



Exeter Cycling Campaign Proposals for Additional Cycle Parking Capacity May 2020

This report has been prepared by the Exeter Cycling Campaign at the request of Devon County Council. The Campaign was asked to provide recommendations for the locations of additional cycle parking in Exeter city centre. In preparing this report, the Campaign has assessed the current provision in the city centre, researched the policy principles around cycle parking and identified physical gaps in provision. This work was conducted during the coronavirus crisis. We were therefore not able to visit the city centre at times of 'normal' use to see where stands are full or bikes are being locked to railings and lampposts. We have therefore also canvassed our supporters to gain insight into locations that in their experience are insufficiently served to attempt to cover this missing information. The recommendations below therefore represent the observations of the wider cycling public in Exeter, not just those of Campaign volunteers.

In preparing this report, we looked at relevant policy papers so we can be clear what the Local Authority should be providing with regards to cycle parking. Local Transport Note 2/08 Cycle Infrastructure Design has several paragraphs relevant to this. These have been used as the policy basis for our recommendations. The main principles that should be followed in providing cycle parking are listed below:

- The absence of secure, convenient cycle parking can be a serious deterrent to cycle use (11.1.1).
- Cycle parking should be provided at major destinations, public buildings, hospitals, large employment sites, public transport interchanges and leisure attractions. Cycle parking should also be provided at local amenities such as parades of shops, doctors surgeries and health clinics, supermarkets and venues such as cinemas and theatres (11.1.1).
- For long stay parking, security is a major consideration when choosing whether to cycle or not (11.1.2).
- New cycle parking facilities should exceed current demand (11.1.4).
- On-going monitoring of cycle parking provision should be provided so that under-used stands can be moved to match demand (11.1.4).
- Cycle parking should be easy to find and as close to destinations as possible (11.6.1).
- Numerous small clusters in a town centre are generally preferable to a large 'hub' (11.6.1).
- Abandoned cycles should be removed promptly to preserve the visual appearance and the capacity of cycle parking (11.6.1).
- The level of weather protection should be appropriate to the length of stay (11.6.1).



Exeter City Centre

The Campaign has identified 10 locations in the city centre in need of additional cycle parking. This is by no means an exhaustive list, however it does represent the most urgent need. The Campaign has not specified the number of additional stands that are required at each location. In general, we believe that the maximum number possible should be sought. The parking provided should be as accessible as possible to all users and types of bike. This includes, for example, users who are not able to lift their bikes onto double decker racks, and cycle parking that can be used by cargo bikes and bikes with trailers. The parking should be located as close as possible to the entrance to shops, train stations etc, where it is most convenient. The positioning close to entrances generally means the parking is also lit and in a busy place, adding to security. Cycle parking must be in areas that do not pose personal security risks to users. The following are the 10 locations in the city centre in most urgent need of additional cycle parking capacity.

The following locations have been identified as requiring additional cycle parking capacity.

	Location	Detail	Rationale
1	Fore Street at junction of Bartholomew Street West	Space for additional Sheffield stands on pavement. Additional capacity can be gained by extending pavement over hatchings on road and/or taking over several parking spaces.	Fore Street is currently very poorly served. A single Sheffield stand is currently in place at this location. The next nearest on Fore Street are 3 at the Mint Methodist Church and 2 at the Corn Exchange, both right at the top of the hill. Fore Street is a popular destination with many shops, cafes, pubs and a cinema.
2	Fore Street on corner of Market Street	Space under eaves of the Corn Exchange or on the wide pavement outside Amplifon/Newsagents.	As above, Fore Street is poorly served. This location currently has 2 stands outside the Corn Exchange and 5 outside Pure Gym. Due to the steep hill, it is appropriate to increase provision at the top and bottom.
3	Southern end of High Street	The passage connecting the High Street to Cathedral Green opposite the Guildhall is sufficiently wide and long to accommodate a large number of stands. These should be covered.	The Guildhall/Cathedral Green area is poorly served, with just 4 stands outside the Guildhall and 8 in Cathedral Green. These racks are frequently full. The Guildhall and High Streets are major destinations, and Cathedral Green has several restaurants, cafes and pubs. Covered cycle parking is very limited in the city centre, a destination where people will potentially want to spend a full day. The opportunity should be taken to provide covered cycle parking at city centre locations.



	Location	Detail	Rationale
4	Southernhay/Southernhay Gardens	Preferably a large 'hub' for long term storage, or many smaller groups of stands across this whole area.	Southernhay and the area out to Western Way represent a major employment area, and also includes restaurants, a gym and Exeter Crown Court. The nature of visits to this area means it is suitable for a large 'hub' style parking provision. This would be covered and have secure access, allowing people to confidently leave bikes all day whilst at work. The Campaign was able to identify just 7 stands at the northern end of Southernhay, and a total of 24 stands across the Southernhay Gardens/Crown Court areas. There may be provision below offices that are not accessible to the public.
5	Princesshay outside Lush	The wide pavement here would support a large number of Sheffield stands. These should be covered.	At the junction of the High Street and Princesshay, this is a major destination. There are currently only 6 stands here that anecdotally are regularly full. Moving the poorly placed 11 stands from outside Nandos to this more prominent position would be a start. Covered cycle parking is very limited in the city centre, a destination where people will potentially want to spend a full day. The opportunity should be taken to provide covered cycle parking at city centre locations.
6	Sidwell Street	The additional of several clusters of Sheffield stands between John Lewis and the Odeon cinema, and provision for long term storage. The existing cycle parking is in positions that would permit additional stands. New clusters can also be provided outside Dominos/Post Office and in the passageway opposite the Odeon.	A major shopping destination with a cinema, pubs and many restaurants. Currently only 19 stands along the whole length. Sidwell Street is also now the stopping point for intercity coaches. The provision of secure, covered storage for multi-day use would enable people to cycle to and from their coaches. To 'encourage multi-modal journeys' and 'provide high quality facilities at interchanges' was a stated aim of Devon County Council in their Local Transport Plan, and facilities for cycle parking were specifically mentioned (Page 18).
7	Magdalen Road	Remove four car parking spaces opposite the Spar. Take out the spaces closest to the zebra crossing for convenience.	A popular destination currently served by just 3 stands, which anecdotally are regularly full. Narrow pavements provide limited space for Sheffield stands. Removal of car parking would permit sufficient stands to be provided, and would disincentivise travel by car.



	Location	Detail	Rationale
8	Queen Street	Additional provision near WHSmith, and at Sports Direct. These should be covered.	A major destination that is poorly served. The cycle parking outside WHSmith is well known for always being full. This is the only covered cycle parking currently provided in the city centre. The cycle parking at Sports Direct can be removed and re-orientated to be perpendicular to the road. This would allow to additional capacity to be provided. Covered cycle parking is very limited in the city centre, a destination where people will potentially want to spend a full day. The opportunity should be taken to provide covered cycle parking at city centre locations.
9	Princesshay	Outside Barclays. These should be covered.	A major destination. There are currently 11 stands here that get full. Move the 14 stands currently behind St Stevens' church to the main Princesshay precinct to increase visibility. Covered cycle parking is very limited in the city centre, a destination where people will potentially want to spend a full day. The opportunity should be taken to provide covered cycle parking at city centre locations.
10	Quay	Under awning outside The Prospect public house.	The Quay is much better served by cycle parking on the west side of the river, however there are a number of pubs, restaurants and cafes on the east side. This popular area is located on the Exe Valley Cycle Path and National Cycle Network route 34 and does see a large amount of cycle traffic. The current cycle parking provision is not sufficient.

Cycle Parking at Home

The focus so far has been on cycle parking at the users destination, however that is only half the journey. Where is that person's bike stored when they are at home? All housing should have convenient, secure, covered bike storage. Good quality cycle parking in existing residential neighbourhoods is often restricted to houses with garages. Having no access to secure bike storage is a major inhibitor to increasing bike usage (London Cycling Design Standards, Paragraph 8.5.3); only committed cyclists are going to put up with bikes cluttering hallways and front rooms. There should therefore be an equal focus on residential bike storage in Exeter.



1 Bikehangar on a residential street.

“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.” (Manual for Streets, 2007, Paragraph 8.2.1)

This paragraph was written with new developments in mind, however there is no reason the principles stated should not be applied to existing housing stock. We need to think retrospectively and start to provide adequate bike storage for all neighbourhoods and the obvious place to provide this storage is on the highway. If this space is suitable for people to park their private property in the form of cars, surely people should also be able to park their bikes in the same way? Products such as the Bikehangar (pictured) are able to provide 12 cycle parking spaces for approximately every 1 car parking space. They are placed on the street outside people’s homes and are therefore at least as convenient as car parking.

Locking bikes to street furniture and railings is not a suitable solution for a city that is keen to encourage sustainable travel modes. Bikes left out overnight are at risk of theft, they are not protected from the weather and they create a messy public realm. Starting with areas of terraced housing and flats, locations should be identified where on street car parking can be given over to cycle shelters for local residents.



General Recommendations for Cycle Parking across Exeter

The following general recommendations have been compiled from work done by the Campaign previously, from what is being done elsewhere in the UK and from ideas in the wider cycling community in Exeter:

- Cycle parking at the entrances to all parks.
- Cycle parking at destinations within parks e.g. tennis courts, childrens play areas etc.
- Cycle parking provided free of charge at existing car parks.
- Cycle parking at all supermarkets, post offices, cornershops, GP surgeries, schools etc. Every one of these in Exeter should have cycle parking.
- Cycle parking at all rows of shops, including but not limited to: Pinhoe, Whipton Village, Polsloe Bridge, Topsham, Cowick Street, Alphington Village, Birchy Barton Hill and Beacon Parade.
- Cycle parking appropriate for all day storage (secure, covered) should be provided at all train stations, bus stations and park and ride sites. Cycle parking at train and bus stations needs to extend beyond Exeter. The proposed Devon metro train stations should all feature appropriate cycle parking to encourage sustainable travel throughout the journey. The Exeter bus service area should have cycle parking near bus stops.
- The increasing popularity of e-bikes raises the potential for having charging points at certain locations around the city.



Specific Cycle Parking across Exeter

The following specific cycle parking locations came from the wider cycling community:

- Row of shops on Topsham Road at the southern end of Barrack Road.
- Fore Street Heavitree. There should be several clusters provided here, on both sides of Heavitree Road.
- Roads that allow access to Riverside Valley Park, e.g. Bridge Road, Salmonpool Lane and Belle Isle.
- The Quay. Several locations including near Samuel Jones and On the Waterfront.
- Blackboy Road near Belmont Park.
- Topsham Recreation Ground play area.
- Nancy Potter House, Topsham.
- Aldi, Pinhoe.
- Near the Co-op, Pennsylvania Road.
- Saunders shop, Union Road/Victoria Street.
- St Davids Community Centre.
- Post Office pick up centre, Belgrave Road.
- Summerland Street.
- Beefeater, Countess Wear.
- Danes Castle Fire Station
- Junction of Little Johns Cross and Dunsford Road
- Heavitree hospital
- Newcourt House
- Whipton Childrens Hospital
- Honiton Road outside Subway
- Lower Argyll Road

The Exeter Cycling Campaign has prepared an online map that shows the location of the 10 city centre locations described in the first part of this report (red) and the other locations in Exeter listed above (blue). The map can be accessed at https://exetercyclingcampaign.org.uk/d2.html?url=/cycle_parking/zz.json