

Traffic Advisory Leaflet 6/99
April 1999



Cycle parking - examples of good practice

Introduction

Fear of cycle theft is known to be a significant deterrent to cycling. The National Cycling Strategy identified cycle security as a key issue. It sets out objectives of improving parking at major destinations, including town centres, shopping developments, educational establishments, hospitals and leisure facilities.

This leaflet highlights a number of cycle parking initiatives taken by local authorities and others which appear to be good practice that others might follow. Many of the schemes covered in the leaflet resulted from the cycle challenge competition begun in 1995. The Department of the Environment, Transport and the Regions (DETR) is always interested to know of innovative cycling schemes, including those involving cycle parking.

Cycle Challenge

The Department of Transport (now the DETR) initiated a cycle challenge competition in 1995. This was followed by a similar initiative by the Scottish Office in 1997. Both offered funds to support projects designed to encourage cycling at a local level. The resulting schemes had a wide geographic spread, and included a number of cycle parking initiatives. There were variations both in the size and the range of cycle parking, but all were designed to encourage an increase of cycling in the area by providing secure on and off-street cycle

parking. A number of the schemes are featured in this leaflet.

Types of cycle parking

Short/Mid Stay Cycle Parking - For short and mid-term parking cyclists will use Sheffield type parking stands, and any convenient items of street furniture.

Long Stay Cycle Parking - For longer-term parking cyclists will tend to seek a higher level of security. This is available from cycle lockers, cycle centres or manned cycle parking. Cyclists may be more willing to pay for such facilities.

Cycle Centres - Cycle centres offer under cover long term high security cycle parking for a fee. In addition they offer showers, lockers and changing facilities. There may also be the attraction of cycle repairs, and sales of bikes and accessories.

Basingstoke and Dean Borough Council worked with the **Basingstoke Cycle Works Shop**, a local cycling retailer, to provide a mobile parking facility for the central area of the town. A van was fitted out to hold about 12 cycles inside, with racks outside for a further 8 secured with an electronic cable. The van was used on Saturday mornings and located at an entrance to the shopping malls. The facility was signed and well advertised. Free cycle parking was offered, together with checks on

the mechanical condition of bikes. The van was also used to provide parking at special events. Initial reaction was good, although the number of bikes parked each week subsequently declined. The scheme no longer operates in the shopping centre because the Council has provided covered cycle parking.



Basingstoke: mobile cycle parking

Sheffield stands were provided in the villages of **Frampton Cottrell** and **Winterbourne** by the Parish Councils. The stands were installed in a number of locations around the villages to encourage local cyclists. No formal monitoring was undertaken, but it is believed that the use of the stands has increased, most noticeably in Frampton Cottrell in the areas where parking was requested by local cyclists.

The Greater Manchester Passenger Transport Executive has provided Sheffield stands at Metrolink Stations between Altrincham and Stretford. Thirty stands were installed at stations such as Navigation Road, Timperley, Sale, Dane Road, Brooklands and Stretford, with more to follow at Altrincham. Further improvements will follow, including the installation of lockers at Navigation Road, Bury and Radcliffe, and Sheffield stands at Prestwich and Whitefield Stations.

As part of a wider package of cycling measures, the train operating company **West Anglia Great Northern** has installed additional cycle parking at Cambridge railway station. 160 extra Sheffield stands have been put in on the approach to the station, along with a number of high security cycle parking stands close to the station entrance which are reserved for individual cyclists for a small fee. There has been a very full take-up of all the additional cycle parking.

PHOTO: bikerail



Cambridge Station: Secure cycle stand

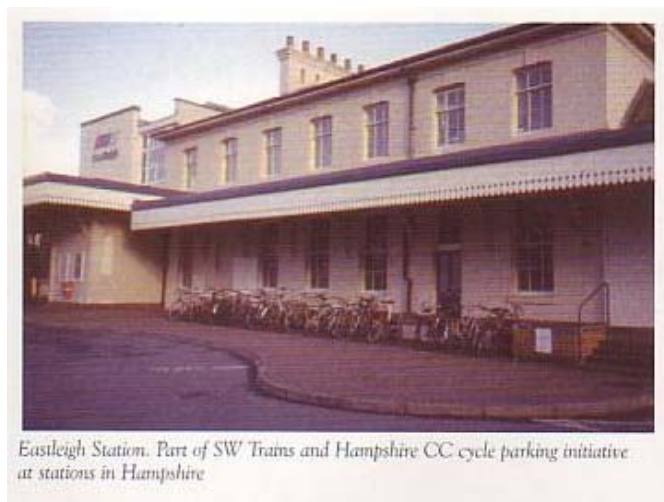
Raigmore Hospital NHS Trust, Inverness, has provided a combination of Sheffield stands and cycle lockers for use by staff, visitors and patients. 40 Sheffield stands and 6 cycle lockers, all covered by CCTV, were installed near to the hospital entrance. The Trust has also provided designated on-site shower facilities. The cycle lockers are leased on a rotating yearly basis upon application, and keys are provided for a deposit of £15. The locker scheme was over-subscribed and indications are that the Sheffield stands are also being well used. The scheme will be monitored to assess the effects of encouraging cycling to and from the hospital.

First Aberdeen Limited have installed 5 secure lockers at Aberdeen's first Park and Ride site. The lockers are situated at a site which is within easy cycling distance from large residential areas. The scheme aims to make cycling more attractive to commuters by offering added security through robust cycle storage facilities. Aberdeen City Council has undertaken responsibility for the ongoing maintenance of the lockers. Early interest has been encouraging, and usage is increasing.

Hampshire County Council and SW Trains worked together to provide improved cycle parking at a number of commuter stations in the County. This resulted in a considerable increase in cycle parking activity. Monitoring results from the council in 1998 showed continued good levels of cycle parking at stations, with Eastleigh at capacity. All the stations in the project showed increased use except Swanick. The improved cycle facilities have been justified by their additional usage and the Council is keen to extend the scheme to other SW Train stations. Improved cycle

facilities are planned at both Fleet and Farnborough stations in 1999.

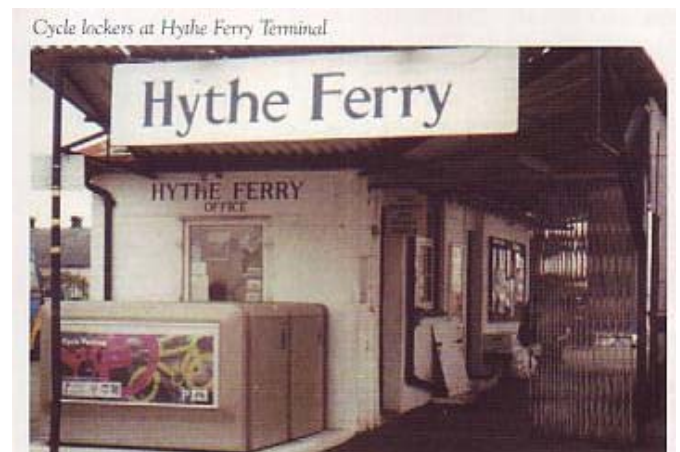
Hampshire County Council also installed cycle lockers at the Hythe Ferry Terminal, and secure cycle parking at the Southampton Ferry Terminal (Town Quay). All the cycle parking is free. There is a mixture of covered and uncovered parking. There are around 25 ferry crossings daily and cycles are carried free of charge. The ferries are known to be reasonably well used by cyclists, particularly at peak times. Most of the cycle parking at the Southampton Ferry Terminal is long term and often involves overnight parking. Some of the Sheffield stands at the Town Quay are in a covered location. The cycle racks there are well used, with around 12 cycles parked in the open air and 9 in the covered rack. Four cycle lockers of a type not previously used in the UK were provided at Hythe in addition to 5 Sheffield stands installed in the nearby High Street. Keys are provided on deposit of a cheque that is cashed only if the key is not returned. Although one of the lockers at Hythe was taken on a long-term basis, they are generally little used. This is thought to be because the facility is not well known, and improved publicity has been planned.



Kirklees MBC provided 60 cycle lockers at railway stations, sports centres and town centre sites in the borough. The lockers were provided free of charge. Use of the lockers was monitored by the Transport Research Laboratory (TRL). Usage varies from near capacity at Huddersfield Station to around 50% in the town centre. Little use was made of the facilities at the rural stations. The lessons learnt were that lockers were best sited where there were already large congregations or

movements of cyclists. Less successful lockers can always be transferred on to other locations.

Cycle lockers have also been provided in the following projects, many of which were designed to encourage staff to cycle to work. The schemes include Blackpool Victoria Hospital, Nottingham City Hospital, Bristol - Frenchay NHS Trust, Royal Surrey Hospital, Edinburgh University, Highland Regional Council for commuters in Inverness, at the offices of Surrey County Council and Lancashire County Council, Taunton Cycle Centre, Devon County Council (Park and Ride sites), Lancaster station, Morecambe Bus station, and Strathclyde PTE (24 stations around Glasgow).



Wiltshire County Council installed a cycle station at Salisbury District Hospital. The Station offers secure sheltered parking using high quality stands that can accommodate cyclists' own locks. It is in an overlooked location, which allows it to be unmanned. The design of the station being modular is transferable to other locations, and can be enlarged or reduced by a bay at a time depending on the location and the number of cycles expected to be parked. Small luggage lockers are available for use by cyclists, and there is covered seating and information/advertising space.

Southampton City Council has worked with the Southampton General and the Princess Anne Hospitals to reduce the number of cars coming onto the hospital sites. Extra cycle parking has been provided, together with inducements to staff to give up car parking spaces. Reductions of over 750 vehicles per day using the hospital sites have been noted since the scheme began. Additional traffic

management has been undertaken by the Council in the neighbourhood.

Cycle Centres exist in a number of places around the country. Typically they provide a range of services to cyclists, including secure cycle parking. Such centres have been established in Central London, Liverpool, Leicester and Taunton. Cycle parking is also provided by the Bike 'N' Rack company at Victoria Station, London, with another site planned for Waterloo Station. Some car park operators also offer cycle parking, as do a number of retail cycle shops. Traffic Advisory Leaflet 5/98 gives detailed information on Cycle Centres.



Cycle Station at Salisbury District Hospital

Cycle parking - Charges

Most on-street cycle parking will be offered free of charge, but there is evidence that some cyclists are prepared to pay a small fee for secure off-street parking. Cycle centres and off-street parking places, such as those in car parks and at some rail stations, usually charge for parking. Charges of around 50p - £1.50 are common depending on the length of stay. The Liverpool Cycle centre no longer charges for parking but offers free parking as an inducement to visitors to visit the centre and use other facilities. Such a system might appeal to other cycle shops and traders.

Costs of providing cycle parking

A Sheffield stand can cost around £35 for two bicycles, and wall loops cost a similar amount. Installation costs are around £100 per stand. The cost of a covered secure cycle park for around 12 bicycles could be around £500 or less: that for a cycle cage with key or

combination lock system might be around £1,500 for 12 bikes. Semi-vertical or vertical stands can be introduced for around £80-£100 for four bikes. Conventional cycle parking and cycle lockers are both capable of being adapted to take payment by coins and by credit or smart cards.



Bike 'N' Rack - Victoria Station

Lessons Learnt

Demand assessment

Cycle parking involving colleges or work as destinations was often well used straight away, with a demand for more. This is not surprising, since these are traditionally areas of relatively high use. Cycle parking at rail stations tends to vary by station and careful monitoring of cycle use prior to installation is needed. Not all the cycle challenge projects managed to match the supply of cycle parking to demand, and there was some surplus provision. Advance monitoring can help avoid over-provision. The experience with cycle challenge projects confirmed earlier findings by TRL that cycle parking must be close to cyclists' destinations to be well used, and prominently placed for maximum casual observation to help prevent theft.

Security

Cycle lockers provide additional security, either alone or as an option to standard cycle parking by way of Sheffield stands. Within the cycle challenge projects a number of different designs of lockers were used, some of which were new to the UK. Like cycle stands, some lockers were free whilst others were charged. Providers need to know their market but

cyclists are more likely to be willing to pay for lockers because of the extra security and convenience they offer. Lockers could be abused by users and a tight system of monitoring and of issuing keys is needed. Coin operated lockers are more likely to suffer from vandalism and theft. Lockers installed at stations can carry a security risk, and need to be designed so that staff can see into them and inspect the contents. A number of designs of parking stand exist that offer a high level of security along with convenience of use. Work is in progress to assess in greater depth the security attributes of different kinds of cycle parking device.

Closed circuit television (CCTV) can add considerably to the security of all cycle parking provision. In some cases cycle parking can be located so that it benefits from existing CCTV installed to cover car parking.

Location/Signing

Cycle parking should be easily accessible to regular commuters as well as to shoppers, visitors and passing trade. This is because cyclists will park informally, if it is easier for them to do so than to seek out designated cycle parking areas. Cyclists will only be prepared to park more than a short walk from their parking place if there is a significant gain in security. Cyclists prefer locations where their bicycles are in regular view of local shops or passers-by. Placing cycle parking at or very near cyclists' destinations is important. Shopping centres, theatres, cinemas, leisure centres and libraries are amongst the most obvious places at which cycle parking should be established. Signing to the parking is

important, especially for casual users or in tourist areas. Transport interchanges such as train and bus stations are other obvious locations. Cycling can be used for part of a longer journey if secure parking can be provided for part of the trip.

Complementary parking

Off street cycle parking, such as at cycle centres or cycle parking in car parks, needs to complement, not compete with, nearby on street parking. Evidence from the cycle centre established in Taunton showed that there was little demand for short term parking at the centre when it first opened, because there was sufficient cycle parking available in the nearby high street.

Enquiries

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References

Traffic Advisory Leaflet 11/97 - Cycling to Work
Traffic Advisory Leaflet 5/98 - Cycle Centres

Acknowledgement

The help and assistance of the promoters of all the schemes mentioned in this leaflet is gratefully acknowledged.

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