

SECURE CYCLE PARKING – RESIDENTIAL AND PUBLIC

London Borough of Hackney

HomeBikePark: Hackney Residential Cycle Parking Pilot Project 2004 / 2006

Residential cycle parking is a neglected area with regard to the existing housing stock. The HomeBikePark pilot scheme identified and demonstrated the need for secure cycle parking in the existing housing stock particularly flats. It can be hard for flat dwellers to store a bike as even if the block has a lift, corridors can be narrow.



They advertised the opportunity for secure cycle parking through Housing Matters, a council publication distributed to all Hackney households. Using the responses, the project team identified locations where residents would like cycle parking. They aimed for a geographical spread and achieved nine locations and 54 spaces. Each location had different challenges and needed creative approaches to design as they were retro-fitting and adapting, mostly using internal spaces already there, rather than starting from scratch. They worked closely with residents to ensure best use and buy-in from everyone. Spaces used included an old laundry room, a pram shed, a hallway and an existing

shed. To maximise use of space, in one case they sourced a cycle hanger from Germany. Cost per bike ranged from £41.67 to £703.04. Each solution was customised to meet the needs of the residents within the particular constraints.

Many issues need to be considered including:

- Ongoing management of a facility
- Planning permission (need to check with Planning Department and landlord)
- Restricted keys, making them hard to copy
- Need to create an agreement between two households for bike sheds just holding two bikes (where each has one cycle space)
- Ensure motorbikes can't fit in

Generally, users are very happy and report using their bikes more frequently as a result. Thefts and vandalism to bikes have been eliminated.

Public Cycle Parking

Cycle stands used in Hackney are generally a standard 'Sheffield' style. Only one design is specified in the Public Realm Design Guide, but other 'special places' such as town centres or squares may have designs appropriate to that environment and are often of the 'Shark's Fin' kind.

Hackney both responds to on-going requests from users (generally people accessing shopping areas and/or businesses). Now that more people are cycling, requests for cycle stands have gone up. To manage the process, a data base has been set up, enabling them to log requests and the numbers of stands installed.



Hackney not only responds to requests but also takes the initiative and identifies new locations in advance by carrying out audits to identify "hot spots" of cycle parking demand. They now have a 'master database' of locations, existing/proposed stands and justification details. Hackney is

gradually working their way through the list hitting the high priority sites first. These were identified by observing the places where bikes are chained to railings, lamp-posts and so on. The process of checking to update and review the information has started.

Peer assessment of this initiative (February 2007)

- ⌘ Cycle Parking – e.g. Gascoyne Estate (HomeBikePark Scheme) conversion of old laundry room for vertical locked cycle parking
- ↗ Database for cycle parking

Contact *Alix Stredwick* for further information
Email address: alix.stredwick@hackney.gov.uk