

## **Cyclox Bike Parking Position statement DRAFT v5**

2017 - 18

### **Purpose of this paper**

This paper reviews the evidence for the need for increased good quality bike parking in Oxford city, accessible for all demographic groups. It also sets out key principles of cycle parking policy and design.

### **The need**

The lack of secure and convenient bike parking is often cited as an obstacle to people using their bike to travel to the city centre for work, shopping or leisure. A 1997 study in the EU found that nearly 20% of cyclists mention lack of secure parking as a barrier to cycling. Among commuters 13 % responded that secure bicycle parking is the most important measure to make people start using a bike<sup>1</sup>. This is true of all bike users including tandems, tricycles, cargo bikes, bike trailers, specially adapted bikes and recumbents as well as ordinary bikes

On average there are 2.65 cycles per house in Oxford, and 0.97 cycles per flat in Oxford<sup>2</sup>. With over 55,000 households in Oxford we can estimate that there are at least 50,000 bikes in the city. According to our own research there are only 1,284 bike parking spaces in the centre of Oxford City.



These headline figures come from two Cyclox Bike Parking surveys in the city centre undertaken in 2004 and 2009<sup>3</sup>. The second survey found modest improvements in quantity and quality of bike parking but the overall provision is still insufficient and sometimes badly designed or located. This is evident through the number of bikes

attached to railing or lampposts, and the high incidence of bike theft. 846 bikes were stolen in the centre of Oxford between May 2013 and April 2014<sup>4</sup>. A large number of bikes are also abandoned and anecdotally the city council is not clearing them as effectively it was a couple of years ago.

Cyclox also recognises the different agents responsible for bike parking: local authorities, Network Rail, private developers, universities, and other institutions. Dealing with each is complex and needs an overarching approach by the local authorities.

Cyclox research is backed up by the Oxfordshire County Council's Local Transport Plan<sup>5</sup> (LTP4), which repeatedly refers to the need for good quality parking in residential areas, town and city centres and transport hubs. *'We want this to be a county where people will be*

able to cycle to work, to the shops, to rail stations or bus hubs on safe, attractive routes with secure cycle parking at the other end.'



In addition, as cycles are getting bigger and more variable with increasing interest in cargo bikes, trailers, tricycles, child tagalongs etc., there is an increased need for non-standard bike parking spaces. In Oxford many racks are not adequately spaced, being at 75-100cms when 1.2m or even 1.4m is the approved standard.

### Guidance and policy

The Department for Transport's guidance for practitioners, the 'Manual for Streets<sup>6</sup>' states:

- Providing enough convenient and secure cycle parking at people's homes and other locations for both residents and visitors is critical to increasing the use of cycles.
- In residential developments, designers should aim to make access to cycle storage at least as convenient as access to car parking (cycle parking should be provided within the individual property). Cycle parking should be a prerequisite for planning consent for new build developments.
- Visitor parking is best provided in well overlooked areas. Simple, unobtrusive solutions such as Sheffield stands are preferred as they enable both wheels to be locked to the stand.
- Cycle stands need to be located clear of pedestrian desire lines and generally closer to the carriageway than to buildings.

A better summary has been produced by Cambridge Cycle Campaign. They make the point that cycle parking needs to be appropriate to the user as set out in the table below<sup>7</sup>:

Typical User	Particular needs
<b>Residents</b>	Secure (at least a proportion of cycle parking in a locked compound), close to entrance, covered, overlooked.
<b>Commuters</b>	Secure (ideally a locked compound), covered, overlooked. Convenient (<50m from entrance). Must not risk getting oil on clothing.
<b>Shoppers</b>	Secure (open stands). Good support for bike. Convenient (<25m from entrance, ideally next to it). Room for loading, trailer bikes etc. Safe from traffic. Easy to use
<b>Children</b>	Well overlooked. Child sized stands. Easy to use. Safe from traffic.
<b>Families</b>	Plenty of room for trailer bikes and luggage. Safe from traffic.
<b>Frail or elderly</b>	Well overlooked. Plenty of room. Easy to use. Safe from traffic.

### Cyclox actions

Cyclox is campaigning for an extra 500 secure, convenient and attractive bike parking spaces in the city centre. While Sheffield stands have more flexibility in the type of bike that can be

fixed to it, we feel not enough consideration is given to other designs and in particular would like increased provision of two tier bike racks.



These are seen at Oxford Parkway railway station but not otherwise in public settings to our knowledge in Oxford city. They are usually covered and approximately double capacity and avoid the problem of fallen bikes obstructing access which is a frequent occurrence with Sheffield stands. In pressing for extra bike parking we will focus on where there is

insufficient or no cycle parking, and where there is ongoing development work. The evidence is clear that we need a substantial increase in the number of bike parking spaces, and Cyclox supports the plans for a covered, staffed bike hub at the Westgate centre. However the promise of 1000 bike spaces has yet to be delivered and at the moment it looks like there could be a net loss of bike parking around Westgate.

Recent proposals for the planned railway station include 2450 underground bike spaces<sup>8</sup>.



This is double the previous plan for 1200 and a very welcome development. It compares with the 3000 space multi-storey bike park at Cambridge station. We make the point that there should still be ground level parking for shorter stays and there needs to be good provision for 'non-standard' bikes for example with child seats or trailers.

## Summary



Cyclox believes there should be formal targets for the numbers of bike parking spaces in different parts of the city and consideration given to different types of rack to cater for specific needs. Two-tier racks should be considered more widely. New developments should prioritise cycle parking.

## References

1. Stangeby, I. (1997): Attitudes Towards Walking and Cycling instead of Using a Car. Oslo, Institute of Transport Economics. Cited in <http://tinyurl.com/zq2ym6s>
2. WSP and Phil Jones Associates for CABE/Oxfordshire County Council 2006
3. Cyclox bike parking report 2009: <http://tinyurl.com/Cyclox-bike-parking>
4. <http://www.telegraph.co.uk/men/active/recreational-cycling/11180315/Where-is-the-worst-place-for-bicycle-theft-in-England.html>
5. Oxfordshire LTP4-see page 3: <http://tinyurl.com/Oxon-LTP4-cycling>
6. Manual for Streets. <http://tinyurl.com/ManualforStreets>
7. Cambridge Cycle campaign report: <http://tinyurl.com/ccs-bike-parking>
8. Oxford Station plans: <http://tinyurl.com/Oxford-station-cycle-parking>

### Other interesting documents

Ecocycle bike parking report: <http://tinyurl.com/ecocycle-report>

London Cycle Campaign report: <http://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf>

Transport Paradise Oxford Cycle Map: <http://www.transportparadise.co.uk/cyclemap/>