

Cycle Parking Survey and Count in Petersfield

Summary and Recommendations

Context. This report describes the findings from a survey of bicycle parking in Petersfield. This was undertaken in response to a request from Hampshire County Council (HCC) to assess the usage of cycle parking stands in the Town Centre. Three volunteers from the local community gave their time to count parked cycles at sites throughout the Town in March and June 2023, to prepare an audit of cycle parking facilities, and to write this report.

The Location and Quality of Public Cycle Parking Stands. This survey found public cycle parking stands at 34 locations throughout Petersfield which provide space to park up to 458 cycles. This includes stands at 14 sites in the Town Centre which provide space for up to 99 cycles. The location of each cycle parking facility is listed in Table 5, on Page 12, and recorded on maps which can be found towards the back of this report. Photographs of the stands are presented in an appendix.

The findings suggest that cycle users are likely to encounter difficulties with about 50% of the stands, because their cycle may topple, or access to a stand is obstructed, or it may not be possible to secure their cycle, or the site is likely to be regarded as insecure. Some of the cycle parking is in the wrong place.

There is little covered cycle parking in the Town, especially in the Town Centre. E-bikes are considerably more expensive than conventional cycles and they are more susceptible to damage from water ingress. The provision of covered cycle parking facilities would increase the likelihood that people will choose to cycle.

Provision Compared to Demand. The counts of parked cycles has provided a rough indication of provision compared to demand. The location with the highest count was the Station, but the number of cycles counted here was substantially lower than in 2018. The counts at the Taro Leisure Centre and the Community Centre each reached double figures on one day. In the Town Centre, the highest counts were found on the stands in the High Street outside the Dog's Trust and against the railings outside Waitrose.

Cycle Parking at Schools and at the Employment Sites in Bedford Road. A count was undertaken at four schools in Petersfield. On the day of the count, about 6% of the pupils travelled by bike to one of the schools, but the figures for the other schools were lower than the Hampshire average (4% for ages between 4 to 16 years). Rates of child cycling in the UK compare poorly with the Netherlands, where about 50% of 12-17 years olds cycle to school.

A brief and informal cycle count was also undertaken at businesses premises in Bedford Road.

Recommendations:

1. When procuring stands, close attention should be paid to the design of the stands to ensure that they are fit-for-purpose.
2. Cycle parking should be where people need it, rather than where it can be quickly and conveniently installed. It should be close to the entrances of popular destinations and provided at regular intervals in popular areas, such as along the Town Spine (the High St, the Square, Chapel St, Lavant St and part of St Peter's Rd).
3. All tiers of local government should work together and contribute to a rolling programme of improvements to the public cycle parking in Petersfield so that it is convenient, safe and secure. Each tier has a role in this in that they are either the transport authority, or a planning authority, or they control some of the relevant sites. However, the top priority should remain the planned improvements to junctions and roads, as the prime disincentive to cycling in Petersfield is that many junctions and roads feel dangerous.
4. Locations for covered and secure cycle parking at key destination in the Town should be investigated. The roof of the cycle parking shelters at the Station should be improved.
5. Regarding the stands recently installed by HCC; additional capacity should be provided outside the Dogs Trust in the High Street, while less is needed in Dragon Street. The layout of the area outside Cubitt & West should be improved. The stands near the Library and the Cloisters Cafe are satisfactory.
6. The following topics deserve further investigation: i) the reduction in cycles parked at the Station, ii) the low count at some schools, iii) the poor cycle parking facilities for commuters in Bedford Road.

1 Introduction

This report describes a survey of bicycle parking facilities in Petersfield, together with a count of parked bicycles. This survey and count was undertaken by three residents who volunteered their time in response to a request from Hampshire County Council (HCC) via EHDC's Petersfield Placemaking Initiative. HCC's original request was to undertake a count parked cycles in the Town Centre, but the volunteers took it upon themselves to expand the scope to include cycle parking facilities throughout the Town, to prepare an audit of cycle parking facilities and to write this report.

HCC wish to widen participation and broaden the appeal of walking and cycling as a natural travel choice. The availability of suitable cycle parking influences decisions about whether to cycle and it reduces the chances of a bicycle being stolen. Recognising this, HCC have made a policy commitment to ensure appropriate cycle parking is provided at key destinations (e.g. high streets, education establishments, and new developments)¹.

This report was prepared by Gethin Morgan-Owen (Petersfield resident and active travel campaigner), who received assistance from other local cycle users, most notably from Mike Lynch and Anthony Allen.

The author would also like to record his appreciation for the support and encouragement received from HCC's transport planners. EHDC's GIS Team kindly provided the maps in the background of Figure 5 and Figure 6. Note that the views and recommendations expressed in this report are entirely those of the volunteers who prepared this report.

This report contains some large tables and maps, which are presented in landscape orientation on pages 13 to 16 which are towards the back of this report. Section 2 contains the findings from a survey of public cycle parking facilities. The results from a count of cycles at public cycle parking facilities during March and during June 2023 are presented in Sections 3 and 4. A count of cycles parked at Schools is described in Section 5. Section 6 describes a count of parked cycles at the employment sites in Bedford Road. An appendix, which is in a separate file, contains photographs of the stand at public cycle parking facilities, together with examples of casually parked cycles, that is cycles parked against a wall or railing, or similar, rather than against a stand.

2 Survey of the Cycle Parking Facilities in Petersfield

2.1 Overview of the Town's Cycle Parking Facilities

This survey found that cycle parking facilities are available to the public at 34 locations throughout Petersfield. These locations are identified in Table 5 on Page 13 and illustrated in maps, see Figure 5 and Figure 6, which can be found in Section 7.

New stands were installed recently by HCC at 5 locations in the Town (a shortage of cycle parking along the Town Spine having been noted in HCC's 2018 study²). A column in Table 5 identifies the location of the new stands. Another column shows the capacity of each stand.

Table 2 provides a summary of Table 5. The thirty-four public cycle parking stands located throughout the Town provide a capacity for up to 458 cycles³. The stands at 14 sites in the Town Centre provide a capacity for up to 99 cycles.

Table 1 and Table 5 only include the cycle parking facilities which are accessible to the public. Private cycle parking at schools is discussed in Section 5 and private parking at employments sites in Bedford Road is discussed in Section 6.

¹ Hampshire County Council, Draft Local Transport Plan 4, April 2022.

² Hampshire County Council, Technical Transport Study for Petersfield Town, August 2018.

³ The capacity of each Sheffield Stand is normally assumed to be 2 cycles (one cycle on each side). However this is not achievable with some types of cycle, especially when using D-locks rather than cable locks. The real capacity is often significantly less than is indicated by this rule-of-thumb.

2.2 Assessment of Fitness-for-purpose

The fitness-for-purpose of the cycle stands was assessed in terms of their design (their shape), the adequacy of the space around the stands, and the security of the site. The following criteria were used:

- Dimensions of the stands (only applies to Sheffield Stands, as illustrated in Figure 1 overleaf):
 - Horizontal length: 0.7 to 1.0 metre.
 - Height: more than 0.6 metre (in the case of triangular stands, the height was taken where the horizontal length is more than 0.7 m).
 - Spacing (horizontal distance between adjacent stands): 0.9 to 1.5 metre.
 - Clearance (horizontal distance between stand and an adjacent object): more than 0.6 metre.

Unless these dimensions are followed, some bicycles will not be stable, or there may not be sufficient space to park conventional bikes. Trailer cycles, tricycles and cargo cycles require additional space but have not been considered here.

- Security: the ability to be able to lock the cycle frame to the stand using a “D” lock. Locking a single wheel to a stand is not sufficient as wheels can be quickly detached from the frame. In places with a high prevalence of theft, people may use two “D” locks, or an additional cable lock to secure the wheels.
- The location should have good natural surveillance, ie in a busy area or overlooked by occupied buildings, or covered by CCTV. The location should be well lit.

Id	Criteria	No of locations	Capacity (cycles)
1	Sites with public cycle parking in the Town	34	458
2	Sites with public cycle parking the Town Centre	14	99
3	Sites with public cycle parking on the Town Spine	5	40
4	All weather public cycle parking in the Town	3	30
5	All weather public cycle parking in the Town Centre	1	5
6	Sites where stands were assessed as not fit-for-purpose	18 18/34 = 53%	125

Table 1: The quantity and capacity of cycle stands in Petersfield. This is a summary of the numbers from Table 5.

The absence of these features is likely to encourage cycle theft. Cycle thieves make good use of modern technology to assist with their crimes, including the use of portable angle grinders to cut through locks and social media to advertise stolen cycles. Cycle theft increased by 13% over a year in Hampshire (for the year ending September 2022⁴). Furthermore, no suspect was identified in 96% of reported bicycle thefts in Hampshire for the year ending July 2022⁵. These statistics indicate that people have good reason to be concerned that their bicycle may be stolen.

The criteria above were based on guidance provided by the Bicycle Association⁶ and London Cycling Design Standards⁷. These document identify many other criteria, but these judged to be the most relevant. Guidance about design principles and best practice for cycle parking facilities can also be found in numerous other publications, see for example the publications listed in Footnotes 8 and 9.

⁴ ONS, Crime in England & Wales, year ending September 2022.

⁵ The Guardian, 2 Jan 2023.

⁶ Bicycle Association, Standards for Public Cycle Parking, June 2021.

⁷ Transport for London, London Cycling Design Standards, Chapter 8 Cycle Parking, Version 2, 2016.

⁸ DFT, Cycle Infrastructure Design, LTN 1/20.

⁹ John Parkin, Designing for Cycle traffic, ICE publishing, 2018, Chapter 12.

2.3 Many Stands Are Not Fit-for-purpose

A column in Table 5 records whether the cycle stands at each site complied with the criteria described above. Stands do not meet the fitness-for-purpose criteria at more than half the sites. At these sites, cycle users are likely to encounter difficulties because their bicycles may tend to topple, or there is insufficient space to park a bicycle, or users may be unable to secure their cycle, or they are likely to regard the site as insecure.

It is not possible to use a D-lock to securely fix the bicycle frame to the following types of cycle stand:

- Stands that only support the front wheel. These may be of metal construction, as shown in Figure 2, or the old fashioned concrete block type, which can be found at the Swan Street Surgery, at the Herne Farm Leisure Centre and outside St Peter’s Church, see Figure 3.
- The Erlau Pedalo cycle stands use a rubber “claw” to grip the frame, as shown in Figure 4. These stands have been installed near the Festival Hall and at the Love Lane Sports Ground. The claw weakens with age such that after a few years they no longer grip the cycle to prevent it falling over.

The following three sites were judged to lack adequate natural surveillance such that they were insecure: the courtyard of Dolphin Court, outside St Peter’s Church, and at the Avenue Pavilion.



Figure 1: a row of Sheffield stands



Figure 2: stands that only support the front wheel



Figure 3: old concrete stands which only support the front wheel



Figure 4: Pedalo stands made by Erlau. These have a rubber “claw” that clamps the seat tube.

2.4 Gaps Between Supply and Demand

Cycle parking should be where people need it, rather than where it can be quickly and conveniently installed. It should be close to the entrances to popular destinations and it should be provided at regular intervals in

popular areas, such as the Town Spine. Despite the recent installation by HCC of stands, the cycle parking on the Town Spine is not adequate. It is appreciated that narrow streets and pavements create a constraint, but where space is found for vehicle parking, space should also be found for cycle parking. Currently, vehicle parking is prioritised over cycle parking, with a large proportion of public space dedicated to vehicle parking in the Town Centre. HCC have acknowledged that, in Hampshire, a significant re-allocation of road space away from cars is likely to be required in order to address increasing congestion and climate challenge¹⁰.

Here are some examples of stands which are at a poor locations:

- The 10 stands in the Swan Street Car Park are some distance from shops and there is a lack of surveillance. These stands appear to be under-utilised.
- The cycle parking for the M&S Store should be near the front entrance not be in car park to the rear. The stands are partially hidden behind a trolley shelter and are sometimes obstructed by parked cars, see Figure 10 in the Appendix.
- There is excess capacity in Dragon Street. Two or three of the stands recently installed outside No 45 could be re-used elsewhere.

The following is a list of key destinations where there is insufficient public cycle parking, or none at all:

- The Hospital (public parking stands are not provided but a cycle shelter is provided for staff. Casual parking is common, see Figure 48 in the Appendix).
- The Swan Street Surgery. Insecure front wheel supporting stands are obstructed by old concrete stands, see Figure 41 in the Appendix.
- The Heath, where public cycle parking is not provided, but where temporary stands were hired during the Eco-Fair in 2022.
- The Festival Hall¹¹
- Petersfield Outdoor Pool¹²
- Chapel Street (the nearest cycle parking is about 70 metres away in the Swan Street Car Park).
- Lavant Street (the nearest parking is about 20 metres away in the Swan Street Car Park).
- The east side of Dragon Street near the junction with Heath Road.

Cycle parking in the Town Centre has been installed in a piecemeal manner. Some of the cycle parking is in the wrong place, such as in car parks, or in secluded and hence insecure places with the result that this capacity is underused. Some underused stands could be repositioned closer to amenities. To avoid the placing of stands whose design is not fit-for-purpose, in inappropriate locations, the provision of public cycle parking in the Town Centre should be planned in a more systematic manner.

2.5 Covered Cycle Parking and Parking

It is unpleasant to mounting a cycle with a saddle which is wet from rain. After exposure to rain, the moving parts, such as the chain, should be lubricated. E-bikes are considerably more expensive than conventional cycles and their batteries, motors, and electronic controls may be damaged by water ingress. However there is little all weather (covered) cycle parking in the Town, especially in the Town Centre. These common sense factors all point to the need for more covered cycle parking where residents can leave cycles all day in the knowledge that they will be secure and dry. Academic research has confirmed that cycle users value covered

¹⁰ HCC, Draft Local Transport Plan 4 (LPT4), April 2022, Page 43.

¹¹ The SDNPA's Guidance on Parking for Residential and Non-Residential Development, Supplementary Planning Document (April 2021), provides guidance on the appropriate capacity of cycle parking needed at sui generis (unique) establishments including concert halls. If a capacity of 500 people is assumed for the Hall, with 12 staff on duty, then this document suggests that cycle parking is needed for 20 conventional cycles, with additional capacity for oversized bikes. Currently capacity is provided for only 3 cycles on stands which are insecure, see Figure 19 in the Appendix.

¹² Referring to the SDNPA Parking Guidance quoted above, the most appropriate use class for the Pool appears to be E (commercial, business and service). If a capacity of 100 people is assumed, with 4 staff on duty, then the calculation suggests that cycle parking is needed for 5 conventional cycles, with additional capacity for oversize bikes.

cycle parking and bike lockers over simple cycle parking, without weather protection, and that weather protection increases the likelihood of cycling to work¹³.

The large cycle parking facility at the Station has a roof but no walls, or gutters, and is in an exposed location. As a consequence, the roof does not prevent rain from falling on the cycles parked underneath, see Figures 37-39 in the Appendix.

Many people park their bicycles against the railings outside Waitrose, see Figure 44. Six bicycles were recorded here after a rain shower in March. This suggests that this site may be popular because a high footfall provides natural surveillance but also because it is partially covered (cycles parked here remain dry on rainy days, except when the wind is from the north).

Long stay covered parking can be located further from destinations, but good security is essential¹⁴.

2.6 Public Cycle Parking Provided in New Developments

The planning process has helped to provide some useful public cycle parking in Petersfield. While the cycle parking installed as part of the recent Aldi development is excellent, other cycling parking installations have been less successful. The stands in the courtyard of Dolphin Court (see Figure 2 in the Appendix) lack natural surveillance and hence some may feel that cycles parked here may be stolen. The covered cycle shelter in the car park of Parker's Trade Park in Bedford Road is prone to puddling and was found to be strewn with litter, see Figures 32 and 33 in the Appendix.

2.7 Parking for Oversized Bicycles

E-bikes are increasingly popular. The same technology is being used to assist with the propulsion of various designs of oversized bikes, such as cargo bikes and e-tricycles (see Figure 49 in the Appendix). Some provision should be made in the Town Centre for parking oversized bicycles.

3 Count of Parked Cycles in March 2023

A count of parked bicycles was undertaken on two days in March 2023. This was the same month as that for a count five years previously by HCC in 2018, see Footnote 2. The March 2023 count covered 15 sites in the Town Centre, together with Station. In addition, casually parked cycles were counted on the Town Spine and outside Waitrose.

The results are shown in Table 6 on Page 16. About 50 cycles were counted on each day, of which about 35 were at the Station. The number at the Station was substantially less than the 240 cycles counted in 2018.

The reason for the substantial reduction of cycle parking at the Station has not been investigated. Perhaps this is due a change in travel patterns caused by the COVID-19 pandemic. It could be the case that in Petersfield there are a significant number of contractors who have professional occupations who previously cycled to the Station, but now have flexibility to work at home. Another factor could be a general decrease in passenger numbers caused by strikes by rail workers during 2022-23. Possibly more people are using folding bicycles which can be carried onto a train rather than being left at the Station, where the parking facilities do not provide effective protection from rain.

4 Count of Parked Cycles in June 2023

A count of parked bicycles was undertaken on two days in June 2023. This covered all of the 34 sites identified in Table 5. In addition, casually parked cycles were counted along the Town Spine and outside Waitrose. The counts were undertaken between 10:30 and 12:00 AM during the middle of week, on the 6th (Tuesday) and on the 7th (Wednesday). One enumerator travelled on foot to cover the Town Centre, with two additional cycling enumerators covering the east and west zones. The full results are shown in Table 2 and a summary is provided in Table 3.

¹³ Ralph Buehler & John Pucher, *Cycling for Sustainable Cities*, MIT Press, 2021, Chapter 6.

¹⁴ See Chapter 11 of Local Transport Note (LTN) 1/20.

A total of 65 cycles were counted on Tuesday and 74 on Wednesday, which is market day. The location with the highest count was the Station. The counts at the Taro Leisure Centre and the Community Centre each reached double figures on one of the days. In the Town Centre, the highest counts were found on the stands in the High Street outside the Dog's Trust and against the railings outside Waitrose. While there was spare capacity outside the Dog's Trust on the day of the count, it has been noted that these stands are often full. Additional capacity is needed at this location.

The count suggests that there may be excess capacity at the replacement stands in Dragon Street which are only lightly used, which is not surprising as the heavy traffic (in cycling terms) and the granite setts in Dragon Street discourage cycling.

It is likely that the new stands outside Cubbitt and West would see more use if the layout of this area was improved. The stands are too close to a bench and the space is usually cluttered with "A" frames. Occasionally these stands are obstructed by a busker, a charity stand, or a gazebo (during the Spring Festival in 2023), see Figures 12 to 14 in Appendix A.

Only one of the three Sheffield stands outside the library has been accessible since repairs started on the Library in the early summer and this will have reduced the count at this location.

The June count was about 20% higher than the March count (at the sites which were surveyed in both March and June).

About 10% of the cycles counted were e-bikes, suggesting that there is scope for a large increase in trips using e-bikes.

The figures presented in Table 2 should be interpreted with care. These figures can provide a rough indication of provision compared to demand at some sites, depending on the type of destination, but not at others. People arriving at their place of work will leave their bikes at the beginning of the day and collect them to go home, whereas people parking cycles outside may stay for only 10-20 minutes, with a stand used by others during that day and the level of demand varying through the day. Cycle stands outside halls and churches will only be used when an event is in progress and so may be empty for most of the time, but may see high demand during a popular event. A count of parked cycles based on a single sample on a single day may reveal how many people have commuted to a work place, or to a school, but this will not reveal the number visiting a retail site in the course of a day. Nor will this necessarily indicate the demand for cycle parking at a site, since demand at some sites may be suppressed if the key needs of the cycle users are not fulfilled (see Section 2), or if the route to the site is viewed as being unsafe, as is likely to be the case at the Beefeater Restaurant.

A survey using the "beat" approach could provide more data at locations where short stay parking is prevalent. This involves regular counts across groups of sites over the course of a day.

An enumerator noted that only a foolhardy person would choose to cycle to the Beefeater Restaurant, the Premier Inn or McDonalds in view or the heavy and fast traffic near the Winchester Road - A3 roundabout, combined with a complete lack of cycling infrastructure. For most people, this part of Petersfield is a no-go-zone for cycling, although it is likely that employees who live locally may wish to cycle to this location.

Id	Site	Location	Zone within Town	Type of stand	Cycle count on Tuesday 6th June			Cycle count on Wednesday 7th June			Remarks
					Time	No of cycles, including e-bikes	No of e-bikes	Time	No of cycles, including e-bikes	No of e-bikes	
1	Pavement near back entrance to Nat West	Central Car Park	Centre	Existing stand	11:04	0	0	11:14	2	0	
3	Dolphin Court, in the yard behind	Dragon Street	Centre	Existing stand	10:35	0	0	10:50	0	0	
3	No 45, Signature Kitchen Design	Dragon Street	Centre	New stand (replacement)	11:08	1	0	10:48	1	0	
4	Red Lion car park near entrance	Dragon Street	Centre	Existing stand	11:10	0	0	11:24	0	0	
5	No 31, the Dogs' Trust, pavement outside	High Street	Centre	New stand (replacement)	11:07	5	0	11:11	2	0	
6	Hoops Cycles, near side entrance	Hobbs Lane	Centre	Existing stand	10:43	0	0	11:14	0	0	Wednesday: stands were inaccessible because glaziers working nearby.
7	Near Studio Sixteen (towards Lavant St)	Swan Street Car Park	Centre	Existing stand	10:43	0	0	11:08	0	0	
8	Towards Chapel St	Swan Street Car Park	Centre	Existing stand	10:59	1	0	11:07	1	0	
9	Museum	Saint Peter's Rd	Centre	Existing stand	10:38	1	0	10:53	2	1	
10	M&S car park	Saint Peter's Rd	Centre	Existing stand	10:35	0	0	10:51	0	0	
11	Cloisters Café, near the exterior tables	The Square	Centre	New stand	10:40	2	1	10:58	0	0	
12	Cubitt & West, on pavement nearby	The Square	Centre	New stand	10:45	2	1	14:01	3	0	
13	Peter's Church, north side	The Square	Centre	Existing stand	10:48	1	0	10:58	0	0	
14	Library, on pavement outside	The Square	Centre	New stand	10:42	1	0	10:58	1	0	On-going building repairs to the Library. Only one stand accessible.
-	Waitrose, railing outside	Central Car Park	Centre	No stand - casual	11:02	2	0	11:12	5	2	
-	Outside Pickett & Pursers	Central Car Park	Centre	No stand - casual	11:04	1	0	-	0	0	
-	Outside Liphook Valet	Chapel St	Centre	No stand - casual	-	0	0	11:05	1	0	
-	Outside Rowans Charity Shop	Chapel St	Centre	No stand - casual	10:52	1	0	-	0	0	
-	Outside public WCs	St Peters Rd	Centre	No stand - casual	-	0	0	10:59	1	0	
-	Railings on north side of the Square	The Square	Centre	No stand - casual	11:05	0	0	11:16	1	0	On the railings on north side of the Square on Market Day
-	Railings near the Post Office	The Square	Centre	No stand - casual	10:42	0	0	11:02	2	1	
15	United Reformed Church (and Hall)	College Street	East	Existing stand	11:01	0	0	10:57	0	0	
16	NW of the Festival Hall	Festival Hall Car Park	East	Existing stand	10:45	0	0	10:40	0	0	
17	SE of the Festival Hall	Festival Hall Car Park	East	Existing stand	10:46	0	0	10:40	0	0	
18	Community Centre	Love Lane	East	Existing stand	11:03	1	0	11:00	10	1	
19	Little Gems Nursery, outside entrance	Love Lane	East	Existing stand	11:05	0	0	11:01	0	0	
20	Love Lane Sports Ground	Love Lane Car Park	East	Existing stand	11:06	0	0	11:02	0	0	
21	Coop Store	Moggs Mead	East	Existing stand	10:40	0	0	10:35	0	0	
22	Herne Farm Leisure Centre	Moggs Mead	East	Existing stand	10:42	0	0	10:37	0	0	
23	Taro Leisure Centre	Penns Place Rd	East	Existing stand	10:35	7	1	10:31	11	1	
24	The Avenue Pavilion Car Park	The Avenue	East	Existing stand	10:50	0	0	10:42	0	0	
25	The Grange Surgery	The Causeway	East	Existing stand	10:55	0	0	10:50	1	1	
26	Tesco	The Causeway	East	Existing stand	10:57	3	2	10:51	0	0	
27	Parkers Trade Park Car Park	Bedford Road	West	Existing stand	11:30	0	0	11:20	0	0	Floor of shelter littered with cigarette butts & litter.
28	Aldi	Frenchman's Rd	West	Existing stand	11:15	0	0	10:55	0	0	
29	Lidl	Station Road	West	Existing stand	11:12	0	0	10:52	0	0	
30	Methodist Church	Station Road	West	Existing stand	11:00	0	0	10:55	0	0	
31	Petersfield Station Car Park, east side	Station Road	West	Existing stand	11:05	35	1	10:50	28	1	6th: 23 bicycles in the open area, 12 in the locked compound including the e-bike. 7th: 19 bicycles in the open area, 9 in the locked compound including the e-bike.
32	Petersfield Station, stands on platform on the west side	Station Road	West	Existing stand	11:10	0	0	10:45	1	0	Industrial action had taken place recently: 31 May (ASLEF union), 2 June (RMT union), 3 June (ASLEF union)
33	Swan St Surgery Car Park	Swan Street	West	Existing stand	11:20	1	0	11:00	1	0	One bike in the staff car park at the back where there is a front wheel only stand with space for 2 bikes.
34	Beefeater Restaurant, Buckmore Farm	Winchester Rd	West	Existing stand	12:05	0	0	11:30	0	0	This location cannot be accessed safely when cycling.

Table 2: Cycles counted at public stands in June 2023. This count covered 34 sites throughout Town, as well as casually parked cycles in the Town Spine Centre. The weather was warm (about 20°C), sunny and dry on both days.

Id	Criteria	Cycle count on Tuesday 6th June	Cycle count on Wednesday 7th June
1	Total number of cycles parked	65	74
2	Total number of cycles parked excluding those parked at the Station	30	45
3	Total number of cycles parked in the Central Zone	18	18
4	Total number of cycles parked in the East Zone	11	11
5	Total number of cycles parked in the West Zone (includes the Station)	36	36
6	Total number of cycles parked at the Station	35	29
7	Total number of cycles parked on stands on the Town Spine	12	12
8	Total number of cycles parked on stands in the Town Centre	14	12
9	Total number of cycles parked casually in the Town Centre	4	10
10	Total number of e-cycles parked (e-cycles are included in the figures above)	6	8

Table 3: Summary of results from the count in June 2023

5 Count of Parking Cycles at Schools

A count was undertaken at four schools in June 2023. The findings are shown in Table 4. Three schools were visited on 6th June and one on 7th June.

Site	Capacity (cycles)	Total No of bikes including e-bikes	Total No of E-bikes	Remarks
<u>The Petersfield School</u> Counted at 09:40 on Tuesday 6th June 2023	40	10	0	
<u>Petersfield Infant School</u> Counted at 10:10 on Tuesday 6th June 2023	28	20	0	
<u>Herne Junior School</u> Counted at 14:30 on Tuesday 6th June 2023	40	8	0	
<u>Churcher's College</u> Counted at 9:55 on Wednesday 7th June 2023	10	10	0	Exams have started so not all years are in School (attendance starts to reduce from late May).

Table 4: Findings from count at four schools in June 2023

A total of 48 cycles were counted. The highest count was found at Petersfield Infant School. This finding was unexpected as the levels of cycling are normally higher at secondary school rather than junior schools.

The quality and quantity of the cycle stands and storage appeared to be adequate, although there did not appear to be any spare capacity at Churcher's College.

Assuming that there were 330 pupils attending Petersfield Infants School in the day of the count, then about 6% of the pupils travelled by bike. Assuming that more than 1000 pupils were in school at TPS on the day of the count, a count of only 10 cycles suggest that no more than 1% of the pupils cycled. According to HCC School Census data, about 4% pupils aged 4 to 16 years travel cycle to school¹⁵. Note that in the Netherlands about

¹⁵ Quoted in HCC, Draft Local Transport Plan 4, Evidence Base – Facts and Figures, March 2022.

50% of 12-17 years olds cycle to school¹⁶. There are likely to be many factors other than the adequacy of the cycle storage which influence the number of pupils who cycle to school. Examining these factors is beyond the scope of this report, but it is likely that a lack of safe cycling routes is a key factor. In the case of Churcher's, the extensive catchment area may be a factor.

6 Count of Parking Cycles at Employment Sites in Bedford Road

A brief and informal cycle count was undertaken at businesses in Bedford Road in June 2023. Travelling on a bike, a volunteer inspected the car parks and areas adjacent to the front of buildings, or in some cases made ad-hoc enquires at reception desks (without a prior enquiry or contact). Bedford Road accommodates a variety of business, some office based, some with workshops, some with production lines, some warehouses and some retail. It is possible that a few bicycles were parked within buildings which house workshops.

Only 14 cycles were counted. The impression was gained that few business (or their landlords) have made any attempt to encourage cycling, with the use of private car being the dominant mode of transport for those working in Bedford Road. However 7 of those 14 cycles were found at one office, giving the impression that perhaps this was a cycle-friendly employer, who may be exceptional in this respect.

A volunteer noted that the walking and cycling connections to the Town have been neglected (the paths/tracks connecting Bedford Road to The Mead, Buckingham Road and Noreuil Road). Similarly the footways in much of Bedford Road are in a poor state of repair, as highlighted in a recent walking audit . This has created a partial severance between the main employment area in the Town and the Town Centre and the residential areas, such that reliance on private cars is encouraged and active travel is discouraged. This makes Petersfield's main employment area a less attractive place to work and may reduce the footfall in the Town Centre.

¹⁶ Ralph Buehler & John Pucher, *Cycling for Sustainable Cities*, MIT Press, 2021, Chapter 12.

7 Tables and Maps Presented in Landscape Orientation

Id	Site	Location	Zone within Town	On Town Spine	Existing / new stand	Date installed / refurbished	No and type of stands	Capacity (cycles)	Fully covered (Y)	Fit-for-purpose ? (shape, spacing & security)	Remarks
1	Pavement near back entrance to Nat West	Central Car Park	Centre		Existing stand		3 x Sheffield	3		No	Insufficient horizontal length
2	Dolphin Court, in the yard behind	Dragon Street	Centre		Existing stand	2022	6 x Sheffield	12		No	Poor surveillance. Barely sufficient clearance.
3	No 45, Signature Kitchen Design	Dragon Street	Centre		New (replacement)	2022	5 x Sheffield	10		Yes	
4	Red Lion car park near entrance	Dragon Street	Centre		Existing stand		5 x front wheel	5	Y	No	Poor security
5	No 31, Dogs' Trust, on pavement outside	High Street	Centre	Y	New (replacement)	2022	3 x Sheffield	6		Yes	
6	Hoops Cycles, near side entrance	Hobbs Lane	Centre		Existing stand		2 x Sheffield	2		No	Too short, lack of clearance. Unattractive location.
7	Near Studio Sixteen (towards Lavant St)	Swan St Car Park	Centre		Existing stand		5 x Sheffield	10		Yes	
8	Towards Chapel St	Swan St Car Park	Centre		Existing stand		5 x Sheffield	10		Yes	
9	Museum	Saint Peter's Rd	Centre	Y	Existing stand		6 x Sheffield	12		Yes	
10	M&S car park	Saint Peter's Rd	Centre		Existing stand		3 x Sheffield	3		No	Close to cars, low, inadequate spacing between stands
11	Cloisters Café, near the exterior tables	The Square	Centre	Y	New stand	2022	4 x Sheffield	8		Yes	
12	Cubitt & West, on pavement nearby	The Square	Centre	Y	New stand	2022	4 x Sheffield	8		Yes	Too close to bench, cluttered with A frames, buskers etc
13	Peter's Church, north side	The Square	Centre		Existing stand		4 x concrete	4		No	Poor security, inadequate surveillance
14	Library, on pavement outside	The Square	Centre	Y	Newish stand	2021	3 x Sheffield	6		Yes	
15	United Reformed Church (and Hall)	College Street	East		Existing stand		4 x stands	4		Yes	Unusual design but the adjacent wall is useful
16	NW of the Festival Hall	Festival Hall Car Park	East		Existing stand		3 x Pedalo	3		No	Poor design. Inadequate capacity.
17	SE of the Festival Hall	Festival Hall Car Park	East		Existing stand		3 x Pedalo	3		No	Poor design
18	Community Centre	Love Lane	East		Existing stand		5 x Sheffield	10		No	Insufficient horizontal length & clearance
19	Little Gems Nursery, outside entrance	Love Lane	East		Existing stand		2 x Sheffield	4		Yes	
20	Love Lane Sports Ground	Love Lane Car Park	East		Existing stand		4 x Pedalo, 2 x bike shape	6		No	Poor design (Pedalo stands)
21	Coop Store	Moggs Mead	East		Existing stand		2 x front wheel	2		No	Poor security
22	Herne Farm Leisure Centre	Moggs Mead	East		Existing stand		6 x concrete	6		No	Poor security. The adjacent railings are better
23	Taro Leisure Centre	Penns Place Rd	East		Existing stand		9 x Sheffield, 18x front wheel	36		No	Insufficient spacing between stands (slightly)
24	The Avenue Pavilion Car Park	The Avenue	East		Existing stand		5 x front wheel	5		No	Poor security, lack of surveillance.
25	The Grange Surgery	The Causeway	East		Existing stand		2 x Sheffield	4		Yes	
26	Tesco	The Causeway	East		Existing stand		6 x Sheffield	6		No	Low, insufficient space between stands
27	Parkers Trade Park Car Park	Bedford Road	West		Existing stand		11 x Sheffield	15	Y	Yes	
28	Aldi	Frenchman's Rd	West		Existing stand	2022	10 x Sheffield	20	Y	Yes	
29	Lidl	Station Road	West		Existing stand		5 x Sheffield	10		Yes	
30	Methodist Church	Station Road	West		Existing stand		1 x Sheffield	1		No	Insufficient horizontal length
31	Petersfield Station Car Park, east side	Station Road	West		Existing stand		120 in compound, 80 outside	200		Yes	Ineffective roof
32	Petersfield Station Car Park, west side	Station Road	West		Existing stand		14 x Sheffield on west side	14		No	Positioned too close to a wall.
33	Swan St Surgery Car Park	Swan Street	West		Existing stand		4 x front wheel	4		No	Poor security. Old stands obstruct the new. Additional parking at back.
34	Beefeater Restaurant, Buckmore Farm	Winchester Rd	West		Existing stand		3 x Sheffield	6		Yes	Poor location (should be close to the front door).

Table 5: The location and capacity of public cycle stands in Petersfield

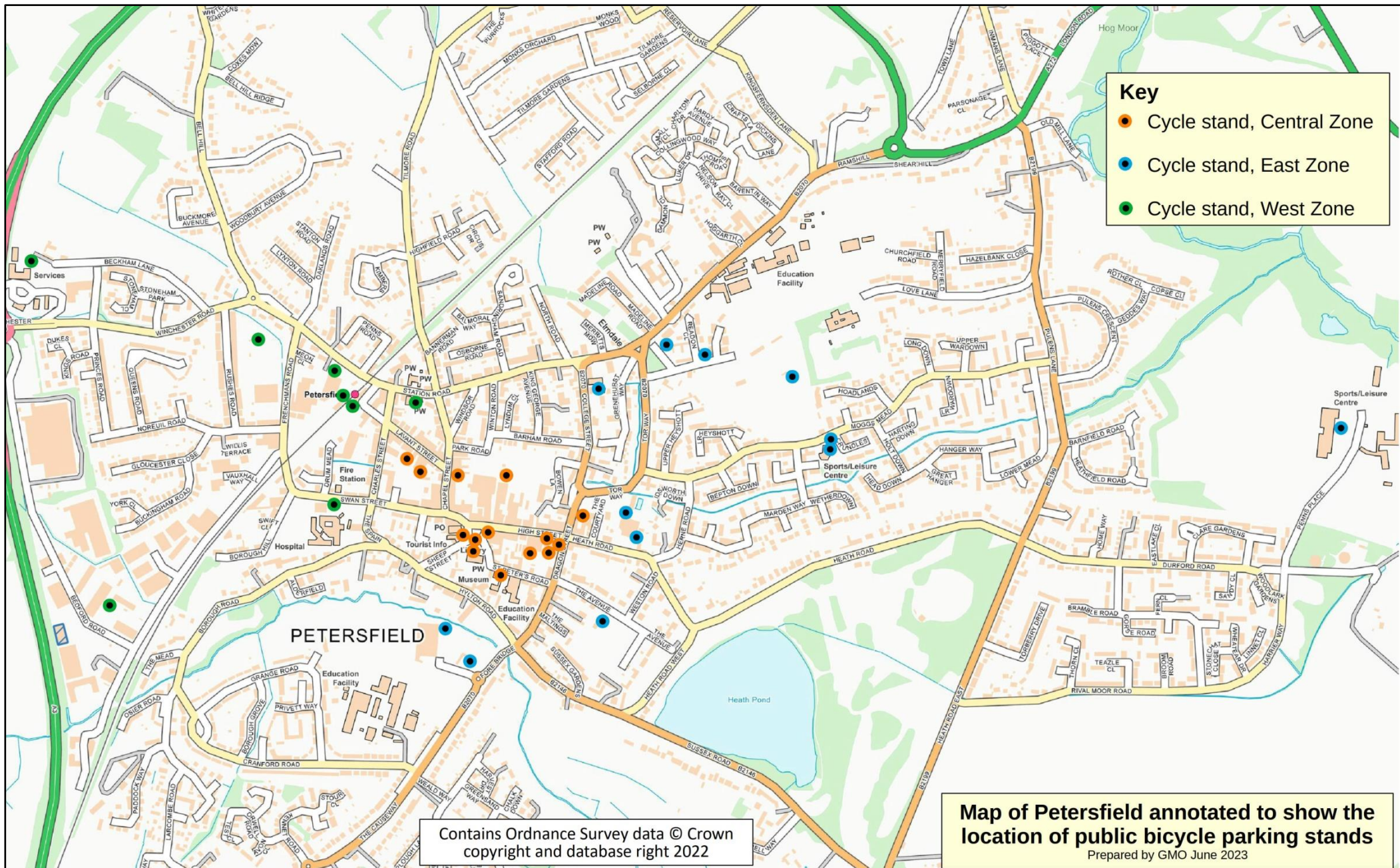


Figure 5: Map of Petersfield annotated to show the location of public bicycle parking stands

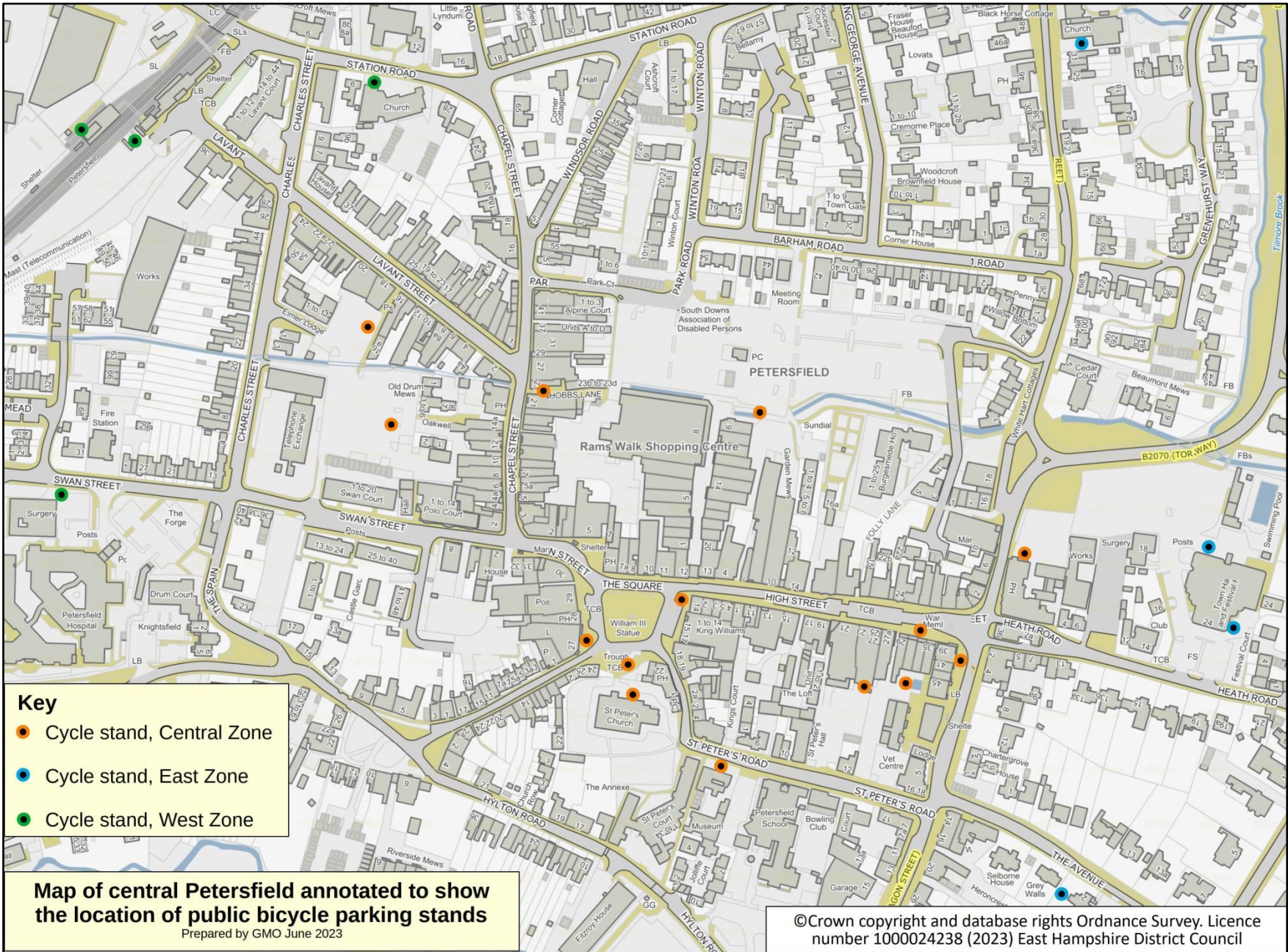


Figure 6: Map of the centre of Petersfield annotated to show the location of public bicycle parking stands

Site	Location	Town Cntr site for all users	On Spine	Type	Enumerator	Cycles counted & approx time counted				Remarks
						Tuesday 14-Mar		Wednesday 15-Mar		
No 45, Signature Kitchen Design	Dragon Street	Y		New stand (replacement)	GMO	1	11:15	0	10:55	
Dolphin Court, in the yard behind	Dragon Street	Y		Existing stand	GMO	0	11:15	0	10:55	
No 31, the Dogs' Trust, on pavement outside	High Street	Y	Y	New stand (replacement)	GMO	2	11:15	2	10:55	
Museum	Saint Peter's Rd	Y		Existing stand	GMO	0	11:20	2	11:00	
M&S car park	Saint Peter's Rd	Y		Existing stand	GMO	0	11:20	0	11:00	
Cloisters Café, near the exterior tables	The Square	Y	Y	New stand	GMO	0	11:25	1	11:00	
Cubitt & West, on pavement nearby	The Square	Y	Y	New stand	GMO	0	11:25	0	11:00	15th: Busker adjacent to the stands likely to have deterred usage.
Peter's Church, north side	The Square	Y		Existing stand	GMO	0	11:25	0	11:05	
Library, on pavement outside	The Square	Y	Y	New stand	GMO	0	11:25	1	11:05	
Pavement near back entrance to Nat West	Central Car Park	Y		Existing stand	GMO	0	11:30	0	11:10	15th: Shopping trolley parked amongst the stands
Waitrose, railing outside	Central Car Park	Y		Casual	GMO	6	11:30	3	11:10	
Swan Street Car Park near Studio Sixteen	Swan Street	Y		Existing stand	GMO	0	11:30	0	11:15	
Anywhere on the Town Spine		Y	Y	Casual	GMO	2	11:40	3	11:20	14th: 1 cycle in the porch of St Peters, 1 cycle outside the old HSBC building.
Anywhere on the Town Spine		Y	Y	Casual	GMO	0	11:40	1	11:25	15th: cycle attached to post near Sue Ryder shop
Taro Leisure Centre - Sheffield stands	Penns Place Rd			Existing stand	ML	3	10:50	4	10:45	14th, one cycle parked loose, not in stands, 15th including one small child's cycle.
Taro Leisure Centre - front wheel stands	Penns Place Rd			Existing stand	ML	0	10:50	0	10:45	Access is on grass, so likely to be muddy if wet.
Petersfield Station Car Park, east side	Station Road			Existing stand	ML	36	11:00	32	10.55	14th: including one escooter, 12 bicycles were in the locked storage both days (included in count)
Petersfield Station, stands on platform on the west side	Station Road			Existing stand	ML	0	11:05	0	11:00	Poorly positioned stands, not possible to lock both wheel up easily.
										Figures from the count in 2018
Number of cycles parked:						50		49		240
Number of cycles parked at the Station:						36		32		214
Number of cycles parked on stands in the Town Centre:						9		9		7
Number of cycles parked casually in the Town Centre:						2		4		11
Number of cycles parked in the Town Centre:						11		13		18

Table 6: Location and the quantity of bicycles counted during a count in March 2023. This count covered 15 sites the Town Centre and the Station where stands were installed, plus casually parked cycles on the Town Spine and outside Waitrose. The weather was chilly (about 8°C) but bright. It was dry except for a 20 minute shower at about 10:00 on Tuesday.