

1. Background

Stevenage SG1 plans are moving at pace meaning the town centre car park provisions are reducing quickly by redevelopments taking the space to bring new residential, office and retail units to the town. With the reducing number of available car parking spaces and the naturally created by the new redevelopments increased footfall in the nearest future, an opportunity has arose for a new multi-storey car park (MSCP) to be built on the current at-grade Station North car park. The area for the new MSCP has been earmarked within Area Action Plan (AAP) and the Local Plan 2031.

This opportunity has given The Council (SBC) a chance to focus the design of the car park not only around replacing the number of the lost car parking spaces in the town centre, but also to improve the offer to encourage residents and visitors to use different transport modes. The main feature right next to EV (electric vehicle) charging points is a provision of a secure cycle storage currently not available anywhere in Stevenage.

2. Cycle Hub Proposal

The cycle hub would be a complimentary facility to the already existing cycle racks by the drop-off point next to the Station North car park. At the moment the only available cycle storage at the railway station is standard bicycle racks which are usually always full (approx. 200). The station management has a lot of reports of theft due to the bikes being easily accessible to anyone and lack of any security measures, which deters a lot of people from using this facility.

The new cycle hub which would be part of the new MSCP will be located on the north side of the MSCP, next to Blue Badge parking bays.

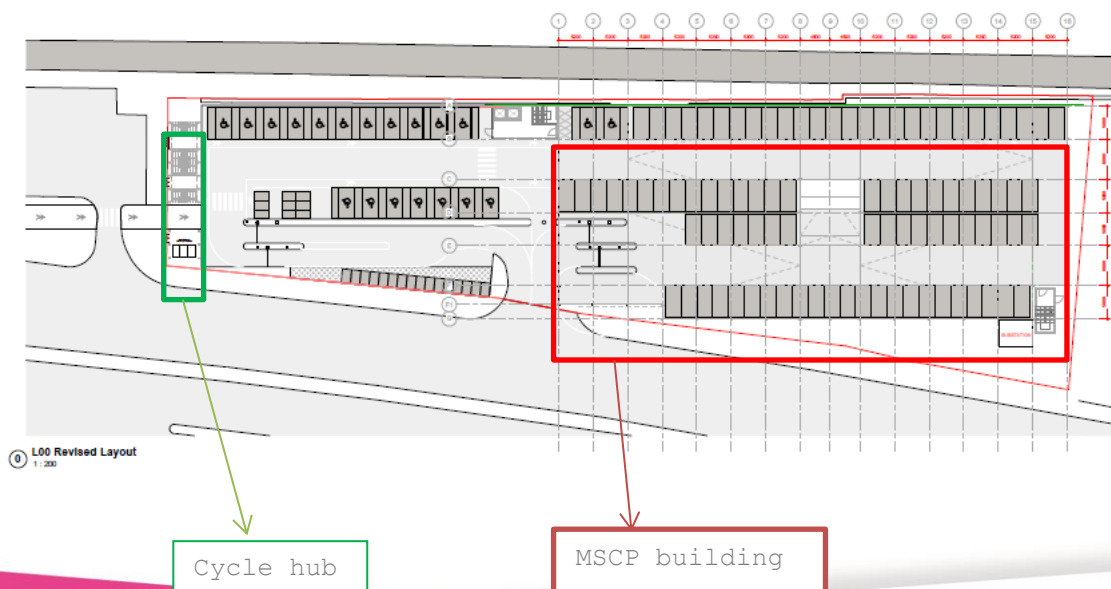


Figure 1. MSCP layout and location of the cycle hub.

The aim for the cycle hub is to be a standalone glass structure which can provide clear visibility. The cycle hub structure will be separated from the main building of the car park as a deliberate decision to improve natural surveillance and activity around the bike store and essentially to deter criminals and make cycle and MSCP users feel safe.

The location of the cycle hub away from the vehicle traffic will enable users a safe and easy access without the need to mix with vehicle traffic. Cyclist will not have to cross the Disabled parking bays, which are also located outside the MSCP building, and will be in the closest proximity to the station and this is where the entrance and exit doors would be located. This will make the facility even more use friendly and time saving to those arriving on bicycles.

Due to the site's irregular shape and the site being narrow on the north of the site, having cycle hub outside the building is also the best practice from a cost and efficiency perspective.

Please see Proposed Bike Hub drawing attached.

3. Cycle Hub Details

Spaces are available on a first come first served basis. During peak times the Cycle Hub may be full. That means even if you are a member but the spaces are full, you will not be able to use the facility despite paying for membership.

Income goes directly to the provider but it could be possible to arrange an agreement for the Council to have a share of profits. It all depends on the demand for secure cycle parking. Usually providers take all the profit as local authorities aim is to provide the public with such facility and the decision is not income driven. The Council become the owner of the facility and in most of the cases does not get any financial benefits from it.

Membership price vary from town to town I.e. Enfield is £25 per annum per space. Only one space per member. However some landlords choose to subsidise the membership fee, reducing the cost for the Members for a fixed term.

Deposit is payable at the start of the Membership for the card key. It is returned when a Member terminates their agreement.

Information provided is based on details sent by Cyclehoop company who are one of a few companies specializing in a provision of various cycle storage solutions.

Cost

The cost is based on a high level estimate and does not take into account any ground studies or surveys which could increase the cost of this project. The

cost for a Cycle Hub for up to 80 bicycles and 3 accessibility bikes is estimated at circa £200,000 (includes product and installation) but the final cost will also depend on the layout of the hub.

The features would include:

- Cycle Hubs provide 24 hour 7 days a week secure access for members to park their cycles.
- Members are provided Key Cards to access the facilities.
- Automated sliding doors for ease of access
- Parking is provided using cycle stands and two-tier racks.
- Ground anchors are provided for non-standard cycles such as cargo bikes, recumbents and tricycles.
- The facility is covered by CCTV and lit at night.
- Free bike pumps and repair tools are provided.

The facility is managed and maintained by the provider, who provide and install Cycle Hubs.



Figure 2. Visual from the station - South façade

The images below present examples of how bicycle hub designs.





Figure 4. Example of a cycle hub interior