

Motorcycle Action Group West Midlands Branch submission regarding Birmingham Cycle Revolution - Cycle Parking 2017

Generated by Colin Brown on behalf of Motorcycle Action Group West Midlands Region

Background

MAG is the UK's foremost riders' rights campaigning body (1). We represent the interests of those using scooters and motorcycles, basing our policy recommendations on data, primarily gleaned directly from documents and references available through official channels.

MAG West Midlands' aim is to responsibly represent its members and the 'every day' riders, and thousands more occasional riders, in the West Midlands. We do not seek preferential treatment for riders – simply a level playing field which fairly reflects the contribution Powered Two Wheelers make to help local authorities achieve its transport goals.

Remit of this submission

MAG West Midlands' response covers:

1. Review of BCC parking policy
2. Review of BCC parking policy delivery
3. Comparison of PTW and Pedal Cycle theft statistics
4. Recommendations

Review of Birmingham City Council Parking Policy

Section 6 of the City Council's parking policy (2) covers "Non-private Car Modes" which includes provision for PTW's and Pedal Cycles.

Section 6.2 covering cycle parking states: "The Parking Policy supports the Council's Cycling Strategy by supporting efforts to encourage greater levels of cycling. Whilst cycling accounts for a relatively small percentage of journeys, the difficulty of finding a safe and secure place to park can often undermine measures to increase the take up of cycling."

Section 6.3 covering PTW parking states: "The City Council acknowledges the air quality and traffic congestion benefits that can arise from the use of certain types of powered two-wheel vehicles (PTWs)"

Policy PNC1 states "The City Council will seek to ensure that appropriate and secure public and private cycle parking is provided to support cycling in the city."

Policy PNC2 states "The City Council will seek to ensure that appropriate and secure public and private motorcycle and cycle parking is provided."

There is therefore a welcome stated parity in terms of policy to provide secure parking facilities for both pedal cycles and PTW's. The benefits of both forms of transport are recognised and MAG is happy that this is a fair and balanced policy.

Review of Birmingham City Council Parking Policy Delivery

Currently there is a proliferation of free, secure parking facilities within the City for cyclists. This consultation demonstrates an ongoing investment in free, secure cycle parking facilities. MAG recognises and congratulates the City Council on providing secure parking provision for cyclists in line with its stated parking policy.

The Policy document lists 27 locations of PTW parking bays with spaces for 168 PTW's at no charge plus 14 paid spaces in pay and display car parks. The table header indicates these facts based on the situation at December 2009.

The Birmingham City Council Website (3) currently lists 20 locations of PTW parking bays with provision of free spaces for just 144 PTW's

Having reviewed all locations stated in the policy document and the current web site, MAG West Midlands can identify 168 current free PTW spaces and 13 paid spaces, but can only identify 5 spaces with any kind of fit for purpose anchor point.

We can therefore see no evidence to support an increase of spaces allocated and no meaningful attempt to deliver secure parking facilities for PTW riders as laid out in policy **PNC2**.

Comparison of PTW and Pedal Cycle Theft Statistics

The below data, taken from a West Midlands Police FOI response (4) shows numbers of PTW and Pedal Cycle thefts recorded by West Midlands Police for the period January 2014 to June 2017.

The data clearly demonstrates that whilst pedal cycle thefts have begun to show a decrease, PTW thefts are increasing at an alarming rate.

Birmingham PTW/Pedal Cycle Thefts

		2014				
		Q1	Q2	Q3	Q4	Total
PTW's		96	111	116	106	429
	% increase on previous year period					
Pedal Cycles		219	310	474	307	1310
	% increase on previous year period					

		2015				
		Q1	Q2	Q3	Q4	Total
PTW's		108	134	135	133	510
	% increase on previous year period	12.5%	20.7%	16.4%	25.5%	18.9%
Pedal Cycles		313	365	282	445	1405
	% increase on previous year period	42.9%	17.7%	40.5%	45.0%	7.3%

		2016				
		Q1	Q2	Q3	Q4	Total
PTW's		113	173	226	117	629
	% increase on previous year period	4.6%	29.1%	67.4%	12.0%	23.3%
Pedal Cycles		248	393	376	221	1238
	% increase on previous year period	20.8%	7.7%	33.3%	50.3%	-11.9%

		2017				
		Q1	Q2	Q3	Q4	Total YTD
PTW's		173	216			389
	% increase on previous year period	53.1%	24.9%			36.0%
Pedal Cycles		304	135			439
	% increase on previous year period	22.6%	65.6%			-31.5%

Recommendations

1. All existing motorcycle parking bays should be provided with suitable, fit for purpose, secure locking facilities.
2. Proposed Cycle Parking facilities are positioned to enable dual use by cyclists or PTW riders
3. Additional opportunities are considered to increase the availability of secure PTW spaces

1. Existing bays

Suitable facilities can consist of ground anchors, rails or ideally captured chain systems.

Examples of ground anchors and rails are shown below, but are available in a number of styles from different suppliers.





MAG West Midlands recommends the use of captured chain systems with helmet lockers as these increase the take up of secure parking as they remove the need for the rider to transport extremely heavy chains and also encourage the use of PTW's as they provide a secure locker for crash helmets and other PPE. Encouraging the use of PTW's addresses other priorities for the Council in terms of reducing congestion and improving air quality



2. Proposed Cycle Facilities

Careful consideration of the chosen locations for proposed cycle parking and suitable signage could easily yield PTW facilities at minimal or no cost.

Examples are:

1. Smallbrook Queensway (CA-02526_S3_06_202): proposal for 2 electric bike charging stands and 4 “M” shaped cycle stands could be dual use by the addition of a dropped kerb to allow PTW access to the location, which is not a pedestrian thoroughfare.

NB: consideration should also be given to charging points for electric motorcycles.

2. Dudley Street (CA-02526_S6_205): proposal of 4 “M” shaped cycle stands could be dual use with addition of a dropped kerb.
3. Kent Street (CA-02526-S3_06_209): proposal for 3 “M” shaped cycle stands could be positioned close to the kerb at the end of the car parking bays so that the wasted triangle of highway can become a secure PTW parking bay
4. Upper Dean Street (CA02526_S3_06_212): proposal for 6 “M” shaped cycle stands could be made dual use by adding a drop kerb and re-locating pedestrian barrier to inside of the racks with single access gap through barrier.
5. Thorp Street (CA-02526_S3_06_214): proposal for 3 “M” shaped cycle stands can all be positioned close to kerb at the end of the car parking bays so that the wasted triangle of highway can become a secure PTW parking bay.
6. Old Square (CA-02526_S3_06_301): proposal for “M” shaped cycle stands could be made dual use by adding a drop kerb and re-locating pedestrian barrier to inside of the racks with single pedestrian access gap through barrier.
7. Sheepcote Street (CA02526_S3_06_401): proposal for 3 “M” shaped cycle stands can all be positioned close to kerb at the end of the car parking bays so that the wasted triangle of highway can become a secure PTW parking bay.
8. Broad Street (CA02526_S3_06_407): proposal for 2 “M” shaped cycle stands at junction with Sheepcote Street could be dual use by positioning close to kerb
9. Ledsam Street (CA02526_S3_06_416): proposal for 3 “M” shaped cycle stands appear to be on a new buildout. Cycle stands can be positioned close to kerb at the end of the car parking bays so that the wasted triangle of highway can become a secure PTW parking bay
10. St Vincent Street (CA02526_S3_06_420): proposal for 8 “M” shaped cycle stands can be dual use by adding a drop kerb
11. Canal Square (CA02526_S3_06_422): proposal for 8 “M” shaped cycle stands – the 4 stands close to Browning Street can be placed close to existing drop kerb to allow for dual use.
12. Ryland Street (CA-02526_S3_06_423): proposal for 2 “M” shaped cycle stands could be placed close to kerb at either end of the car parking bay so that the wasted triangle of highway can become a secure PTW parking bay.

13. Vyse Street (CA-02526_S3_06_504): proposal for 2 new free standing cycle hoops – just legitimise unofficial dual use already taking place.



14. Northampton Street (CA-0256_S3_06_505): proposal for 3 “M” shaped cycle stands can be made dual use by addition of a dropped kerb
15. Newton Street (CA-02526_S3_06_601): proposal for 3 “M” shaped cycle stands can be made dual use by addition of a dropped kerb
16. Margaret Street (CA-02526_S3_06_602): proposal for 3 “M” shaped cycle stands could be placed close to kerb at either end of the car parking bay so that the wasted triangle of highway can become a secure PTW parking bay.
17. Jericho Foundation (CA-02526_S3_614): proposal for 2 “M” shaped cycle stands and 1 sign post/guard rail mounted hoop could be placed close to kerb at either end of the car parking bay so that the wasted triangle of highway can become a secure PTW parking bay.



18. Digbeth (CA-02526_S3_06_701): proposal for 8 “M” shaped cycle stands could be made dual use by adding a drop kerb and re-locating pedestrian barrier to inside of the racks with single pedestrian access gap through barrier.
19. High Street Deritend (CA-02526_S3_06_702): proposal for 9 “M” shaped cycle stands could be made dual use by adding a drop kerb and re-locating pedestrian barrier to inside of the racks with single pedestrian access gap through barrier.
20. Fazeley Street (CA-02526_S3_06_702): proposal for 3 “M” shaped cycle stands appear to be on a new buildout. Cycle stands can be positioned close to kerb at the end of the car parking bays so that the wasted triangle of highway can become a secure PTW parking bay
21. Coach Station (CA-02526_S3_06_704): proposal for 4 “M” shaped cycle stands could be made dual use by adding a drop kerb and re-locating pedestrian barrier to inside of the racks with single pedestrian access gap through barrier.

22. Eastside Cardigan Street (CA-02526_S3_06_706): proposal for 3 “M” shaped cycle stands could be placed close to kerb at the end of the loading bay so that the wasted triangle of highway can become a secure PTW parking bay.
23. Eastside Park Street (CA-02526_S3_06_708): proposal for 3 “M” shaped cycle stands could be made dual use by adding a drop kerb and re-locating pedestrian barrier to inside of the racks with single pedestrian access gap through barrier.
24. Eastside (CA-02526_S3_06_709): proposal for 4 “M” shaped cycle stands can be made dual use by addition of a dropped kerb
25. Eastside Woodcock Street (CA-02526_s3_06_710): proposal for 4 “M” shaped cycle stands can be made dual use by addition of a dropped kerb
26. Mason Way (CA-02526_S3_06_806): proposal for 5 “M” shaped cycle stands could be placed close to kerb at the end of the car parking bays so that the wasted triangle of highway can become a secure PTW parking bay.
27. Bell Barn Road (CA-02526_S3_06_807): proposal for 3 “M” shaped cycle stands could be made dual use by adding a drop kerb and re-locating pedestrian barrier to inside of the racks with single pedestrian access gap through barrier.
28. Blucher Street (CA-02526_S3_06_809): proposal for 4 “M” shaped cycle stands could be placed close to kerb at the end of the loading bay so that the wasted triangle of highway can become a secure PTW parking bay.
29. Holliday Street (CA-02526_S3_06_810): proposal 3 bollard mounted cycle hoops could be made dual use by adding a dropped kerb

4. Additional Opportunities

Any location with car parking bays protected by build outs present an opportunity to create a dedicated PTW secure parking space by the simple addition of bollard mounted devices like the example below:



The introduction of charging points should also not be overlooked for electric PTW's.

Electric PTW's provide all the benefits of zero emission electric cars but with the added congestion busting benefits that are not offered by dual track electric vehicles. Embracing this opportunity should be at the forefront of the City Council's thinking.

Charging point design should combine secure parking design principles.



References

1. <http://www.mag-uk.org/>
2. https://www.birmingham.gov.uk/downloads/file/1692/a_parking_policy_for_birmingham
3. <https://www.birmingham.gov.uk/motorcycleparking>
4. https://www.whatdotheyknow.com/request/motor_vehicle_theft_statistics#incoming-1027959