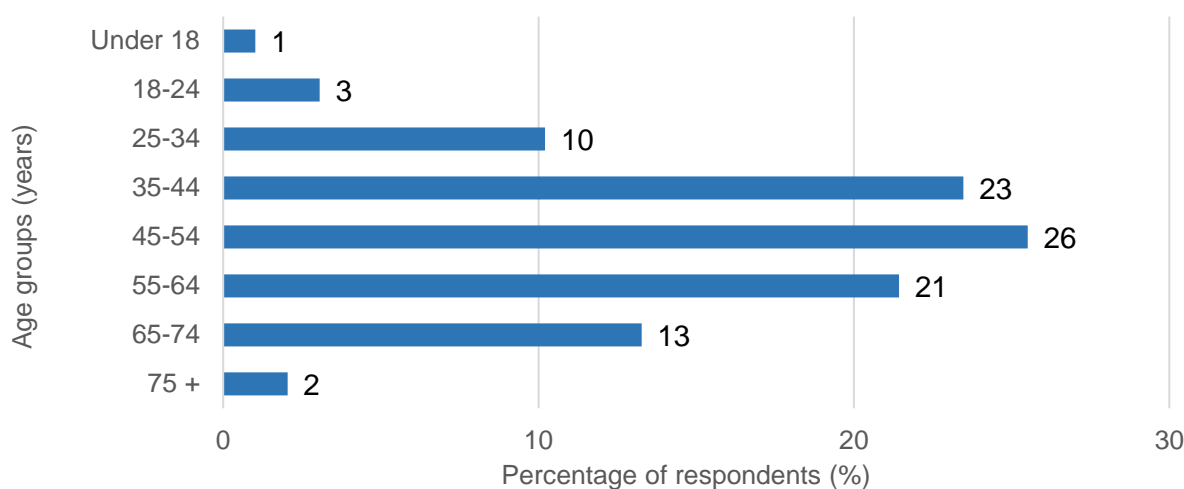
"Seems a good idea but will they prevent bike theft?"

11.0 Respondent demographics

This section provides a demographic profile of the respondents that interacted with the consultation - it summarises the information collected in the demographic section of the survey that included sex, age group, ethnicity, and disability. All questions in the demographics section of the survey were voluntary and included a 'prefer not to say' option, therefore, the base sizes vary from question to question.

Figure 13 shows there was a good distribution of respondents by age group with the largest proportion of respondents being aged between 45 and 54 (26%).

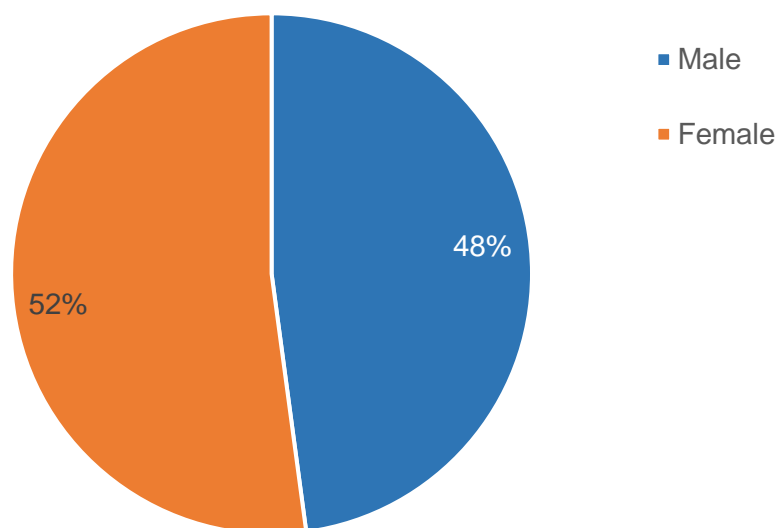
Figure 13: Respondents by age group



Base: Total sample (98)

Figure 14 shows the distribution of respondents that took part in the consultation by sex - 48% were male and 52% were female.

Figure 14: Respondents by sex

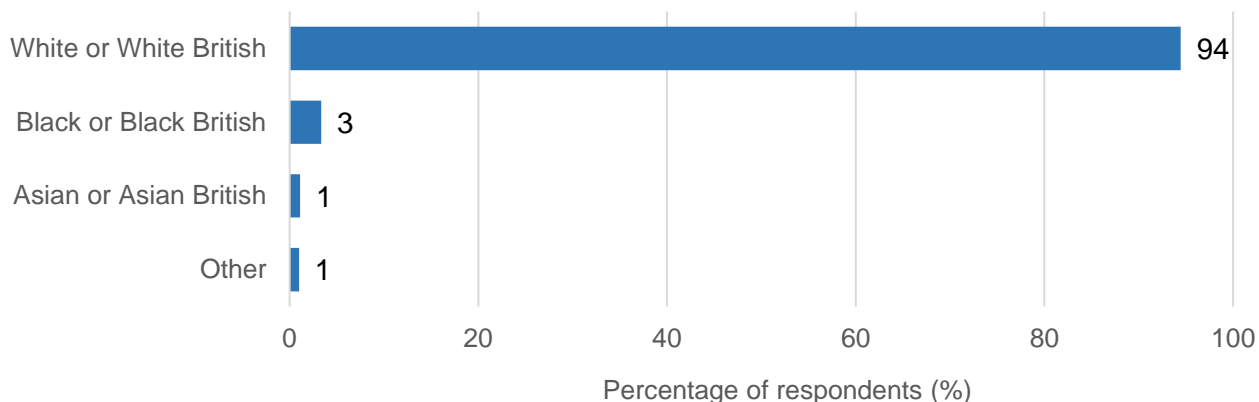


Base: Total sample (94)

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The majority of respondents in the sample were White or White British (94%). Black or Black British respondents accounted for 3% of respondents, followed by Asian or Asian British (1%) and other ethnic groups (1%) - See Figure 15.

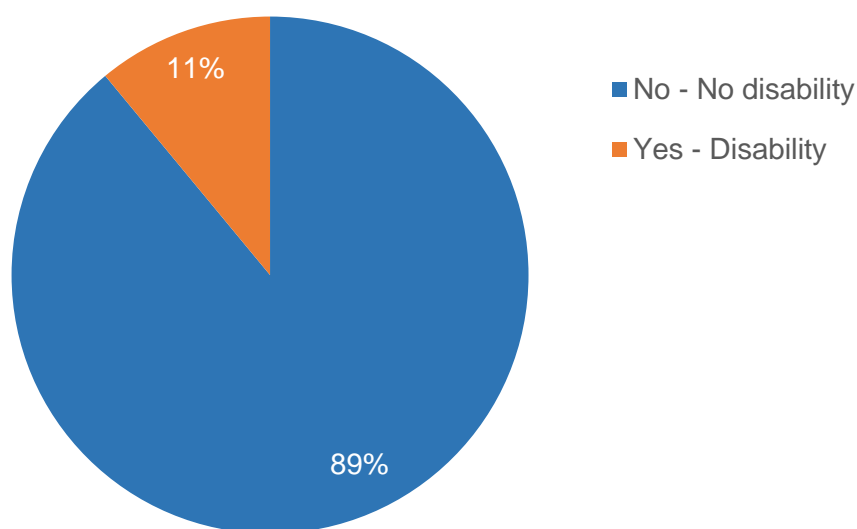
Figure 15: Respondents by ethnic group



Base: Total sample (90)

Figure 16 shows that the majority of respondents do not have a disability under the Equality Act 2010 definition (89%) whereas 11% of respondents do.

Figure 16: Respondent by disability

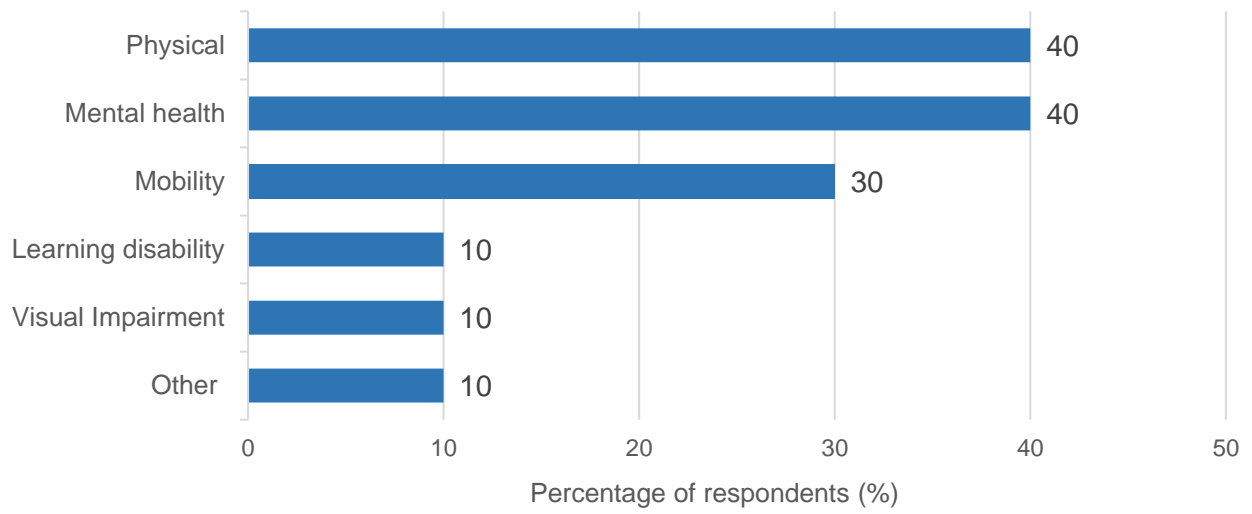


Base: Total sample (96)

The most common disability types are 'physical' (40%), 'mental health' (40%) and 'mobility' (30%) - See Figure 17 on the following page.

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Figure 17: Respondents by disability type



Base: Respondents reporting a disability (10) | *caution small base*