

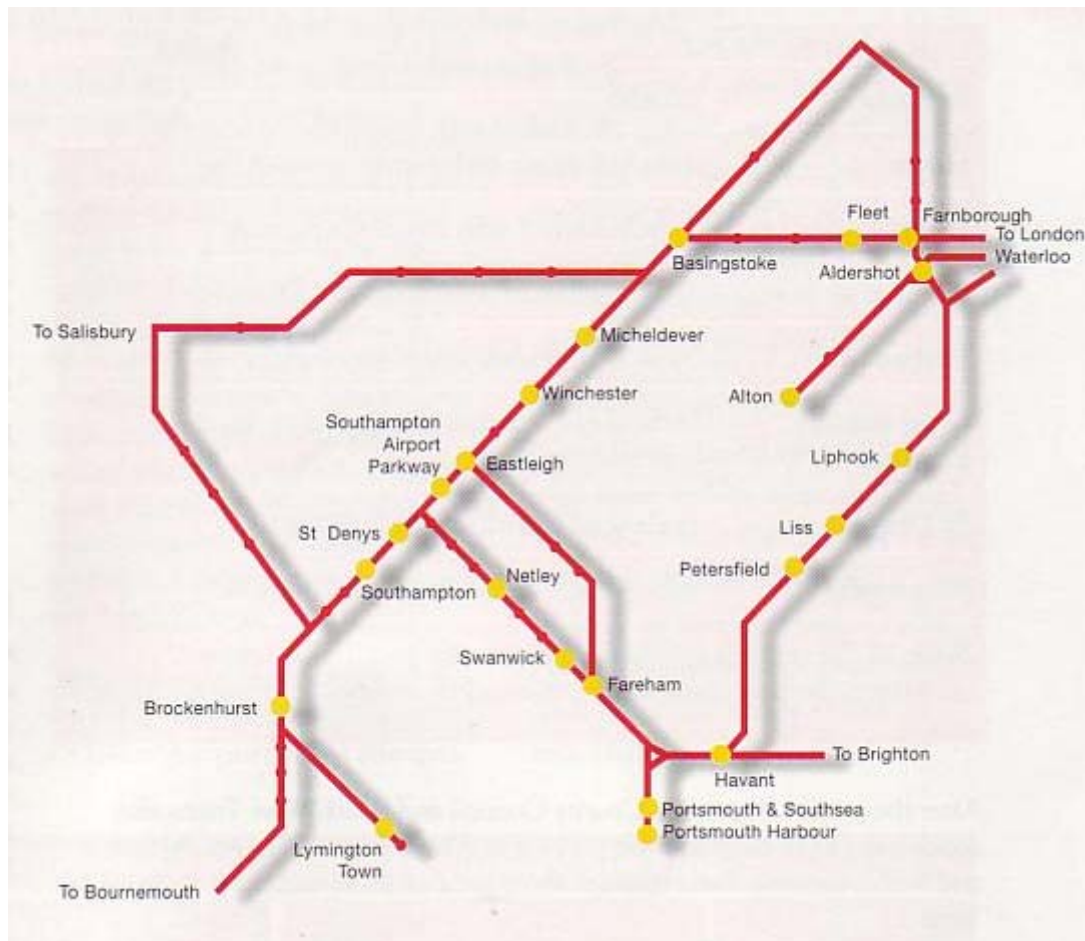
**Traffic Advisory Leaflet 11/99**  
**August 1999**



# Improved cycle parking at South West Trains' stations in Hampshire

## *Introduction*

Hampshire County Council in partnership with South West Trains, secured cycle challenge funding from the Department of Transport (now Department of the Environment, Transport and the Regions - DETR) in 1995. The project aimed to increase the level of cycle use between residential and employment areas of Hampshire and a number of designated rail stations in the county. The intention was to encourage people to cycle to their local railway station to catch the train, thus enabling the station to become a better cycle and ride interchange. Over 100 cycle parking units were to be provided at ten stations - Brockenhurst, Eastleigh, Fareham, Havant, Liphook, Lymington Town, Micheldever, Southampton Parkway, St Denys and Winchester.



## ***Background***

South West Trains, owned by Stagecoach, is the main train operating company in Hampshire. It serves 40 of the 48 stations in Hampshire, carrying some 300,000 passengers every day, with a network of routes stretching into 8 counties and central London serving 203 stations. Cycle carriage and some cycle parking was already provided as a customer service. South West Trains wished to encourage cycle usage through an improved interchange facility at their stations, and undertook to supervise the installation of cycle parking and to make a significant financial contribution to the cost of the project.

## ***Funding***

£35,000 was awarded by Department of Transport from its Cycle Challenge scheme, and a further £40,000 was provided jointly by the County Council and South West Trains.

## ***Implementation***

The main thrust of the project was to install secure, covered cycle parking at South West Train Stations in Hampshire. Sheffield type cycle stands were used at all the stations.

Brockenhurst	- 4 cycle shelters with stands for 32 cycles
Eastleigh	- 15 stands under the existing station entrance canopy
Fareham	- 22 stands on existing covered station platform
Havant	- 8 cycle shelters with stands for 64 cycles
Liphook	- 1 cycle shelter with stands for 8 cycles
Lymington Town	- 2 cycle shelters with stands for 16 cycles
Micheldever	- cycle shelter with stands for 8 cycles
Southampton Parkway	- cycle shelters with stands for 16 cycles and 6 storage lockers
St Denys	- cycle shelter with stands for 8 cycles
Winchester	- cycle shelters with stands for 16 cycles
Some of the stations originally had no cycle parking provision. At others, the new equipment enhanced or replaced existing facilities.	

After the project began, the County Council and South West Trains also decided to install covered cycle parking at Alton, Petersfield, Liss, Aldershot and Netley stations. Parking usage about some of these stations is included in Table 1.

## ***Choice of cycle parking***

Both Hampshire County Council and South West Trains preferred the Sheffield style stand. This type of stand is as recommended by the CTC and the London Cycling Campaign. Some details are included in Local Transport Note 1/89 "Making Way for Cyclists", and more technical information is contained in "Cycle-friendly Infrastructure". Advice is also available from the DETR.



*Cycle lockers at Eastleigh Station*



*Winchester west side*



### ***Cycle lockers***

The County Council and South West Trains were both keen to test new types of cycle parking lockers, to establish their suitability for use at busy commuter rail stations. Advice from the manufacturers was that lockers would be best suited to regular commuters who would value an assured cycle parking space with the option of using it to store goods or luggage such as cycle helmets, lights etc.

South West Trains made an early decision not to charge for use of the cycle lockers. However a deposit was charged to ensure keys could be replaced if lost and to minimise lockers being taken by cyclists not regularly using them. The locker system was administered by station staff at Southampton Parkway Station. The cycle lockers were not fitted with a coin - operating device because of concerns over safety. In particular there were worries about children being accidentally locked inside the lockers whilst playing.

### ***Promoting the scheme***

Good publicity was seen to be essential if the project was to be successful. A leaflet was produced and distributed at Hampshire Rail Stations as well as being circulated by local authorities and community groups in the county. Additional publicity was generated to ensure that details of the scheme were widely known. The promoters produced a leaflet giving details of the cycle parking options available at each station in Hampshire, together with useful contact telephone numbers from which details of the cycle carriage options offered by South West Trains could also be obtained.



*Fareham eastbound*



*Havant eastbound*

### ***Monitoring***

Monitoring of the project was carried out by MVA Ltd for Hampshire County Council. The number of cyclists leaving bicycles at the selected stations was first surveyed in May 1996, 8 months before implementation began. After surveys were carried out in May 1997 and again in May/June 1998.



## Survey results

Details of the findings are set out in Table 1. The results in 1998 showed continuing good usage at stations such as Eastleigh which was then close to capacity. All the stations showed increased usage above the 1997 results. Cycles parked at Winchester and Havant increased dramatically following the installation of the new cycle parking facilities. Havant is now particularly well served by the number of cycle racks available for cyclists. Both Winchester and Havant are key main-line commuter stations to London. At Liphook, despite misgivings over security as the new cycle racks were located out of sight of the main entrance, 10 cycles were parked in 1998 compared to none the previous year.

The number of cyclists taking bikes on trains have increased, but overall no consistent pattern has emerged. There have been some increases between 1997 and 1998 on trains at Eastleigh, Havant and Winchester but slight decreases at Brockenhurst, Lymington and St Denys.

At a number of stations where comparison of cycle parking usage was not possible because cycle parking was not previously available there is also encouraging evidence of new usage of cycle parking, particularly at Petersfield and Southampton Parkway.

The results of the 1998 survey confirm the trend begun in 1997 with more cyclists using the cycle facilities. The results provide evidence that installing well located, covered and secure cycle parking facilities helps generate increased cycle access to rail interchanges.

**TABLE 1: CYCLE PARKING AT SOUTH WEST TRAINS' STATIONS**

STATION	1996			1997			1998	
	NO. CYCLE RACKS AVAILABLE	MAXIMUM NO. OF CYCLES PARKED	% OF PARKING UTILISED	† NO. OF CYCLE RACKS NOW AVAILABLE AFTER PROJECT	NO. OF CYCLES PARKED	% OF PARKING UTILISED	NO. OF CYCLES PARKED	% OF PARKING UTILISED
Alton	Not Surveyed			38	Not Surveyed		9	24
Brockenhurst	10	8	80	22	7	32	10	45
Eastleigh	15	5	33	32	26	81	26	81
Fareham	Not Surveyed			22	Not Surveyed		46	209
Havant	56	10	18	76	17	22	35	46
Liss	Not Surveyed			4	Not Surveyed		1	25
Liphook	17	13	76	12*	0	0	10	83
Lymington Town	10	4	40	8	6	75	7	88
Micheldever	10	0	0	9*	0	0	0	0
Petersfield	Not Surveyed			18	Not Surveyed		33	54
St Denys	6	2	33	14	0	0	2	14
Southampton Parkway	Not Surveyed			14	Not Surveyed		23	164
Winchester	16	5	31	24	15	63	35	145

\* Old racks removed

† Represents total capacity, including additional or replacement units

## Conclusions

The partners believe the project has been successful in demonstrating increases in the number of cycles being parked at stations, particularly those stations with a high proportion of commuters. The most successful stations were heavily used by commuters going to London and (to a lesser extent) Southampton and Portsmouth.

The project confirms that commuters welcome good cycle parking facilities. It indicates that a number of short trips to stations currently made by car could be replaced by cycles if adequate secure cycle parking facilities were to be installed at stations to encourage people to make that switch.

The project also highlights what a committed local authority can achieve working in partnership with a transport operator. Much can be achieved for relatively small amounts of financial investment. The scope for other authorities to work with train operators around the country is clear.

### ***Recent and Future initiatives***

Hampshire County Council and South West Trains are committed to exploring further opportunities for similar upgraded cycle parking facilities.

Around £10,000 per station has been recently expended on improved cycle parking at both Fleet and Farnborough stations, and there will be development gain funding at both Petersfield and Liphook stations. All are popular main line London commuter stations. The facilities planned will consist primarily of Sheffield style stands and accompanying shelters.

### ***Acknowledgement***

The help and assistance received from Hampshire County Council and South West Trains in the production of this leaflet is gratefully acknowledged.

A full copy of the Project Monitoring report is available from the County Surveyors, Department Hampshire County Council,  
Ashburton Court,  
The Castle,  
Winchester  
SO23 8UD  
Tel: 01962 847114  
e-mail: [surmtc@hants.gov.uk](mailto:surmtc@hants.gov.uk)

### ***References***

Local Transport Note 1/89  
"Making Way for Cyclists",

The Stationery Office.  
Tel: 0171-873 0011.

Cycle-friendly Infrastructure - Guidelines for Planning and Design.  
IHT/Bicycle Association/CTC/Department of Transport, 1996.  
Tel: 0171-387 2525

### ***Enquiries***

Any enquiries about the content of this leaflet should be referred to :-

Bob Richards  
Walking and Cycling  
Zone 3/27 Great Minster House  
76 Marsham Street  
London  
SW1P 4DR  
Tel: 020 79442983

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