

# EYNESHAM CYCLE PARKING AUDIT MAY 2011

## BACKGROUND

On 22 November 2010, a cycle parking audit was undertaken as part of the West Oxfordshire Sustainable Transport Forum by Jo Sage (OCC) Debbie Haynes (WODC) and Amanda Stribany (local volunteer).

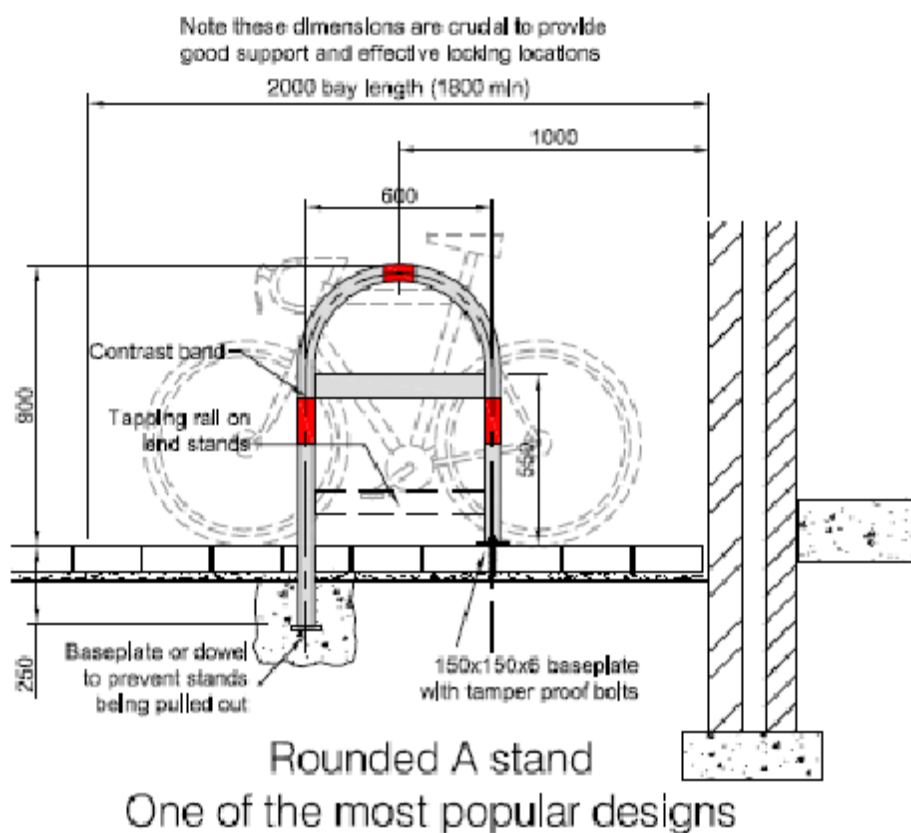
It was found that there was sufficient cycle parking for cyclists in Eynsham; however, some of these facilities are reaching the end of their useful life, or do not meet the current best practice guidance. Potential locations for additional cycle parking were also looked at and noted.

On 18 May 2011, officers from Oxfordshire County Council (Jo Sage, Ian Clarke) met to look at potential cycle parking sites in more detail to determine if they were suitable locations and if so, how many stands would be appropriate. There is a budget of £2,000 for cycle parking Eynsham, provided by Oxfordshire County Council. Eynsham Parish Council has agreed to pay an amount of £250 towards the provision of cycle parking.

This report summarises the existing cycle parking locations across Eynsham and suggests areas where new cycle parking could be provided and sites which may benefit from upgrading.

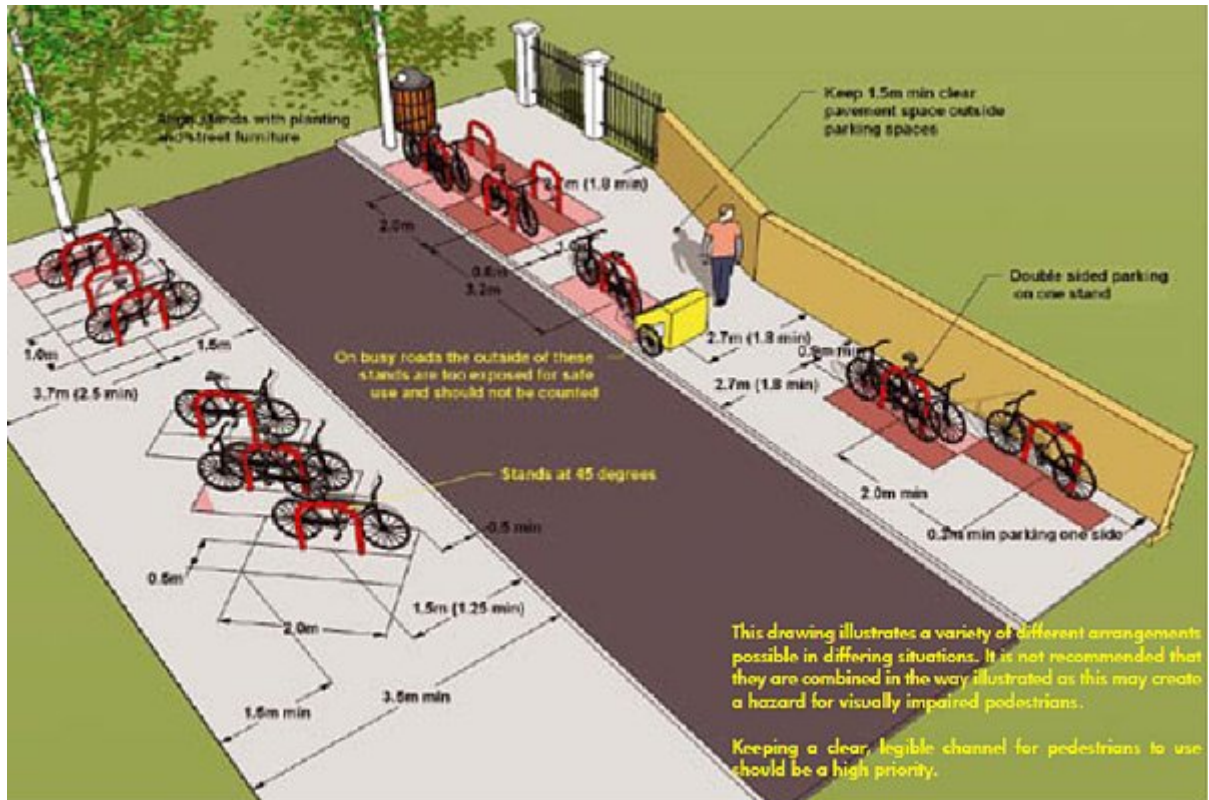
## BEST PRACTICE CYCLE PARKING PROVISION

Dimensions of Cycle Parking Stand Sheffield Stand/A Style Stand:



*Extract from "Cambridge Cycle Parking Guide 2008"*

Possible types of cycle parking on footway/pedestrian spaces.



Extract from "Cambridge Cycle Parking Guide 2008"

## EXISTING CYCLE PARKING

### 1. Back Lane Car Park (photo 1)



There is an area for cycle parking in Back Lane car park (as seen above), however, this is not ideal as bikes left here cannot be attached to anything and therefore are left at the owners' risk. This could



be a reason why people choose not to park their bikes here often. There is potential for cycle parking (two Sheffield stands) to be provided in this 'cycle area' or the alternative option is to provide two Sheffield stands just north of the toilet block, away from the dropped kerb in the car park (photo 2 below). This would then provide the opportunity to extend the 'motorcycle' parking area. This is not Highway land.



## 2. Bartholomew Sports Centre, Back Lane (photo 3)



We agreed no action is required here as there are five existing covered Sheffield stands. This is not Highway land.



### 3. Village Hall, Back Lane (photo 4)



We agreed no action is required here as there are three existing stands. This is not Highway land.

### 4. Co-op, High Street (photo 5)



Outside the Co-op there is one existing butterfly style stand; there is enough space for two Sheffield stands on the same footprint, they would have to be installed parallel to the wall as to allow wheelchairs/trolleys to pass. However, this is not within the highway boundary so permission from Co-op is required and they could also be approached for funding.



5. Village Square, Church Street (photo 6)



There are six existing Sheffield stands located in the Village Square which are well used. It was agreed that no action is required here. These are not on Highway land.

Photo 7



It was noted that if more cycle parking was required in this location, up to four additional Sheffield stands could be placed within the square, however, two planters would have to be relocated. This area is not used for traffic and is all Highway land.

## 6. Library, Mill Street (photo 8)



There are 4 existing butterfly style stands, with room for 4 Sheffield stands on the same footprint. This is not on highway land but the Library is owned by Oxfordshire County Council so permission should be easily sought.

## PROPOSED CYCLE PARKING - New Locations

### 7. Outside shops on Spareacre Lane (photo 9)



It was agreed that up to four Sheffield stands could be accommodated and set at 45 degrees to the Spar shop front. This is within the highway boundary but permission should be sought from the landlord (especially since bins, shopping trolleys and pallets were located here on 18th May).



## Photo 10

An alternative to cycle parking outside the Spar is outside the hairdressing salon on Spareacre Lane. There is space available for up to three Sheffield stands to be located here at a 45 degree angle to the shop front.

However, this is not Highway land and is also the main shop front; therefore, we would need to seek permission from the landowner and the hairdressing salon.



## 8. At bus stops on Witney Road (photo 11)



The bus stops on Witney Road were looked at as possible cycle parking locations. The main issues with this was that at the Witney bound bus stop, the footway was not wide enough to accommodate any cycle stands, and therefore, the stands would have to go on the grass verge so as to not obstruct the footway. This would involve putting tarmac on the verge which would be an additional cost. The group felt that from a cyclists' point of view, this location would be close to cycle stand provision at the Oxford bound bus stop. At the Oxford bound bus stop (photo 11) there is room for three Sheffield stands at a 45 degree angle to the grass verge. This would not obstruct the footway.

## 9. Outside shops on Mill Street (Photo 12)

It was suggested that cycle stands be provided outside the shops on Mill Street, however, this area is used for parking and also is not Highway land.

**Photo 13**



It was agreed that cycle parking could be provided on the build out, just north of the shops. Up to six Sheffield stands could be provided here at a 45 degree angle to the carriageway.

## **CONCLUSIONS**

Across Eynsham there is a sufficient supply of cycle parking, however, the proposals for additional or replacement cycle parking at existing locations will make parking at these locations more functional than at present.

The proposed new locations for cycle parking will provide secure and functional parking at locations where 'fly parking' has been witnessed (locations where cyclists park cycles against existing street furniture), or locations which we feel people may want to cycle to.

The actual placements and numbers of stands may be influenced by the site conditions identified during construction.

It is likely that the cost of providing all of the cycle parking elements detailed in this report will exceed the £2,000 budget. Once the full costing is received this will be used to prioritise sites. Any sites that we do not progress can be placed on a list to collect further developer contributions towards funding these. As yet no priority order has been placed on the cycle parking sites.

JO SAGE, MAY 2011



<b>Site No.</b>	<b>LOCATION</b>	<b>Existing Stands</b>	<b>Proposed Stands</b>	<b>COMMENTS</b>
1	Back Lane Car Park	0	2	Additional. Requires permission.
2	Bartholomew Sports Centre, Back Lane	5	0	No action.
3	Village Hall, Back Lane	3	0	No action.
4	Co-op, High Street	1	2	Replace butterfly stands with Sheffield. Obtain price. Requires permission.
5	Village Square, Church Street	6	>4	Additional.
6	Library, Mill Street	4	4	Replace butterfly stands with Sheffield. Obtain price.
7	Outside shops on Spareacre Lane	0	>4	New – obtain price. May require permission.
8	At bus stops on Witney Road	0	3	New – obtain price
9	Outside shops on Mill Street	0	>6	New – obtain price
	<b>TOTAL SPACES</b>	<b>19</b>	<b>25</b>	