

20 January 2020

Report of	Assistant Director, Place and Client Services	Author	Rachel Forkin ☎ 282625
Title	Secure and Covered Cycle Storage Options		
Wards affected	Not applicable		

1. Executive Summary

- 1.1 There is potential for growth in cycling in the Borough. In addition to new and improved cycle routes, it is recognised in both the Essex County Council's Colchester Cycling Action Plan and the Borough Council's Colchester Cycling Delivery Strategy that the existence of secure and convenient cycle parking will encourage more people to cycle by reducing bicycle theft, and the fear of theft.
- 1.2 On-street cycle parking is available in Colchester town centre, and there is a choice of cycle parking generally overlooked by passers-by, shops and in some cases CCTV. However, cycle theft can occur in any town and it is recognised that further work needs to be done to ensure that cycles are as secure as possible.
- 1.3 It is suggested that, within the town centre and other key destinations, consideration could be given to secure cycle parking facilities such as a secure compound, similar to the managed facility at Colchester Station where users sign up to use the facility and access is managed, or a 'cycle centre'. The locations of such facilities would need to be carefully considered not only to ensure that they are in the most convenient location to encourage cycling, but also due to them requiring more space than standard cycle parking provision. It is suggested that this concept is investigated further in line with studies being undertaken in the town centre and the Colchester Transport Strategy.
- 1.4 New build properties are required to include secure cycle parking. However, it is recognised that there is a need to consider the provision of secure cycle parking in existing residential areas to cater for the needs of residents who do not have the space to store bikes within their homes. Consideration of locations for on-street residential cycle storage need to be community-led and driven by demand. However, the availability of suitable on-street space will be a further determining factor. Therefore, it is suggested that further work is undertaken to identify if there are potential areas of demand in Colchester, and evaluation of sites for suitability, in addition to arrangements for the management and operation of such facilities.

2. Action Required

- 2.1 The Panel notes the report and subsequent discussion.
- 2.2 The Panel to recommend to Cabinet what further steps could be taken to provide secure and covered cycle storage options in Colchester.

3. Reason for Review

- 3.1 At the Policy and Public Initiatives Panel meeting in September 2019, the Panel recommended that an item on secure and covered cycle storage options would be included on the Panel's work programme.

4. Background Information

Cycling Policy and Strategy Background

- 4.1 The Government's Cycling and Walking Investment Strategy (CWIS) sets out a national policy framework for walking and cycling. At the local level, the [Essex Cycling Strategy](#) (2016) takes a county-specific approach which aims to enable, promote and provide cycling in Essex.
- 4.2 As part of the county-wide Essex Cycling Strategy, Cycling Action Plans have been developed for individual Boroughs and Districts of Essex. The [Colchester Borough Cycling Action Plan](#), produced in 2018 by Essex County Council, is targeted towards the specific needs of Colchester residents. This has been developed in discussion with the Borough Council. The Cycling Action Plan will help utilise and prioritise funding sources such as developer contributions and central Government grants or allocations.
- 4.3 A number of key recommendations are included in the Cycling Action Plan for cycle enhancements in the Borough including:
- Review existing route signage and lighting;
 - Improve maintenance of existing routes;
 - Develop Flagship Routes through feasibility studies to detailed design
 - Provide new and improved cycle parking;
 - Fill obvious gaps in the existing cycle route network.
- 4.4 In addition to the Colchester Cycling Action Plan, the [Colchester Cycling Delivery Strategy](#) was adopted as SPD in 2012 and contains a plan of the existing and proposed cycle network in Colchester. This document is currently used to inform development proposals in Colchester, and where appropriate forms the basis for any S106 requests for cycle routes.
- 4.5 Essex County Council were selected by the Department for Transport to take part in a Local Walking and Cycling Infrastructure Plans (LCWIP) programme to help build upon the Cycling Action Plans and develop network plans for both walking and cycling across Essex. The LCWIPs will enable the County Council to prioritise investment decisions based upon robust methodology which considers future demand and the propensity to both walk and cycle. An LCWIP is currently being developed for Colchester.
- 4.6 To ensure residents and visitors are encouraged to walk and cycle more, work will continue on developing the walking and cycling networks in Colchester, to ensure that as funding becomes available, schemes can be delivered. It will also be important to ensure that new developments are linked in with the existing walking and cycling network, ensuring that these modes are the most attractive and viable mode for short journeys and walking or cycling becomes part of new residents' daily routines.

- 4.7 In June 2019, Colchester Borough Council signed up to the [Colchester Cycling Charter](#). The Charter aims to make the town a more welcoming place for cyclists and calls for a recognition of cycling's important part to play in tackling congestion and pollution as well as boosting health and wellbeing. It aims for Colchester to be a town where roads and public spaces prioritise people and make cycling the safe, natural choice for a large proportion of every day journeys.
- 4.8 One of the Council's New Strategic Priorities (NSP) is to prioritise plans for walking and cycling in Colchester and to develop new projects to encourage sustainable modes of travel, improving health, wellbeing, community safety and air quality. The proposals outlined below support this NSP.

Cycle Parking and Security

- 4.9 There is potential for growth in the number of people cycling in the Borough. In addition to new and improved cycle routes, it is recognised in both the Colchester Cycling Action Plan and the Cycling Delivery Strategy that the existence of secure and convenient cycle parking will encourage more people to cycle by reducing cycle theft, and the fear of theft.
- 4.10 On-street cycle parking is available in Colchester town centre, and there is a choice of cycle parking generally overlooked by passers-by, shops and in some cases CCTV. However, cycle theft can occur in any town and it is recognised that further work needs to be done to ensure that cycles are as secure as possible.
- 4.11 In 2014, Colchester Borough Council worked with Essex Police and Colchester Travel Plan Club in a campaign called 'Bike Wise'. Bike Wise helped inform people where to lock their bikes as well as to use a quality lock to help ensure their bikes weren't stolen. The campaign, which focussed on the town centre and Leisure World, gained good media coverage which raised awareness of the issues. It is proposed to relaunch the Bike Wise campaign, in partnership with Essex Police. The campaign could potentially include a relaunched cycle parking map which will illustrate the safer places to lock your bike, along with information and advice on locking your bike.
- 4.12 Within the town centre, consideration could be given to the provision of additional secure cycle parking facilities such as a secure compound or a 'cycle centre'. The target market for those using such a facility would be longer-term parking for those working in the town centre who do not benefit from secure cycle parking at their workplace, or those coming to visit the town centre on a regular basis.
- 4.13 A secure compound would mean that bicycles could be parked securely in a facility similar to the one located at Colchester Station (see Appendix A). Cyclists using Colchester railway station currently benefit from cycle parking in secure cycle compounds which are accessed via a fob. The fob is obtained by paying a deposit. This type of facility, potentially with access being controlled by a more modern means (using an app for example) could also be considered in the town centre, giving people access to a more secure cycle parking facility.
- 4.14 A secure cycle compound would, however, require more space than traditional on-street cycle parking and therefore the location would need to be considered carefully. In addition to requiring sufficient space, it would need to be centrally

located to ensure it is convenient to all users. Consideration would also need to be given to how the facility would operate such as taking deposits or fees for key fobs/app access and undertaking maintenance.

- 4.15 Secure cycle compounds could also be considered for other key destinations in the Borough such as leisure facilities.
- 4.16 A 'Cycle Centre' would provide a range of services in addition to secure cycle parking. In general cycle centres include secure, covered cycle parking plus cycling information. They may also include facilities such as cycle hire, lockers and cycle maintenance or repairs. The security of these facilities may be supported by the presence of staff, CCTV and/or lighting. However, the space required would generally be larger than that required for a secure cycle compound. Examples in the UK include [Park Street Cycle Park](#) and Grand Arcade Cycle Park in Cambridge, located within car parks (see Appendix A), and the [Bike Park in Leicester](#), located in the basement of the Town Hall.
- 4.17 It is suggested that the provision and location and management of secure cycle compounds and/or a cycle centre should be investigated further and could be considered in line with studies being carried out in the town centre and the Colchester Transport Strategy.

Cycle Parking in Residential Areas

- 4.18 It is also recognised that there is a need to consider the provision of secure cycle parking in residential areas to cater for the needs of residents who do not have the space to store bikes within their homes. This was raised by Mr Johnson at the Policy and Public Initiatives Panel in September 2019. Adopted parking standards require developers to provide secure and convenient cycle parking in all residential developments, in a prominent location that encourages cycle use over car use. However, for residents living in terraced streets and developments that pre-date the requirement for dedicated cycle parking to be provided, the lack of cycle parking, or convenient cycle parking, can be an issue and may result in lower levels of cycling for daily journeys.
- 4.19 Within these residential areas there are residents who may be keen to use their cycles more regularly, but their properties may have narrow passageways, blocked access making parking difficult, or no convenient place to park bikes securely. Cycle Hangers have been installed in a number of residential areas across the UK and are designed to provide a secure on-street cycle parking solution that can only be accessed by a member using a key. An example of the type of facility provided can be seen in Appendix A.
- 4.20 Cycle Hangers are usually no bigger than a small car, providing a safe place for people to store their bikes. The cycle parking space is usually rented and the locations for hangers are primarily chosen based on where there is most demand. In some cases, local authorities have forms online where residents can propose locations for new cycle hanger facilities or express an interest in using an existing cycle hanger.
- 4.21 Consideration of locations for on-street residential cycle storage need to be community-led and driven by demand. However, the availability of suitable on-street space will be a further determining factor. Therefore, it is suggested that further work is undertaken to identify if there are potential areas of demand in Colchester, and evaluation of sites for availability and suitability. Further

investigation could also be undertaken on arrangements for the management and operation of the cycle hangers.

5. Equality, Diversity and Human Rights implications

5.1 This report sets out opportunities to provide a range of secure and/or covered cycle parking options. An Equality Impact Assessment would be completed on any individual infrastructure scheme.

6. Strategic Plan References

6.1 Supporting improvements to sustainable transport has been identified as a priority in the [Strategic Plan 2018-21](#).

7. Consultation

7.1 Consultation would be undertaken on individual schemes as necessary.

8. Publicity Considerations

8.1 None.

9. Financial implications

9.1 None.

10. Health, Wellbeing and Community Safety Implications

10.1 Improvements to cycle facilities will have a positive impact on the health and wellbeing of the Borough residents, visitors and businesses.

11. Health and Safety Implications

11.1 None.

12. Risk Management Implications

12.1 None.

13. Environmental and Sustainability Implications

13.1 The Council has declared a climate emergency and has committed to being carbon neutral by 2030. This report has taken into account the climate emergency and the sustainable development objectives set out in the NPPF. It is considered that the proposals represent sustainable development. Improvements to cycling infrastructure and cycle parking facilities will enable an increase in cycling in the Borough, therefore increasing the use of more sustainable modes of travel.

Appendix A: Examples of Secure Cycle Parking Facilities



Cycle Parking Compound at Colchester Station



Example On-Street Cycle Hanger

Photo: Richmond Cycling Campaign <https://www.richmondicc.co.uk/>



Example Cycle Centre: Park Street Cycle Park Cambridge

Photos: Cambridge Cycle Campaign (Simon Nuttall)

<https://www.camcycle.org.uk/resources/cycleparking/parkstreet/>