

CAMCYCLE



Street Cycle Parking Project

Romsey Parking survey report



October 2018

Executive Summary

Summary

Camcycle is a charity that works for better, safer and more cycling for all ages and abilities in and around Cambridge. The Street Cycle Parking project was started in 2018 and will run for three years with the aim of converting more of the space in the city to cycle parking. It was inspired by the successful installation of street cycle parking bays on Thoday Street, Romsey in 2015.

Residents of the terraced sections of streets in Romsey were surveyed to gauge their reaction to the idea of introducing more cycle parking on their streets. The survey, which was conducted online, introduced the various types of cycle parking with photographs of cycles parked in Romsey and asked residents about their experience of parking cycles where they live.

Responses included:

I'd like to see more creative and more attractive street cycle parking options. Planting, benches etc would help. Though anything is better than cars parked on the pavement.

Even though I am not a cyclist (I walk, my partner cycles, we have one car) I am a very strong supporter of cycling parking.

Key insights

- Respondents to the survey would like more street cycle parking despite security fears
- There's an acceptance that there is limited available street space for more cycle parking
- There's an interest in trying new designs of secure cycle parking systems

Recommendations

- Need to work with residents who want more cycle parking
- Get better design of cycle parking e.g hold an exhibition day
- Produce a list of suggested locations for more cycle parking

The survey was developed during summer 2018 by lead volunteer Simon Nuttall and Camcycle intern Emma Pritchard.

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Background

The key lesson from getting cycle parking installed in Thoday Street in 2015 was that it takes a long time. A three-year plan was conceived for the street cycle parking project which included producing a survey for residents. The local elections in May each year are key opportunities for debate about how streets are used.

Another lesson was that it was likely that only those residents who really want cycle parking are likely to get it, as there is a lot of demand on the limited street space.

The project started at a time when the city was consulting on the introduction of residents' car parking schemes. Those consultations asked residents whether they wanted a system of controlled parking in their area using paid permits. Those consultations did not consider the parking of cycles.

The cycle parking bays on Thoday Street have been very heavily used from the moment they were installed. They fill up in the evening and empty in the morning, and are often over capacity with cycles leaned against the bollards. Despite this success no policy has been adopted by the governing bodies in the city to introduce more, so cycle parking has to be requested by residents.

Another reason for the project has been the considerable growth in the use of 'cargo bikes' in Cambridge. These are mainly used for transporting children to and from school and are not an uncommon sight in Cambridge. For many these represent an alternative to getting a car, but in Romsey it is hard to find a place to put them. This is particularly the case in the terraced streets of the city where access to rear gardens is via narrow passageways.

Initial meetings with Cambridgeshire County Council's Highways and Cycling teams regarding the future roll-out of residents' parking schemes suggested that cycle parking would not be included as part of the schemes. However, at further meetings the teams were persuaded to include cycle parking at the informal consultation stage.

Camcycle decided it should complete its own consultation and as such, set about designing a survey for residents of Romsey with the following aims:

- Promote the existence of various types of cycle parking
- Gauge the reaction to the idea of having more installed in Romsey
- Collate specific locations where more cycle parking could be introduced

The rest of the report explains how the survey was conducted, the results and the conclusions drawn.

Method

The survey was delivered to residents in Romsey. The overall strategy of questions in the survey was:

- To introduce various cycle parking types with photos like those on the front cover
- Ask questions about any problems they or their visitors have about parking cycles
- Ask what they think about introducing cycle parking on their street

The survey was designed so that it could be answered by non-cyclists too. The survey diverts after the question 'Do you use a cycle?' so that those who do not cycle can skip past the questions on cycle security and parking. The reasoning for this was to make it less time-consuming for respondents.

The design of the survey took place during the summer using the free online tool Google Forms. This provided tools to help design the questions, collate and analyse results. The Google brand was suggested as a recognisable and trusted name to which respondents would be confident in providing their data. Camcycle members helped significantly improve the clarity of the questions and the options in the multiple-choice answers when an early version was shared through the Camcycle online members forum.

It was planned that the distribution would be carried out by hand-delivering A5-sized leaflets through residents' letter boxes. The leaflet was prepared showing a photo of cycle parking and inviting responses to the 10-minute online survey. It required entering a short link (as provided by the tinyurl.com service) in a web browser to answer the survey.

It was decided that a pilot-phase of the survey should be conducted to test that the survey worked properly. Additionally, it was important to make sure the results from the final survey would be credible.

Stage	Time
Initial survey design	March
Survey feedback and refinement	July
Pilot phase	30 July - 20 August
Pilot feedback and finalising design	20 August - 27 August
Final survey	30 August - 24 September

Pilot survey

The pilot survey was launched at the end of July 2018 when 74 leaflets were distributed to residents of one side of Catharine Street. It remained open for three weeks and in that time 8 responses were received, i.e. about 10%. It was decided that this was a sufficient response rate and that the answers showed respondents understood the questions clearly. Minor changes were made including one replacement photo and minor rewording of the questions before moving to the full survey. The main conclusion from the pilot however was that this method would deliver an effective response rate of at least 10%.

However, it was clear that not everyone who received a leaflet would complete the survey. It is important to bear in mind that respondents are more likely to be cyclists than non-cyclists, as this issue is more likely to have an impact on cyclists so they are more likely to want to have their say. This will need to be carefully considered when coming to conclusions about the results. It is also likely that the majority of those who did respond, whether or not they were cyclists, felt strongly about this issue to give up their time to complete the survey.

Final survey

The distribution of the survey was carefully considered to reach people who would be affected by the issue, as it was important not to waste anyone's time by asking them to answer a survey that had little relevance to them. This was a key theme in designing the survey as it needed to be clear, easy to understand and relevant to respondents.

For the final survey the terraced sections of streets in Romsey were targeted, as they do not have convenient off-road space for cycle parking. Almost 1500 leaflets were distributed door-to-door by a team of eight volunteers beginning on Thursday 30 August and finishing during the weekend.

Results

As with the pilot survey, the majority of responses were given in the first week that the survey was open. The total was 111 responses, however it was noted that there were two obvious duplicated responses, and these were deleted, meaning that the final total was 109. Respondents were not expected to answer every question and some did not.

There were two people who contacted Camcycle as they had found it difficult to access the survey using the short link, and they were sent the full link from Google Forms.

Figures in the following sections have been rounded to the nearest percentage point.

Awareness of street cycle parking

At the beginning of the survey the majority of respondents (83%) were aware of what a street cycle parking bay was and only 17% were not.

Cycle users

It was expected that most people who answered the survey were cyclists, and this was the case, with the majority of respondents (90%) indicating that they did use a cycle. The survey also indicated that those using a cycle did so regularly with almost all (90%) respondents

using a cycle daily or weekly. Almost half (46%) of all respondents who cycle own two or more cycles.

The survey also revealed that most people have city or road cycles, however the further comments indicated that there is a serious lack of parking options for those with cargo bikes.

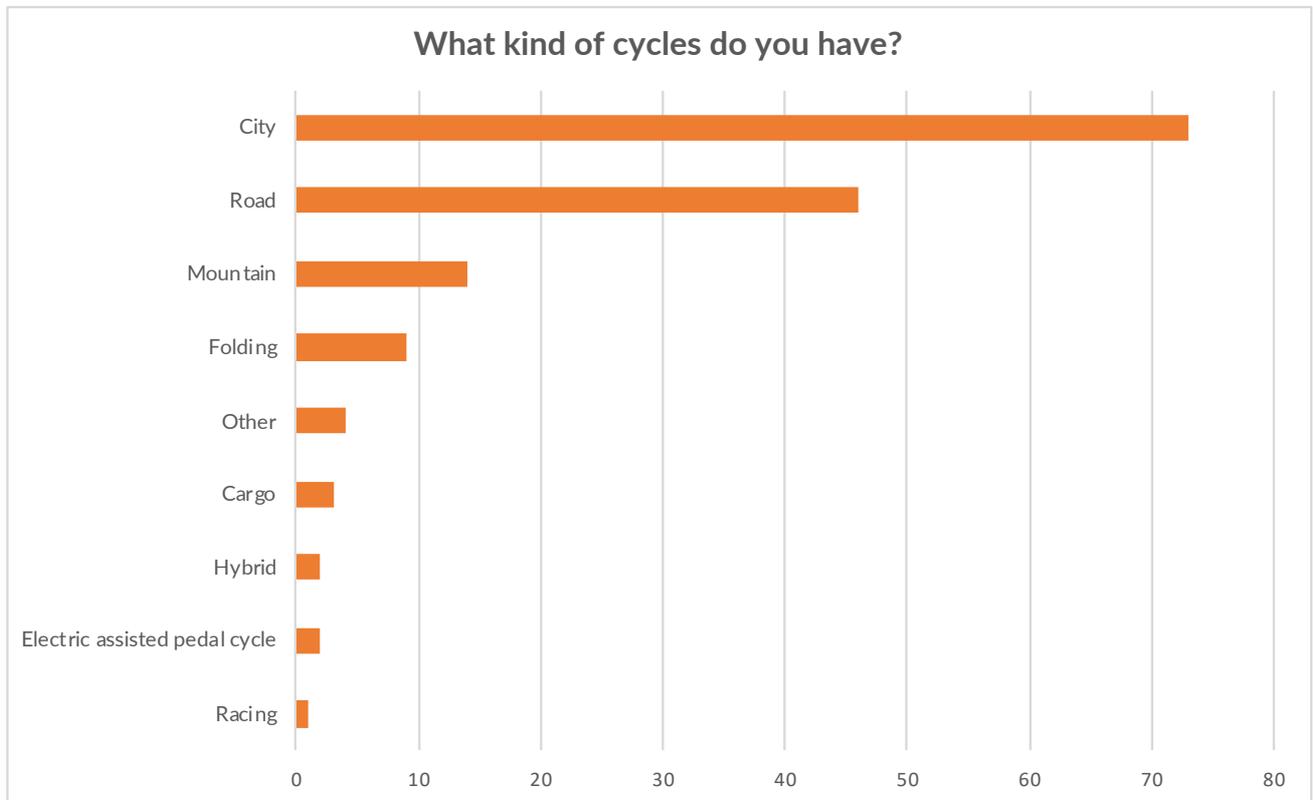
Some quotes from respondents:

There are lots of families who cycle around Romsey and the main issue around this seems to be with a severe lack of cargo bike parking options... As a family, if we can't find a solution to this we may, reluctantly, need to buy a car which would take up at least as much room as one of the cycle parking areas

We really need cargo bike anchors. We're on the verge of having to buy a car because there would be somewhere to park it, unlike a cargo bike, which is a really silly situation.

There are lots of families round here and cycle parking suitable for family friendly bikes is really needed

Important to ensure a mix of secure parking, parking for guests and parking for cargo bikes etc



Cycle parking and security

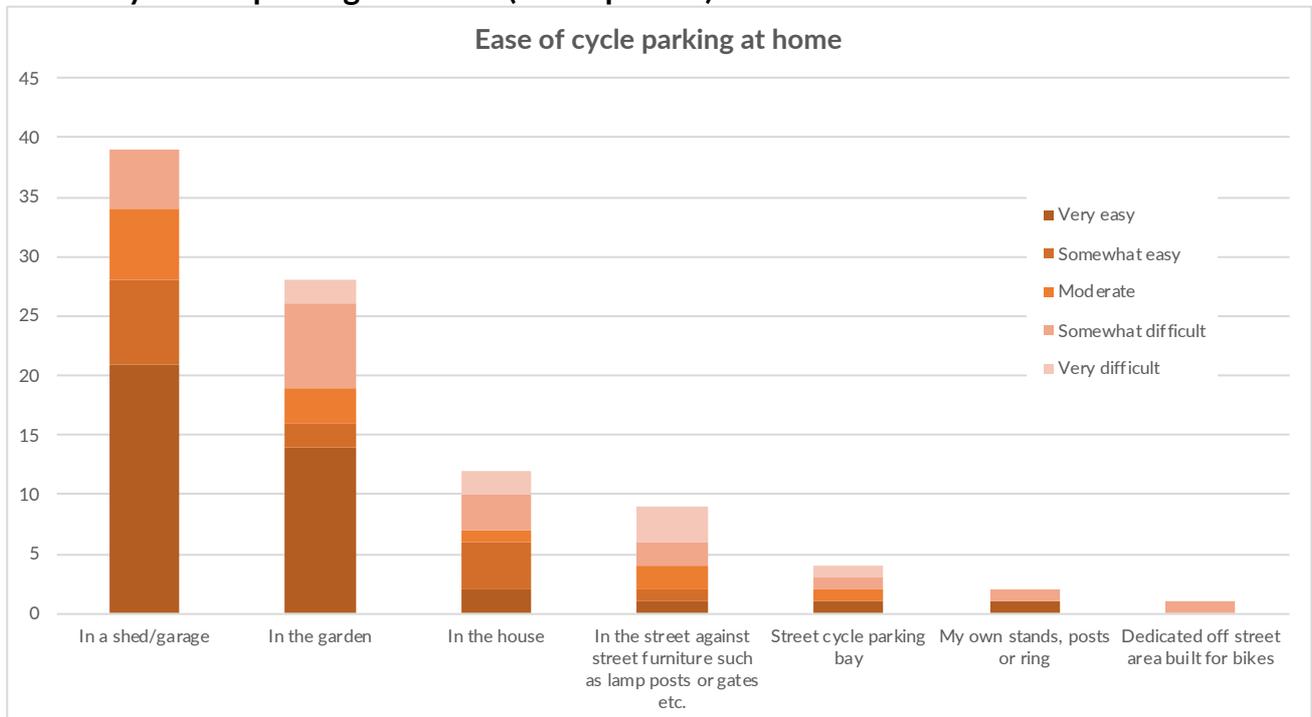
The survey asked about current cycle parking provision at home and found that nearly 10% of respondents park their cycle in the street against street furniture. The majority of respondents are parking their cycles on their own property (83%), this includes in the house (12%), shed/garage (41%) and in their garden (30%). Almost a fifth are parking their cycles in the street (17%). This includes those who park their cycles in a cycle parking bay in the street, as well as those who selected 'other' on the survey and indicated that they park in the following areas: outside the house on a ring, dedicated off-street area for cycles and their own cycle lock up posts. More than a quarter of respondents find cycle parking difficult or very difficult at home (30%).

Interestingly, 4% of respondents park in a street cycle parking bay already, but the majority of those do not find it easy and none feel it is secure. This is similar to those who park against street furniture, who also do not find parking easy or secure.

The majority of respondents (64%) find their cycle parking secure (38%) or very secure (26%). The respondents who felt their cycle parking was most secure parked in their own shed or garage. The respondents who felt their cycle parking was not at all secure were those who parked in the street, in their garden or in street cycle parking bays.

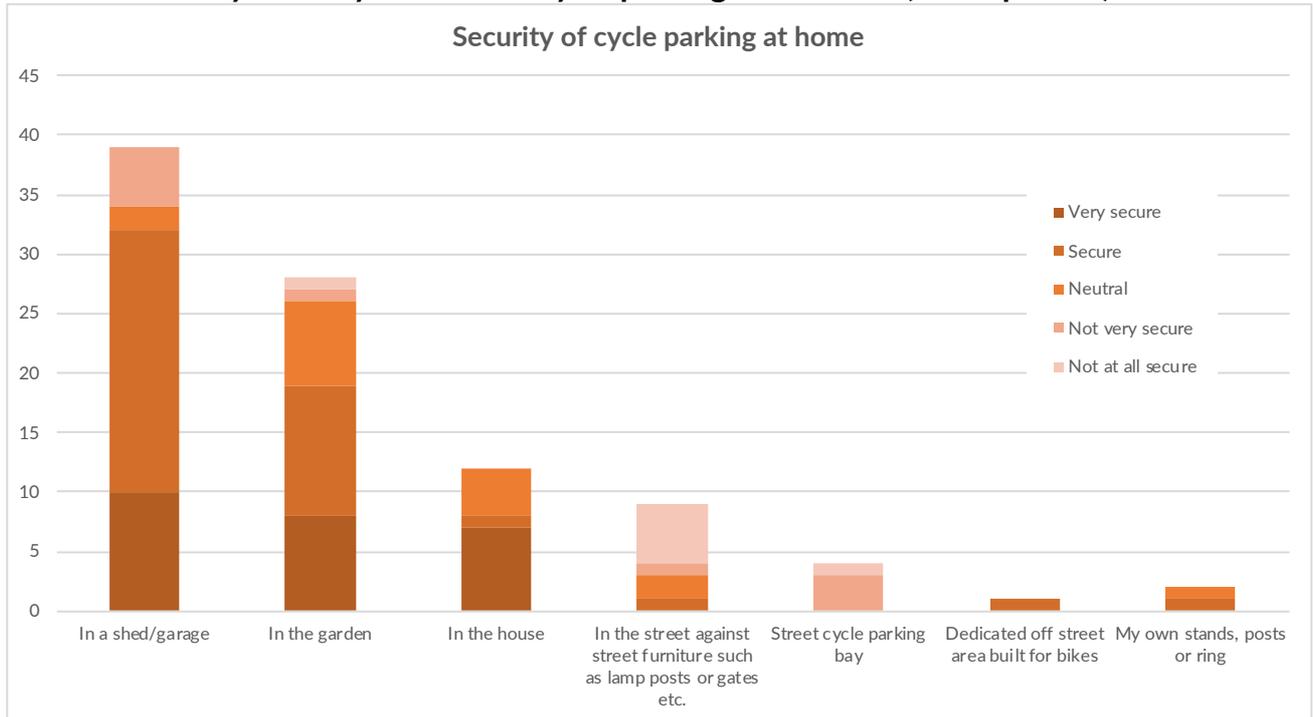
The following two charts indicate the correlation between the location of cycle parking with the responses to the ease of use and feeling of security questions in the survey.

How do you find parking at home? (95 responses)



The chart above indicates how easy respondents find parking at home. The largest block of colour in each column indicates the majority response towards ease of parking. For example, most people who park in the shed/garage find it 'very easy'.

How secure do you feel your current cycle parking is at home? (95 responses)



The chart above indicates how secure respondents feel their cycle parking is at home. The largest colour block suggests the most popular answer, for example the most popular response for those parking in the street against street furniture is that they feel it is 'not at all secure'.

Problems parking at home

The main themes that respondents highlighted in their textual answers were:

- Access and blockages
 - Narrow overgrown passages to the rear garden
 - Parked cars blocking access to passageways
- Inconvenience
 - Having to carry cycles through the house
 - Keeping cycles in narrow hallways or living room
 - Lack of space
- Other
 - Theft of cycles or cycle parts e.g the saddle

Some quotes from respondents:

Access to the back of our property is down a tight walkway between buildings with a 90 degree turn that is tricky with a shopping/work laden bike

Getting my bike into the narrow passageway to the garden - parked cars often give insufficient space, especially when my son is on his bike seat and the bike is harder to manoeuvre

We have to wheel our bikes through the house - there are 3 cyclists.

Takes up a lot of space to have multiple bikes in the hallway/living room. Sometimes park one in front of the house but very little space and not secure. Also sometimes tricky to get in and out when there are large vehicles parked in front of our house (often over the white lines), none of which belong to us.

Visitor parking

The survey revealed that almost half of respondents find parking for visitors difficult (46%).

One respondent indicated that they supply their own lock-up posts for visitors, suggesting there is a real lack of cycle parking in the area.

Parking environments

The remaining questions were seen by all respondents. When presented with an image of cycles on the footway, the majority of respondents (69%) felt negatively about this kind of parking.

The majority of respondents (75%) felt positively about the image of a street cycle parking bay, with only 5% feeling very negative about this kind of parking.

Respondents were presented with an image of a new cycle parking hangar: over half (53%) felt positively towards this type of cycle parking.

The main themes in the comments about the images in this section of the report highlighted these issues:

- Space
 - Needed for parking of cars
 - Needed for parking of cycles
- Security
 - Culling of vandalised and abandoned cycles is needed
- Pedestrian access
 - Good to get cycles off the footway
- Cycle hangars
 - Look ugly, possibly noisy - needs design work
 - Several people want one
 - Questions about how they work

The cycle parking hangar was controversial, some respondents feared vandalism or noise as a result of installing this cycle parking, while many others were really positive and asked for it in their street.

Some quotes from respondents:

They take up space that we need for cars, which is already insufficient. I'll support cycle parking bays ONLY if you (the Council) institute permit parking for cars in Romsey.

We need more space for cycle parking. When visitors come to my house, or I visit other residential areas there is really not enough space for cycle parking anywhere. Especially in residential areas it seems car parking is prioritised.

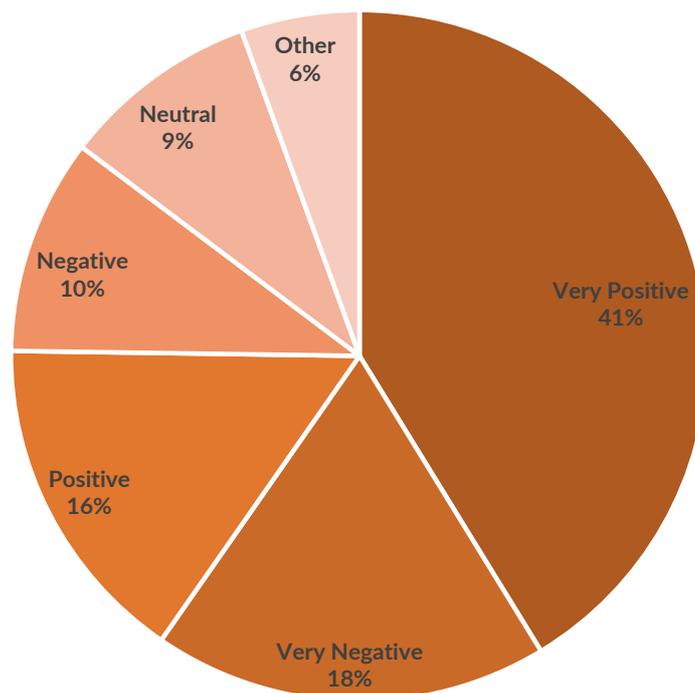
I like the added security of the hangar style parking and the way it keeps bike dry / not rusting. It can't fit cargo bikes/ tricycles and may be difficult for some people to open, so a mix of parking options may be best.

As a pedestrian I am absolutely for better parking for cycles as pavements in Romsey are sometimes impassable when bikes are left as shown. I frequently end up walking down the middle of the road.

Over half of respondents strongly agree (56%) with increasing street cycle parking in and around Cambridge, with a further quarter of respondents who agree (15%) or feel neutral (11%) about it. This suggests that few people are opposed to increased street cycle parking.

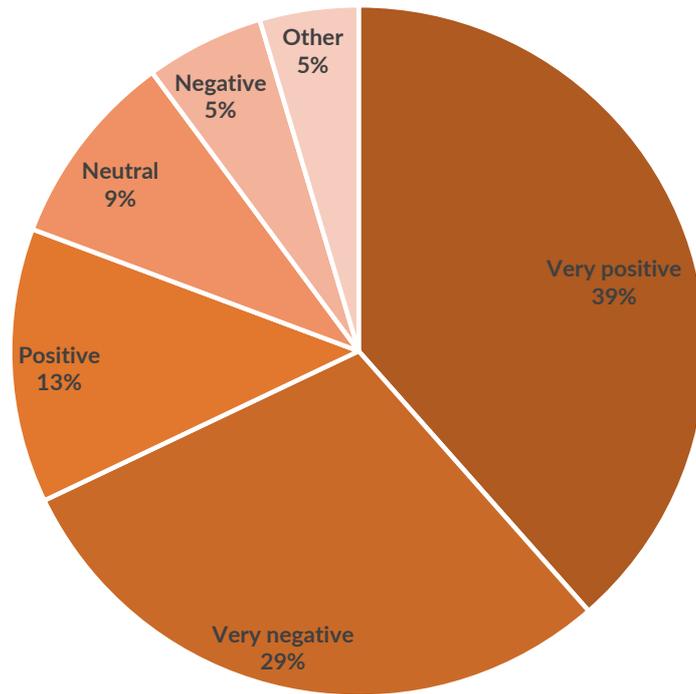
Over half of respondents (56%) feel positive about more cycle parking on their own streets.

How would you feel about more cycle parking on your street?

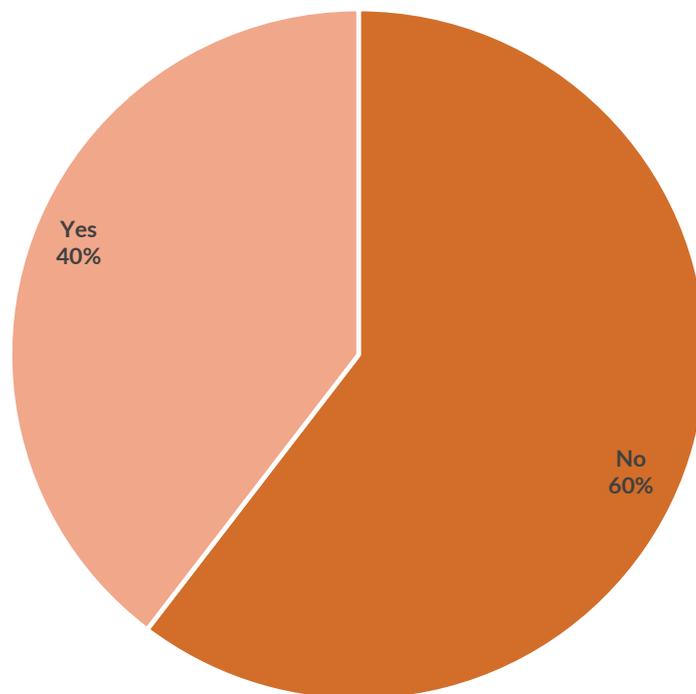


Half of respondents (50%) would like more street cycle parking near their home. Over a third of respondents (40%) would like street cycle parking outside their home, and 28 of those respondents left their contact details so that Camcycle could get in touch with them about cycle parking outside their homes.

How would you feel about swapping one marked car parking space near your home for a cycle parking bay?



If the council wanted to put a cycle parking bay on your street, would you like it outside your home?



Some respondents who indicated they did not want street cycle parking outside their home left comments to explain their answers. The main themes highlighted these issues:

- Not necessary
 - Some people have access to their gardens where they can park their cycle
- Lack of space
 - Limited car parking
- Nuisance
 - Privacy concerns
 - Noise concerns
- Aesthetics
 - Worry that it would look untidy/messy
 - Abandoned cycles

Some quotes from respondents:

Parking is difficult anyway with so many multiple living houses where all occupants have cars. Bikes can be kept in gardens

There isn't enough parking for cars, removing any would make finding a space more difficult.

I fear it would lead to more noise immediately outside my house. I would want to see what the bay looked like.

I would be worried that they'd end up full of abandoned bikes and look messy.

Potential locations

Some respondents also provided information on potential locations where cycle parking could be introduced.

Suggested location	Comment
Argyle Street	
Belgrave Road	
Catharine Street	Near Co-op
Catharine Street	Near Kismet / St. Philip's Road
Charles Street	Near gates to Rustat Road
Cyprus Road	
Gt Eastern Street	Three respondents suggested this
Hemingford Road	Suggests swapping car space for cycles
Hobart Road	
Hope Street	Near junction with Argyle St
Madras Road	
Malta Road	
Marmora Road	Mentioned three times
Pubs and shops	
Romsey community centre	
Ross Street	Near the chicanes on Fairfax Road
Ross Street	On road outside recreation ground
Sedgwick Street	Wide area near Mill Road

Stockwell Street	
St Philip's Church	For use by residents
St. Philips Road	Opposite Belgrave Road
Thoday Street	More requested at the 'top end'
Vinery Park	

Further comments

Half of the respondents also left further comments on street cycle parking at the end of the survey. These comments are centered around a number of themes:

- Cycle parking is needed
 - Issues for family cycles e.g. cargo bikes
 - Particular need for increased cycle parking around shops/pubs
- Limited car parking
 - Cycles can be parked in gardens
- Problems with current cycle parking provision
 - Clutter
 - Forced to block pavements
 - Abandoned cycles
- Design
 - Introduce planters
 - Inefficient cycle stand design

Some quotes from respondents:

Desperate need for more cycle parking in Cambridge, thank you for lobbying

Feel very strongly that there should be additional street cycle parking - lack of parking should not be discouraging people from choosing cycling as their method of transport

Even though I am not a cyclist... I am a very strong supporter of cycle parking. In streets like ours, terrace housing, no front gardens, it is often very difficult for people to park their bikes on/in their properties, and extra cycle parks are essential.

I think that the demand for cycle bays is greatest around pubs/cafes

More street cycle parking around shopping areas please

Theres also a shortage of car spaces.

I'm a cyclist but I need a car. Young families struggle with parking in residential areas. More cycle bays will make it worse unless they are in areas not used by cars.

A regular clean of abandoned bikes in the current bicycle parking bays would make these much more useful.

Quick removal of broken and bent bikes which take up the spaces provided.

Would be great to combine it with some appropriate planting to green the streets a bit

Could smaller cycle parking bays (4 bikes) be installed opposite alleyways where there is double yellow line already? Seems like a good use of space which is otherwise not used anyways.

Conclusions

Most people feel positive about increasing street cycle parking and 40% want it right outside their home. The survey has revealed that local people are very engaged with this issue, with many respondents offering extra comment and discussion.

The survey also received positive feedback regarding Camcycle, for example 'Thank you for your research' and 'desperate need for more cycle parking in Cambridge, thank you for lobbying'.

The results indicate that there are a lot of residents who cycle in Romsey and that they use their cycles regularly. But narrow passageways and blocked access make parking in the back gardens of terraced houses in Romsey difficult, and there is little accommodation for visitors who arrive by cycle. At present, there is no convenient place to park cargo bikes securely without causing an obstruction. The cycle hangar received a surprisingly favourable response, but there were many questions about how it would work and this should be further explored.

The results also revealed that cycle theft is a problem, but this was unsurprising in Cambridge where this is one of the highest volume crimes. Most respondents who had experience of street cycle parking bays perceived them as insecure. From the point of view of advocating these bays, this was difficult to receive. However, given that people using them are wary of the risk they are therefore more likely to lock their cycles properly.

The exercise has produced a valuable list of suggested locations and a list of residents whom Camcycle can contact to take their ideas forward to the next stage.

However, concern about the impact of street cycle parking on other road users, particularly those who need to park their cars, remains. It is evident that there needs to be a shift in attitudes towards cycle parking. There is clearly an acceptance among residents that there is limited space in the area, and that this applies to installing cycle parking. But questions must be asked regarding the priority that car parking is given over cycle parking.