

Auckland Regional Bicycle Parking Initiatives

Two project initiated by ARTA.

- Auckland Regional Bicycle Parking Guidelines
- Auckland Regional Bicycle Locker Trial



Why the need for these Guidelines?



Why the need for the Guidelines

Layout



Why the need for the Guidelines

Layout



Why the need for the Guidelines

Signage or Clear Purpose



Why the need for the Guidelines

Type of Stand



Why the need for the Guidelines

Number and Location of Stands



Bicycle Parking Terminology



Terminology

Auckland Regional Terminology:

Five different levels of parking, depending on:

- Duration of Use
- Level of Security
- Convenience of Use



Terminology

Five Types :

- Type 1 – Customer / Visitor Short Term
- Type 2 – Customer / Visitor Short to Medium Term
- Type 3 – Public Long Term
- Type 4 – Private Long Term
- Type 5 – Temporary



Terminology – Type 1

Customer / Visitor Short Term Parking

- P5 to P30
- Located within 20 m of main pedestrian entrance
- Must be conveniently located

Possible locations:

- Local Shopping Centres
- Libraries
- Playgrounds
- Outside office buildings and Civil Centres.



Terminology – Type 1

Example



Terminology – Type 2

Customer / Visitor Short to Medium Term Parking

- P30 to P180
- Located within 100 m of main pedestrian entrance or closer than the nearest abled-bodied carpark
- Undercover

Possible locations:

- Town Centres, supermarkets or shopping malls
- Places of Assembly
- Leisure Centres / Swimming pools



Terminology – Type 2

Example



Terminology – Type 3

Public Long Term Bicycle Parking

- P180+, including overnight
- High Security storage areas with limited access
- Undercover
- Good Security, CCTV coverage etc

Possible locations:

- PT Stations
- Town Centres / CBD's



Terminology – Type 3

Example



Terminology – Type 4

Private Long Term Bicycle Parking

- High Security storage areas with limited access
- Undercover
- Easy to access and safe after hours

Possible locations:

- Schools
- Education facilities
- All workplaces including : Office Buildings
Shopping Malls (for Staff), Industrial and
Commercial workplaces



Terminology – Type 4

Example



Terminology – Type 5

Temporary Bicycle Parking

- Part of Traffic Management Plans for the event
- High Security storage areas with limited access

Possible locations:

- Sporting Events
- Open Air Concerts
- Festivals (Wine and Food Festivals etc)



Terminology – Type 5

Example



Bicycle Parking Ratios



Bicycle Parking Ratios

How many of what type should we be installing.

Difficult to determine on a regional level due to differences in :

- District Plan Requirements
- Incentives to cycle (ie. parking restrictions, PT alternatives, barriers etc)
- Proximity of workplaces to residential areas
- Accessibility



Bicycle Parking Ratios

General Ratios

General Workplaces:

- Type 4 Parking - 1 for each 10 to 15 employees on site at any one time.

Intermediate and Secondary Schools:

- Type 4 Parking - 1 for each 10 students (and Staff)

Tertiary Education Facilities:

- Type 3/4 Parking - 1 for each 10 to 20 students on site at any one time, and
- Type 4 Parking – 1 for each 10 to 15 employees



In addition to all of these, ratios for Type 1 (visitor parking) outside the main offices were also specified.



Bicycle Parking Ratios

General Ratios

PT Stations:

- Difficult to put an exact figure on this as each PT Station is different and findings were a inconclusive.
- In residential areas - 1 x Type 3 park per 30 residential PT users who live within the cycling catchment around the station (800< catchment, 4 km)
- It is recommended that a small number be installed initially, but provision be provided to expand these facilities if necessary.
- A number of short to medium term bicycle parks also be included.



Bicycle Parking Hardware



Bicycle Parking Hardware

General Requirements for All Bicycle Parking Hardware

- Support all types of Bicycles
- Enables both wheels and frame to be secured using a personal bicycle lock
- Securely anchored to the ground, wall or ceiling
- Sufficient strength to resist vandalism and theft
- Not cause damage to wheels or other components

Be smooth, so that it does not scratch the bicycle frame

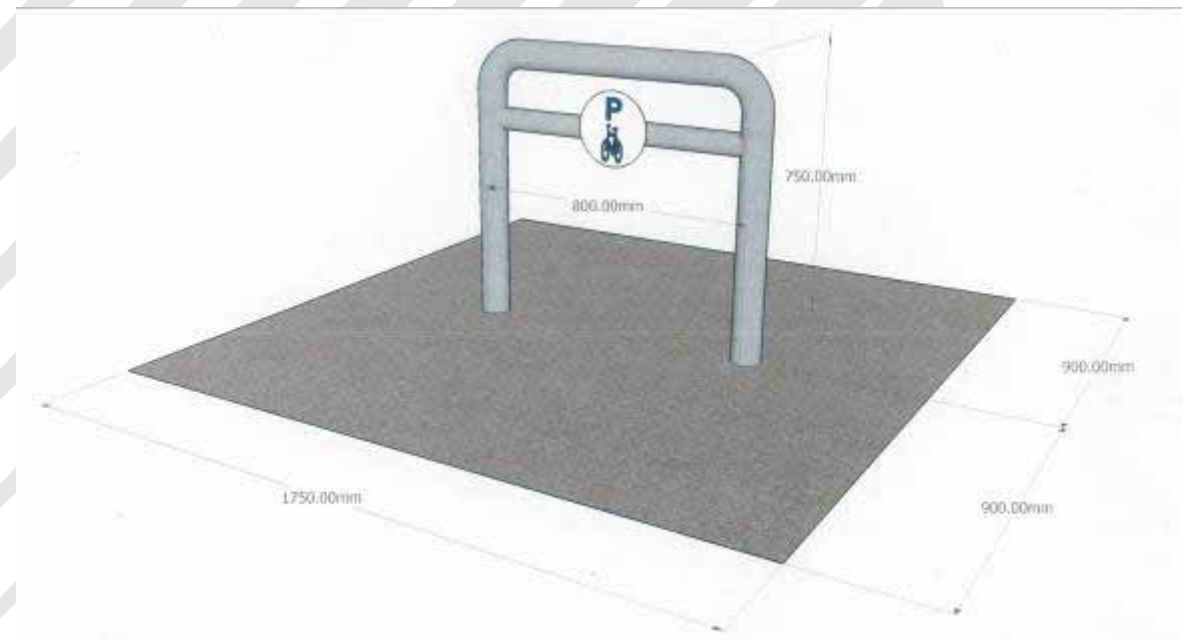


Bicycle Parking Hardware

Preferred Design of Bicycle Stand

Sheffield Stand

- Support all types of Bicycles
- Recognisable
- Standard Cost
- Strong and Secure



Bicycle Parking Hardware

Other requirements for Bicycle Parking

- Clear Signage
- Good Lighting
- CCTV Coverage
- Directional signage (if appropriate)
- Clear instructions of use



Checklist / Evaluation Form for Public Bicycle Parking

Checklist for Existing Public Bicycle Parking

Location:		Inspection By:			
Address :		Date:			
Number of Bicycle Stands					
		Yes	No	n/a	Comment
1.0	Type of Stand/s				
1.1	Accommodates all types of bicycles without damage				
1.2	Supports frame of the bicycle				
1.3	Secured to the ground				
1.4	Of sufficient strength to stop vandalism				
1.5	Smooth (ie. will not scratch bicycle)				
1.6	Both wheels of a bicycle can be easily secured to the stand/s				
1.7	A bicycle does not slip when leant against the stand				
2.0	Positioning of the Stand/s				
2.1	Spaced to allow for easy access and departure of bicycles				
2.2	Free from obstructions (ie. street furniture, parked vehicles, walls etc)				
2.3	Clear from the path of pedestrians				
2.4	Stand/s can not be blocked by parking vehicles				
2.5	All aspects of the all of bicycle stand/s can be utilised. (ie. both sides of the stand/s can be used)				
3.0	General Location of the Stand/s				
3.1	Located within 20 metres of key destination				
3.2	Under-shelter				
3.3	Positioned for the parking demand (ie. are there bicycles locked to other objects within 50 metres of the stand)				
4.0	Security				
4.1	Good Passive Surveillance				
4.2	Good Lighting				
4.3	CCTV (critical for long term – low security public bicycle parking)				
5.0	Signage				
5.1	Is it obvious what the bicycle stands are for				
5.2	There is parking signage / clear instruction for use (if required)				
5.3	There is directional signage (if required)				
6.0	No. of Bicycle Parking Spaces				
6.1	There is a sufficient number of stands				

Key

Critical Elements

Overall Rating

Good / Adequate / Poor

Overall Rating Criteria

Good – Yes to all items
 Adequate – Yes to all critical items
 Poor – No to one or more critical items



Bicycle Parking Hardware

The Guidelines also include information about:

- Cycle Lockers
- Enclosures
- Bike Stations
- Lighting Levels
- Minimum spacing and aisle between stands, lockers etc





PT Station Bicycle Locker Trial



Cycle Locker Trial Sites

Auckland City
Glen Innes Train Station



Cycle Locker Trial Sites

Manukau City

Papatoetoe Train Station and Manurewa Train Station



Cycle Locker Trial Sites

Waitakere City

New Lynn Bus Station (near the Train Station)



Cycle Locker Trial

Installation



Cycle Locker Trial

Results from Trial so far...

- Successful sites have good security day and night.
- Locking mechanism needs to consider security of area.
- Clear instructional and promotional signage is very important, including contact phone numbers.
- Means to Lock bicycle within locker.
- CCTV.
- Perforated panel on the door
- Monitoring procedures.



Cycle Locker Trial

Results from Trial so far...

- Start with a small number of lockers
- Vandalism of Locker structure – more robust design
- Future provision at PT Stations

We have people talking about Bicycle
Lockers



Questions?

