



Cycle Parking Infrastructure in Rother District

Foreword

“It has been a pleasure to be a part of this Rother study which informs the community of Rother's bicycle ownership and storage. The data and analysis will inform local authority planners of services and infrastructure how cycle parking can be part of the progress to tackle climate change and promote healthier lifestyles.”

Sue Burton, 1066 Cycle Club Founder, a Trustee of the Rother Environmental Group and of Sussex Greenways

“This report highlights the urgent need to redress the urban/rural imbalance in the provision of cycle infrastructure which is embedded in policy at Government and County level. Anything which can be done to make cycling more attractive or accessible helps promote active travel, and there's no question that cycle parking is an important part of that mix. I congratulate Dr Sodomkova for initiating and guiding this important report, which I sincerely hope will be taken on board at County and District level to start implementing some of the changes we need to make in rural areas – particularly the urgent requirement for better provision of safe, traffic-free cycle routes.” ***Nick Hanna, Chair, Sussex Greenways***

“I was approached to be a co-advisor following my presentation at the Local Government Association's Decarbonisation of transport: Growing cycle use webinar that took place in December 2020. This MSc student co-advisor experience has been an eye-opener: illuminating the challenges a small second-tier local authority in a district with a distinct rural/urban split faces when pursuing critical cycling infrastructure improvements. The report and an accompanying online map of cycling parking infrastructure, produced as outputs of this MSc student placement, are a great first step for Rother's own bold vision where cycling becomes natural first choice for many journeys taken within the district.” ***Catriona Swanson, Associate at PJA specialising in walking and cycling***

“I am really pleased to have been involved with this project. The Rother Cycle Parking map on the website will be a valuable online resource for residents and visitors alike. It was a pleasure to work with the MSc student on this project and the accompanying report to the map is a testament to her hard work and will help inform the local authority in the importance of cycle parking in the future. “ ***James Waite, Digital Services Project Manager, Rother District Council***

“This report is a testament to the value of a local authority engaging with a higher education institution. Involving students as part of their MSc placements generates new knowledge and insights a local authority would otherwise be unlikely be able to produce. An MSc placement set up as a collaborative activity benefits the student and offers a unique opportunity for partners engagement, bringing together a diverse group of experts and enthusiasts. Such partnership approach is at the heart of the Rother's Environment Strategy and its delivery. Students are our future and any support we can lend them on their professional journey in these testing times is a worthwhile offering.” ***Dr Kristina Sodomkova, Environment and Policy Manager, Rother District Council***

Acknowledgements

This MSc placement would not have materialised without the support of these individuals who acted as the project's co-advisors and consultees:

- Dr Kristina Sodomkova, Environment and Policy Manager, Rother District Council
- Sue Burton, founder of 1066 Cycle Club and a Trustee of the Rother Environmental Group
- Catriona Swanson, at the time ARUP Transport Planner who presented at the December 2020 LGA event Decarbonisation of Transport - Growing Cycle Use
- James Waite, RDC Digital Transformation Project Manager, Rother District Council
- Chris Tree – East Sussex County Council's Principal Scheme Development Officer

I want to express my gratitude towards them for their continuous support and encouragement and for sharing their knowledge which helped me greatly to complete this project.

I would also like to express my thanks to local cycling campaigners Ian Hollidge, John King, and Nick Hanna who acted as consultees for the project and allocated generously to my project their attention and time.

Isis Figueiredo Procter

MSc Geographic Information Systems and Environmental Management, University of Brighton

Abstract

This report gives a comprehensive overview of cycle parking within the Rother District by drawing from a variety of sources – the first time such a summary has been produced, bringing to the fore key infrastructure facilities.

Firstly, this study suggests that whilst in the Rother District there are 53,300 cars; there could be 137,272 mechanical bicycles and estimated 24,676 e-bikes - equating to 161,948 bicycles for the whole of the district.

Whilst there are 1,698 car parking spaces provided by the council alone in its 44 car parks in the Rother District, local authorities – East Sussex County Council and Rother District Council – have provided for more than twice as much the number of bicycles in the district, based on the data obtained, 447 cycle parking spaces at 85 locations in the district. In contrast, Eastbourne town alone has 23 designated cycle parking locations with 405 spaces.

The inequality of provision for cars versus cycles and in provision between Rother District and other administrative areas within East Sussex also extends to inequality between rural and urban parts of the Rother District. As 72% of the current cycle parking provision is in Bexhill urban area.

The draft East Sussex Local Cycling & Walking Infrastructure Plan (LWIP) also prioritises urban coastal areas for investment, excluding rural parts of the district. Local policies need to be updated to be in line with latest government developments, notably adopting the Local Transport Note 1/20 titled Cycle infrastructure design.

Provision of secure overnight parking in residential areas is a new aspect for local councils in East Sussex to consider. This study suggests opportunities for using existing council car parks to create such an offer. The recommendations touch on the potential of installing cycle parking in RDC owned car parks, in conjunction with assessing the feasibility of installing EV charging points at these car parks.

The public survey carried out as part of this project would ideally be repeated on regular basis and would consider reaching out better to the demographic of young people and school children who were under-represented in responses. A regular monitoring of existing cycle parking infrastructure would be introduced. Better information provision about what cycle parking is available would benefit users whilst local authorities are advised to improve mechanisms for reporting issues with cycle parking infrastructure.

The asset management of the cycle parking infrastructure would benefit from an overhaul, to ensure there is one comprehensive data set whilst the ownership and maintenance responsibilities for the various cycle parking infrastructure are clarified.

An overwhelming number of comments from the public survey express a want for better, safe, traffic-free cycle routes and designated cycle paths in the Rother District. Currently there is simply not enough infrastructure to support transition into cycling as a main mode of transport within the Rother District.

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1. Introduction

Rother District is in the east part of East Sussex. It envelops Hastings, with Eastbourne to the west and the boundary with Kent county to the north and east. It covers circa 197 square miles (511km²), with a population of 95,656 in Rother District in 2018 [15]).

There is already a strong cycling community in Rother, with several dedicated cycling clubs, including the 1066 Cycle Club¹ and Bexhill Wheelers & Classic Cycle Group². There is also a celebratory cycling festival, the 1066 Cycling Festival³, held annually in Hastings & Bexhill. The Sustrans National Cycle Route 2⁴ also runs through Rother District along the seafront.

The following sections introduce the current cycle parking infrastructure available within the Rother District, using inventories provided mainly by the East Sussex County Council (ESCC) and Rother District Council (RDC), as well as information provided by a public survey's participants. The ESCC cycle parking dataset was provided in the form of a GIS shapefile. The RDC cycle parking asset register was provided in the form of an Excel table and included information on condition, colour, model/style, and photos. Although the ESCC dataset included more entries of cycle parking, the RDC dataset provided more information on each asset. All information obtained has been used to create a publicly available online map of cycle parking infrastructure in the Rother District and information about this key output is included in the Appendix 1.

1.1 Cycle parking infrastructure in the Rother District

Figures 1 and 2 as well as Table 1 below show that both ESCC and RDC have provided cycle parking at 85 locations in the Rother District (there may be more provided by private providers, but these are not included in this report, as there is no readily available comprehensive list of all such infrastructure installed). In the Rother District, the current cycle parking is unequally distributed; the majority is concentrated in the Bexhill town which has 72% of the provision – 61 cycle parking infrastructure locations out of 85. The towns of Rye and Battle have six each of the cycle parking infrastructure provisions. According to the information obtained from ESCC and RDC records, 23 parishes out of 32 in the Rother District have currently no cycle parking infrastructure provided. Bearing in mind there may be additional records held by individual Rother parishes which have not been obtained and verified as part of this study.

¹ 1066 Cycle Club: <https://1066cycleclub.org.uk/>

² Bexhill Wheelers & Classic Cycle Group: <http://www.bexhillwheelers.org.uk/>

³ 1066 Cycling Festival: <https://www.visit1066country.com/whats-on/1066-cycling-festival-p1267161>

⁴ National Cycle Route 2: <https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/route-2/>

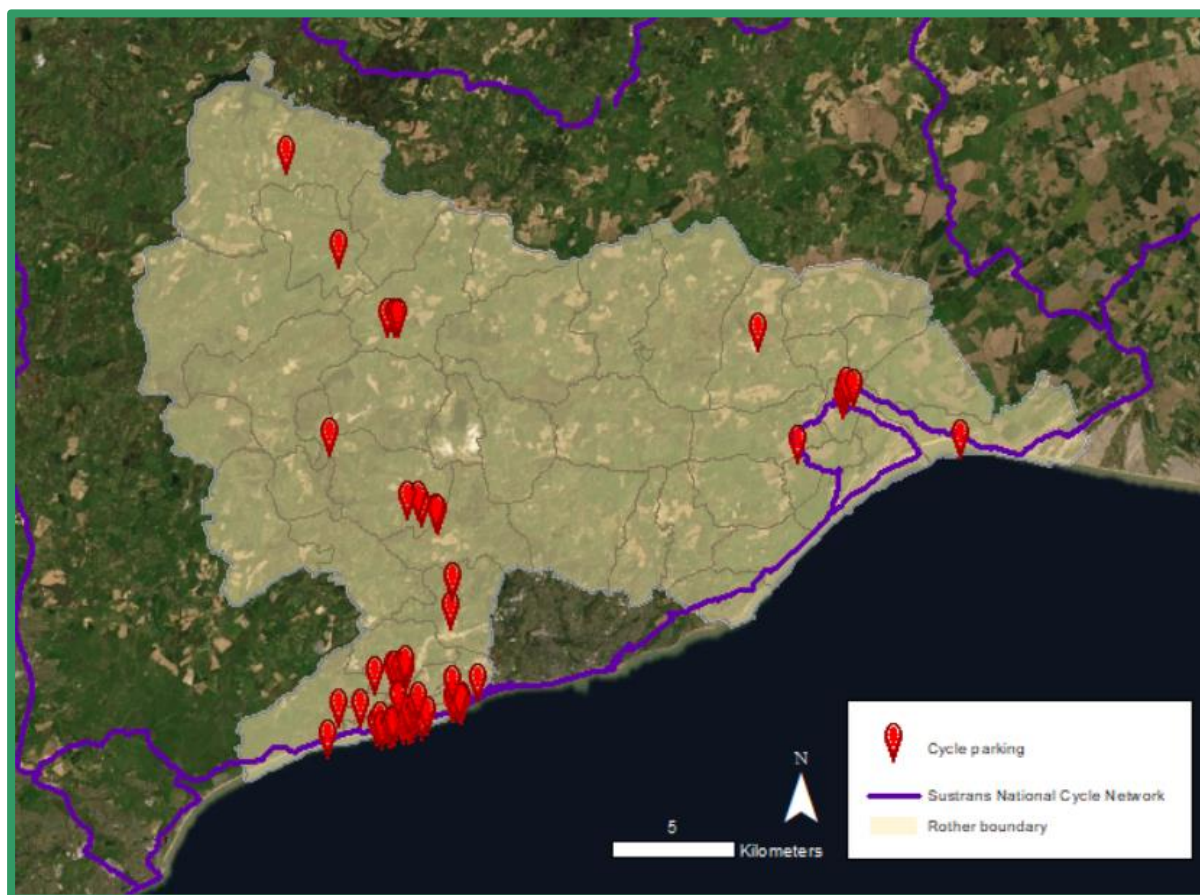


Figure 1 Existing cycle parking in Rother District.

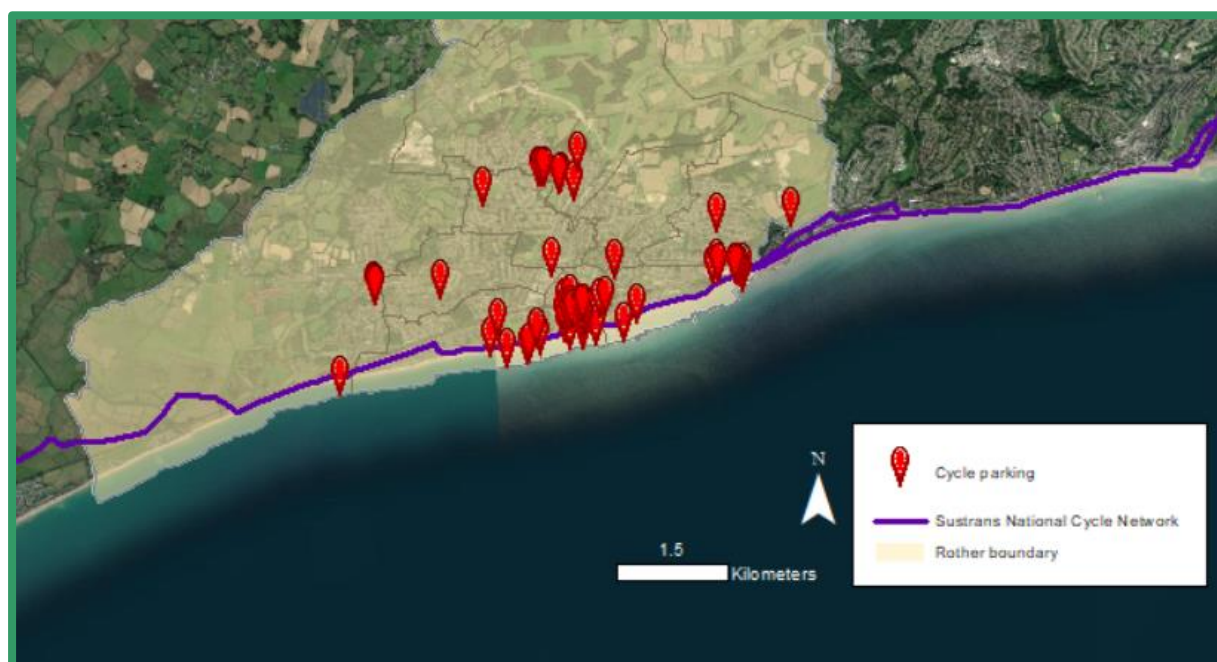


Figure 2 Map showing existing cycle parking in Bexhill, Rother District.

Table 1. A summary of existing cycle parking locations in parishes in Rother District per parish.
Source: ESCC and RDC data sets. Major urban areas of the district are highlighted in yellow.

Parish	Documented cycle parking
Ashburnham	0
Battle	6
Beckley	0
Bexhill	61
Bodiam	0
Brede	0
Brightling	0
Burwash	0
Camber	1
Catsfield	0
Crowhurst	2
Dallington	0
Etchingham	1
Ewhurst	0
Fairlight	0
Guestling	0
Hurst Green	0
Icklesham	0
Iden	0
Mountfield	0
Northiam	0
Peasmarch	1
Penhurst	0
Pett	0
Playden	0
Rye	6
Rye Foreign	0
Salehurst & Robertsbridge	3
Sedlescombe	0
Ticehurst	3
Udimore	1
Westfield	0
Whatlington	0
	Total documented cycle parking locations: 85

1.2 Cycle parking versus car parks and EV charging

Altogether, RDC offers 1,698 parking spaces in its car parks across the Rother District, as per information on its website: <https://www.rother.gov.uk/transport-roads-and-parking/car-parks/> and as shown in Figure 3. The council owns 44 car parks of which 16 are free of charge and 28 are Pay and Display. Some anecdotal evidence suggests that some of these car parks are not well utilised since a car parking charging and enforcement scheme was recently introduced.

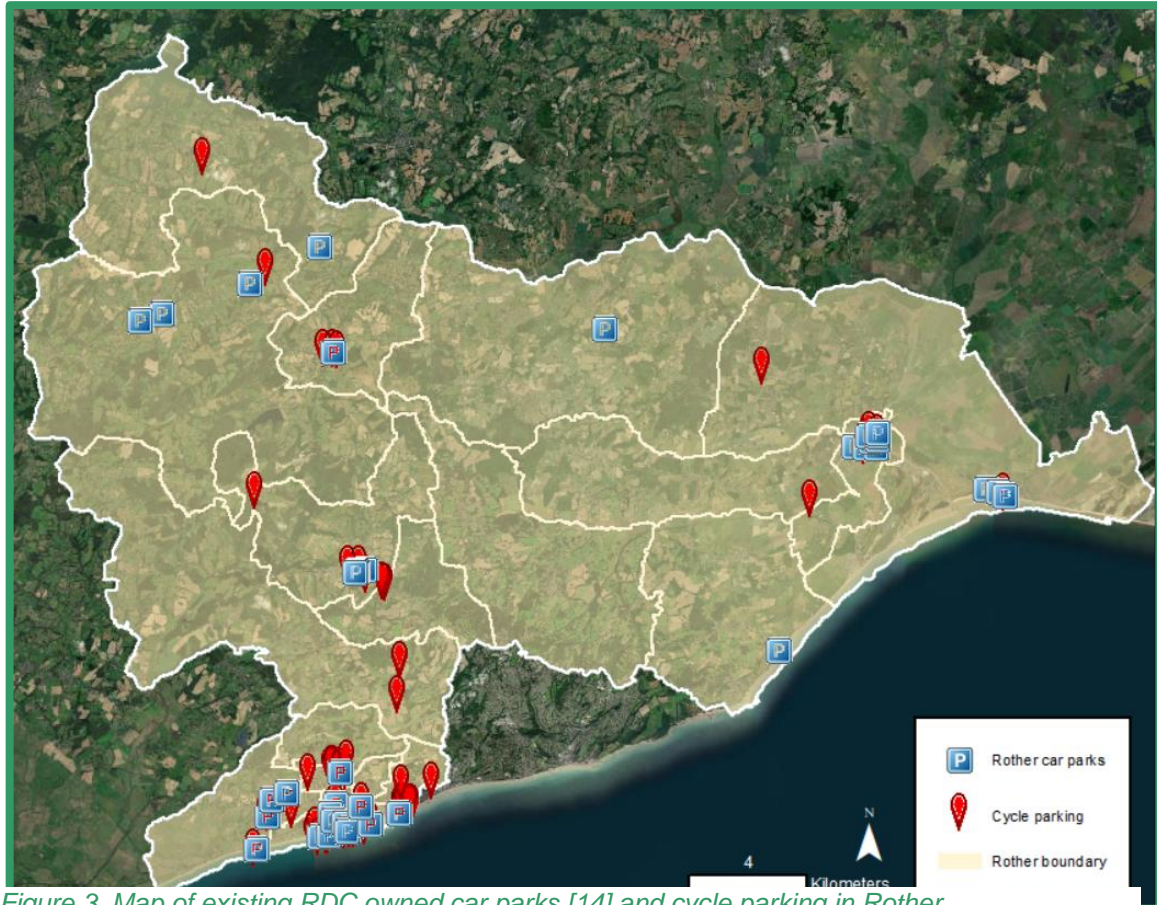


Figure 3. Map of existing RDC owned car parks [14] and cycle parking in Rother.

Figure 4 then shows that there is very limited EV charging in Rother District, based on the ZAP map⁵ data, with information on the existing EV charge points overlaid with the cycle parking infrastructure data.

⁵ ZAP Map: <https://www.zap-map.com/>

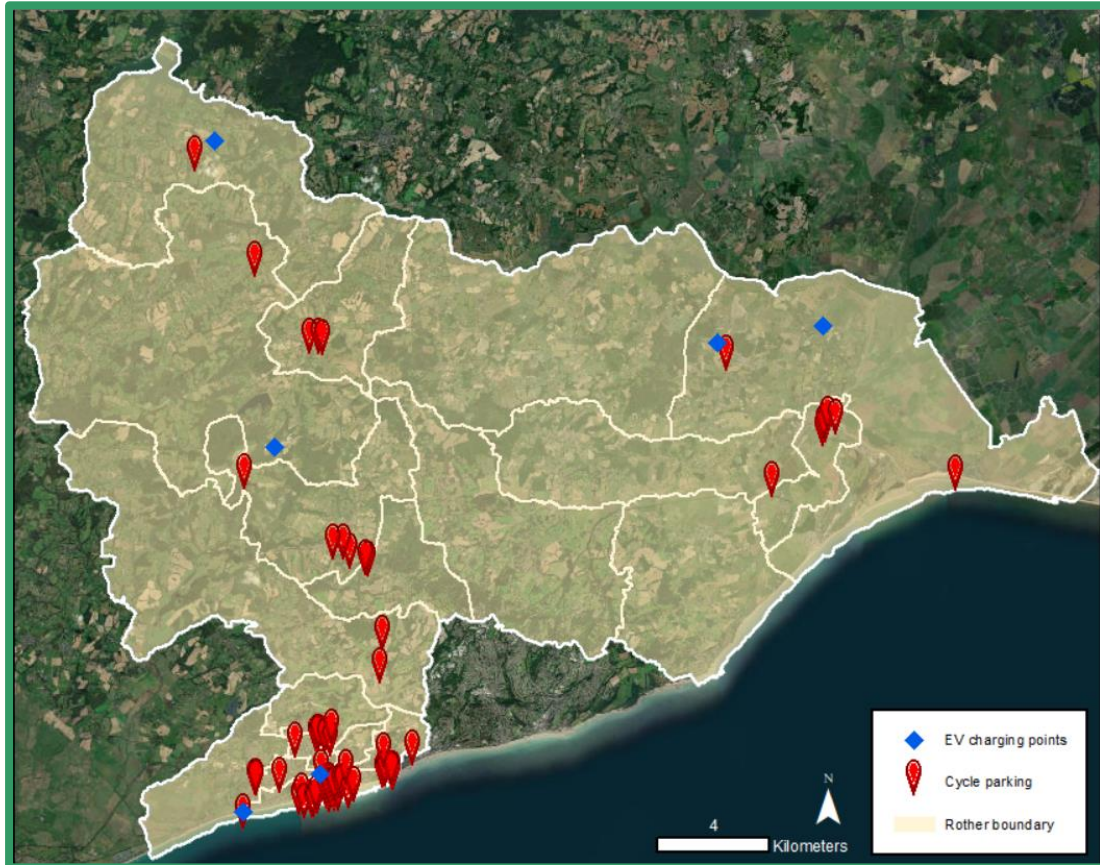


Figure 4. Map of existing EV charging point locations in the Rother District using Zap-Map [18], overlaid by cycle parking data provided by ESCC and RDC.

1.3 Cycle parking and deprivation

In this section the cycle parking data shown in Figure 1 and Table 1 were overlaid with deprivation data. The English Indices of Deprivation [16] (IMD) is a metric used to measure relative deprivation produced by the Ministry of Housing, Communities, and Local Government. The Indices for each small region are calculated by combining: Income Deprivation; Employment Deprivation; Education; Skills and Training Deprivation; Health Deprivation and Disability; Crime; Barriers to Housing and Services; Living Environment Deprivation.

Figure 3 shows the IMD for Rother District. With the instalment of future cycle parking, it is essential to ensure that deprived areas also have access to cycle parking, particularly Eastern Rother and Catsfield & Crowhurst wards with a higher IMD relative to the rest Rother District. These areas currently have had a relatively low cycle parking infrastructure investment.

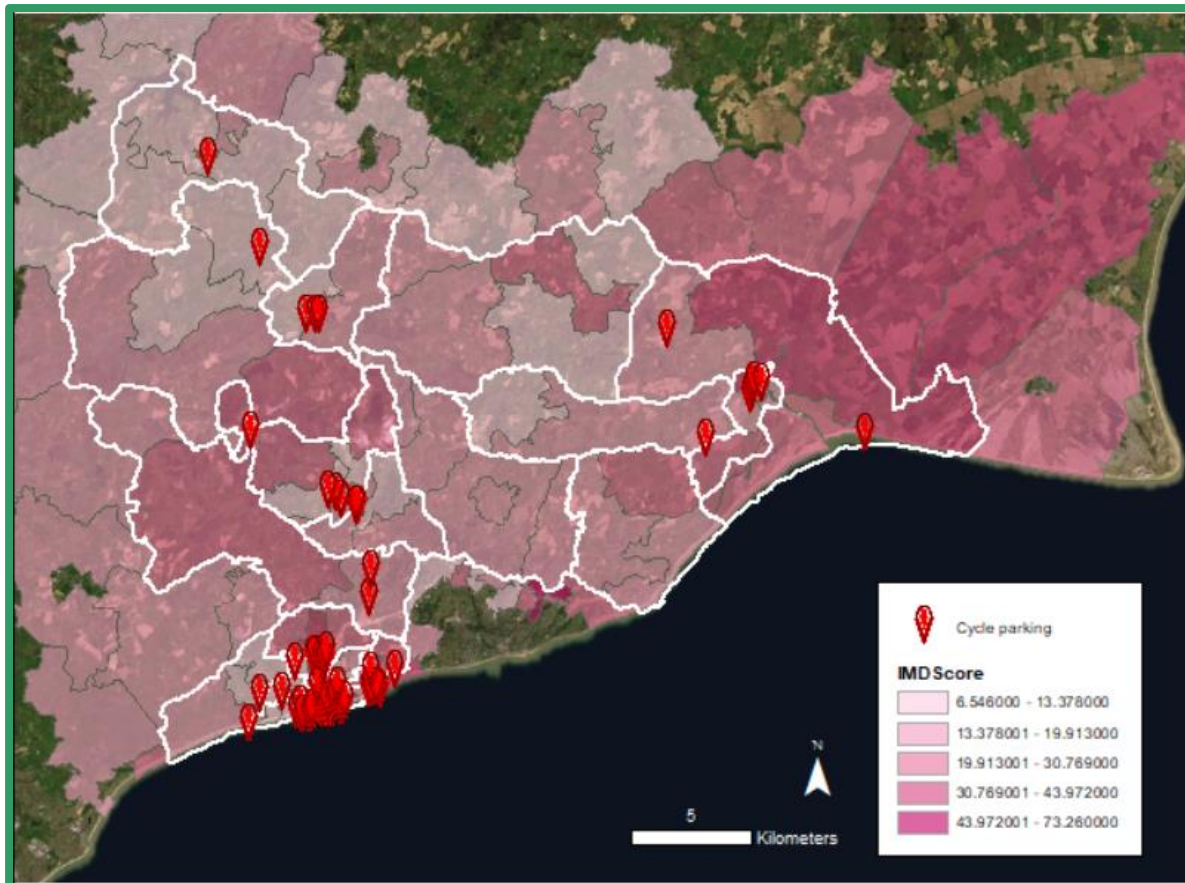


Figure 5.. Map showing existing cycle parking in Rother District with levels of deprivation (2019 release of The English Indices of Deprivation by Ministry of Housing, Communities, & Local Government [16]).

2. National and local policies

The following sections introduce strategic documents produced by the UK government, followed by strategies and policies produced by the County Council, the highways and transport authority, and the Rother District Council. The different types of cycle parking infrastructure that is available are also presented.

2.1 National context

In 2017 the UK government and its Department for Transport produced **Cycling and Walking Investment Strategy** [1], outlining its ambition for England "that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey" (p. 6 and 7), in recognition of the many health and other benefits that walking and cycling achieves. Listing the government's achievements so far, provision of "nearly £30 million for cycle facilities at railway stations across England, such as new and improved cycle parking, safer access, bike hire and additional cycle facilities, such as tool stations and bike pumps" (p. 29) is listed. The ambitions set to be delivered by 2040, listed on p. 40 of the document, include:

- BETTER SAFETY 'A safe and reliable way to travel for short journeys:

streets where cyclists and walkers feel they belong and are safe.

- BETTER MOBILITY 'More people cycling and walking - easy, normal and enjoyable: more high-quality cycling facilities; behaviour change opportunities to support increased walking and cycling.
- BETTER STREETS 'Places that have cycling and walking at their heart: improved public realm; better planning for walking and cycling

This strategy, with accompanying guidance, sets the expectations for local authorities to develop Local Cycling and Walking Infrastructure Plans. The rationale behind these plans is set out in the government's document **Local Cycling and Walking Infrastructure Plans: Technical guidance for local authorities** [2]. According to this document, the plans represent: "a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the government's strategy to increase the number of trips made on foot or by cycle" (p.3). Key projected outputs of Local Cycling & Walking Infrastructure Plans:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development
- a prioritised programme of infrastructure improvements for future investment
- a report which sets out the underlying analysis carried out and provides a narrative that supports the identified improvements and network

In 2020 the Department for Transport produced **Gear Change: A bold vision for cycling and walking** [3], positing: "England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030" (p. 12). The strategy announced the formation of a new commissioning body and inspectorate, Active Travel England, led by a new national cycling and walking commissioner – an online search carried out in May 2021 suggests that this initiative is still in development. The document's Appendix on p. 40 to 48 contains a useful section titled Summary principles for cycle infrastructure design, and those points considered relevant to cycle parking are listed below:

9. Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. parking should be provided in sufficient amounts and in places where people want to go.

11. Schemes must feel like they are being guided along a route. They should not have to stop to consult maps or phones. Directions should be provided at every decision point and sometimes in between for reassurance. Signs should be clear, easily visible and legible.

20. All designers of cycle schemes must experience the roads as a cyclist. With this point, it could be argued it applies to those designing cycle parking infrastructure too.

The same year the Department for Transport produced **the Local Transport Note 1/20** titled **Cycle infrastructure design** [4]. It is a very comprehensive document with supporting arguments why is cycle parking infrastructure essential. Chapter 11 Cycle parking and other equipment on p.45 start with: "Cycle parking is an essential component of cycle infrastructure; "Sufficient and convenient residential cycle parking enables people to choose cycling"; and "Additional equipment and services enhance the quality of experience and convenience of cycling, making it accessible and attractive to more people." The chapter stresses the importance of secure parking at the end destination as having impact on how much people cycle. It distinguishes the need for different types of cycle parking infrastructure that may be suitable for short- and long-term cycle parking: "At the trip end, proximity to destinations is important for short-stay parking, while for longer-stay parking security concerns can be a factor" (p. 45). This is demonstrated by a graph (Figure 11:1, p. 133) showing the relationship between cycle parking duration of stay, location and ancillary facilities.

The document acknowledges that vandalism and theft experiences negatively impact cycling use, and this consideration must be incorporated in facilities provision. Cycle parking quantity and quality recommendations are then outlined in Table 11-1: Suggested minimum cycle parking capacity for different types of land use and Table 11-2: Recommended and minimum dimensions for banks of Sheffield stands (included in Appendix 1). The matter of monitoring and evaluation through regular surveying is also highlighted as necessary for influencing cycle parking infrastructure provision. It can include consultation with local businesses and other organisations on the needs of their staff and customers.

2.2 Local context – County Council

Rother District Council is a 2nd tier local authority that is not a transport authority. The transport authority is East Sussex County Council (ESCC).

The county council is currently producing **the East Sussex Local Cycling & Walking Infrastructure Plan** (LWIP) [5], following a public consultation that closed in December 2020. It is a mammoth task, with 28 separate documents produced for the public consultation. The document East Sussex LCWIP Draft Summary October 2020 lists in Table 1 Countywide issues and opportunities as one shortcoming being limited cycle parking provision at key destinations. No further detail is included on cycle parking provision, e.g. different facilities per different location or length of a journey. The document Appendix 1 ESCC LCWIP Policies posits, in section Policy 7 titled Cycle parking on p.6, that cycling parking will be considered according to as follows:

- Existing or proposed network - Cycle parking locations will be prioritised according to those locations that serve the existing network, along with the proposed network and particularly where it would support people who are cycling for accessing work, education, retail and leisure services.
- New Developments - As part of new developments, cycle parking will be considered following the relevant guidelines and standards in the East Sussex

Supplementary Planning Guidance – Parking Standards at Development document or any future update.

- Provision for Electric Cycles - The provision of electric vehicle charging points for electric cycles should be considered, alongside appropriate storage.
- Design - ESCC will work with district and borough councils to identify an appropriate cycle parking design that can be delivered to provide consistent cycle parking provision across their areas in both public and private areas.

Further documents produced at the county council level is the **ESCC Guidance for Parking at New Residential Development** (2017) [6] – a document produced by a transport authority advising a local planning authority such as Rother District Council. It is not a document purely about cycle parking infrastructure but all parking, including cars, motorcycles and cycle parking, emphasising car parking. Cycle parking is addressed in Chapter 6 only in one paragraph and in a table of recommended levels of cycle provision (figure 2) that suggests that, for example, for a flat with 1- and 2-bedrooms size “the cycle provision per this unit made available should be 0.5 if communal and 1 space if individual.” The document continues to say: "Safe and secure cycle storage facilities are equally important at new development as cycling has the potential to replace short car journeys" and "The storage provided will need to be safe, secure and covered."

When the **ESCC Guidance for Parking at Non-Residential Development** [7] was produced is not very clear, the document properties suggest it was created in 2013. Again, this is a document by a transport authority advising a local planning authority such as Rother District Council. It is not a document purely about cycle parking infrastructure but all parking, including cars, motorcycles and cycle parking, emphasising car parking. Section 8 Cycle provision gives the following factors as having an impact on cycle usage:

- Safe, secure and covered cycle parking stands
- Provided in a prominent and convenient location
- On-site facilities including shower and changing rooms to encourage cycle use.

The ESCC Local Transport Plan 3 (2011-2026) [8] was adopted in May 2011 and looks forward 15 years to 2026. Its vision is:

To make East Sussex a prosperous county where an effective, well managed transport infrastructure and improved travel choices help businesses to thrive and deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities and a high-quality environment.

The plan supported by a series of five-year implementation plans, the first of which covered the period 2011/12 to 2015/16, which set out the intentions for transport investment for this period. It is a very comprehensive document; it contains many elements – but rather vague when it comes to specifically focusing on cycle parking infrastructure, instead, it talks more about cycle routes. Now an outdated document

that will hopefully be updated soon. Looking at The Local Transport Plan Implementation Plan 2016/17 – 2020/21 on what has been delivered to date, the following is listed:

- 2016/17 – 2020/21 Table 1: Bexhill transport measures
Bexhill Installation of cycle parking facilities at key destinations in the town
- Table 7: Battle, Rye and rural Rother transport measures
Provide cycle parking at key locations in town and village centres

2.3 Local context – Rother District Council

The Rother Environment Strategy [9] was produced in 2019, after the full Council passed a motion declaring a 'Climate Emergency' on 16 September 2019, and subsequently adopted on 21 September 2020. It is a high-level document that does not go into much detail. One of its priorities is Air quality and sustainable transport. Its vision speaks of: "The air will be cleaner as the need to travel will be reduced and those of us that do travel will travel by bike, public transport, electric vehicle, or on foot." This report will inform the future update of the Rother Environment Strategy document.

Rother district public realm strategic framework document [10] was produced in 2019 and remains in the draft. It references other planning documents such as the Rother Core Strategy and the 2017 document by Historic England, Streets for All: South East. It does not contain references to documents produced outside of the public realm, e.g. by transport bodies. It contains a useful case study of Marina & Marina Court Garden, Bexhill, as an example of successfully delivering quality cycle parking infrastructure. It sets out the role of Rother District Council and highlights the challenges of public realm assets being managed by multiple agencies. Delivery of future cycle parking infrastructure is only mentioned in relation to Battle:

Public Realm Priorities for Battle – priority actions

Develop a coordinated approach to street furniture, with an agreed suite of products for cycle racks, seating, signage and public noticeboards etc.

The Core Strategy (2014) document [11] speaks of "cycle network" and "cycle access" and "cycle improvements" but not of "cycle parking". The strategy contains Policy TR4: Car Parking in relation to new developments but no dedicated policy to Cycle Parking. Policy TR2: Integrated Transport is set out on p. 169 and mentions "associated infrastructure" and "wider public realm" as wording considered applicable to cycle parking infrastructure:

Improvements in the provision and use of sustainable transport will be achieved through:

- (i) Maximising the best and most effective use of the existing transport network and facilitating enhancements with priority given to improving bus, community transport and rail network;

- (ii) The promotion of public transport patronage and associated infrastructure;
- (iii) Supporting the provision of a high-quality cycle network to encourage a modal shift away from the car;
- (iv) Improvements to the pedestrian environment and broader public realm to encourage integration between different modes of transport, employment areas and settlement centres;
- (v) Promotion of road safety through education and design; and
- (vi) Safeguarding sites and routes with the potential to contribute towards the provision of an efficient and sustainable public transport network.

The Infrastructure Delivery Plan (2019) [12] does include walking and cycling infrastructure under the heading *Service & Issue*. However, the cycling parking infrastructure is only mentioned under the heading *Improved accessibility to stations*, where improvements are reliant on rail companies.

Active travel and sustainable transport could feature in **Neighbourhood Plans** [13] produced by 3rd tier parish and town councils that operate within the Rother District. Five Rother parishes have produced their Neighbourhood Plans to date, as per information on the Rother District Council's website: <https://www.rother.gov.uk/planning-and-building-control/planningpolicy/neighbourhood-plans/>.

As shown in Table 2., three of these plans (for Crowhurst, Rye, and Ticehurst) explicitly mention some element relating to cycle parking infrastructure. For example, the Rye document contains this wording on p. 56 and 57: "... within Rye, there is scope for improved connectivity, with better cycle routes and secure cycle parking to encourage cycling – as well as making it easier to cycle (and walk) within Rye. More cycle parking provision is also needed to encourage this mode of transport and meet existing demands." The Neighbourhood Plan for Sedlescombe has no mention of cycling and cycle parking infrastructure, whilst the Neighbourhood Plan for Salehurst and Robertsbridge 2016-2028 speaks of cycle networks and improvements in general but not explicitly mentioning cycle parking

Table 2 Cycling infrastructure provision in Rother neighbourhood plans.

Neighbourhood Plan	Policies - Cycle parking infrastructure
Crowhurst 2018-2028	Policy CC2 – Infrastructure 4. All development proposals should provide vehicle and cycle parking (including garages) following the current and relevant County Council standards. provision must also be made for visitors and tradespeople and that provision laid out to make a positive contribution to the development and its environment
Rye 2016-2028	Traffic Management (policies T1): Encourage connectivity and sustainable transport, including cycling. • Tackle traffic flow and consider parking issues.

Neighbourhood Plan	Policies - Cycle parking infrastructure
	<p>c. Following East Sussex Cycle Standards, the development includes cycle parking and other facilities that would encourage users to access the site by foot or bicycle;</p> <p>Policy D1 High-Quality Design:</p> <p>f. Ensure improved accessibility, including pedestrian and cycling routes linking all areas to each other and back into the centre of Rye, reinforcing Rye as 'a connected community' with pedestrian and cycle access to all;</p> <p>Policy B2 Supporting Rye as a Visitor Destination</p> <p>e. enterprises that promote "green tourism" such as walking and cycling and appreciating the area's natural assets.</p>
Salehurst and Robertsbridge 2016-2028	<p>Policy IN3: Non-car provision/ footpath / public transport provision The Neighbourhood Plan will, where appropriate, require proposals to: 1. promote walking, cycling and the use of public transport, including making proper provision for those with mobility impairment; and 2. promote, improve, protect, maintain and extend the local footpath, cycle and bridle path and public transport network.</p> <p>Conformity list of references: • NPPF: Para 30 • RDC: Policies TR1, TR2 and TR3 • SRNDP objective: To promote cycle networks and non-vehicular connectivity for sustainable village life.</p>
Sedlescombe 2016-2028	N/A
Ticehurst 2018-2028	<p>Policy R4 Develop Footpath & Cycle Networks 1) The development of footpath and cycle routes that link Flimwell, Ticehurst and Stonegate will be supported.</p> <p>2) Improvements to the network footpaths and cycle routes across the neighbourhood area must ensure they are safe, convenient and comfortable.</p> <p>Policy H5 Design of All-New Building</p> <p>6.61 Details required should include bin sheds and cycle storage.</p>

3. Categories of cycle parking

Cycle parking is an essential element of any district's cycle infrastructure, and sufficient and accessible cycle parking encourages more cycling. The Cycle Infrastructure design (LTN 1/20) [4] states that cycle parking should be provided at:

- Places of residence
- Interchanges with other modes of transport (e.g. train stations)
- Short stay destinations such as shops and cafes
- Long-stay destinations such as for work and education

And that cycle parking can be categorised into four groups:

- Front-wheel support
- Sheffield stands
- Two-tier stands
- Cycle hubs

Front-wheel support parking usually consists of metal hoops that the cycle's front wheel is attached to; since the back wheel isn't secure and many cycles are fitted with quick-release wheels, it is often not appropriate as it increases the risk of theft. The 'Grippa' cycle rack is an example of front-wheel support cycle parking and is already found in Rother District in front of Battle Abbey. It provides a clamp and locking arm.



Figure 6 'Grippa' style cycle parking in front of Battle Abbey.

Sheffield stands (figure 3) are the most popular type of cycle parking infrastructure. They usually consist of a metal stand fixed on the ground at two points, although

there are some different variants. There are many advantages to using Sheffield stands. Unlike the front-wheel support, it allows for multiple-point locking, securing both the frame and wheels of a cycle and reducing the risk of theft. They are also relatively cost-effective and can be installed as either standalone cycle stands for short-stay locations (e.g. outside shops or cafes) or in larger volumes with shelter at long-stay locations (such as workplaces). Two-tier racks are appropriate for extremely busy locations (such as Bexhill town centre) as they provide the most parking spaces per area.



Figure 7 Figure 3. Sheffield stands at Etchingham Village Hall and at Camber Western.

Lastly, a cycle hub is a space with a vast number of cycle parking, usually within a building, which provides cycle maintenance facilities (e.g., changing rooms, lockers, pumps, or repair tools). They are the most expensive type of cycle parking, so it is often restricted to key or pass holders. No cycle hubs currently exist within the Rother District.

According to the Cycle Infrastructure design (LTN 1/20) [4], provision for "non-standard" cycles such as three-wheelers, tandems, recumbents must be provided at all locations to ensure that cycling is accessible to everyone, particularly as two-tier cycle racks are usually designed for "standard" two-wheeled cycles. No such provision is available within the Rother District, to the knowledge of the authors of this report.

3.1 Cycle parking at places of residence

Cycle parking infrastructure at places of residence is an area that the local authorities have not yet invested in. The ESCC Guidance for parking at new residential developments [6] addresses the importance of safe and secure cycle parking in residential flats to encourage residents to replace short car journeys with cycling. It provides recommendations for cycle parking type based on the new development's location, size and type of dwelling. Where there is already existing residential developments that require cycle parking Both RDC and ESCC should invest in adequate residential on-street cycle parking such as "hangars" (figure 4) fitted to a street or within an estate in residential areas, as per the document Cycle Infrastructure Design [4] and DFT (2020) Gear Change A bold vision for cycling and walking [3].



Figure 8 Figure 4. Hangar in Lambeth

Source: <https://love.lambeth.gov.uk/bike-hangars-installation-phase-4/>

A similar approach to Lambeth Borough in London could be taken. Lambeth Council recently declared a climate emergency and committed to going carbon neutral by 2030. Their cycle hangar programme not only assists in the clean-up of the air but also encourages more people to take up active travel like cycling and stay healthy. Lambeth have been installing their specially designed secure *Lambeth Bikehangar* around the borough since 2012 to ensure residents have indoor space to keep their bikes safe. The *Lambeth Bikehangar* are available for residents to rent, and each hangar space costs £42 to rent per year - £3.50 a month - this rental service is managed by Cycle Hoop. It securely holds six bikes and takes up the space of half a car. Lambeth have installed over 200 hangars, providing 1,200 cycle parking spaces for residents, and are consulting with residents to identify locations for the next phase of hangars to be installed. Their website currently has an option to “suggest a street to be considered for future hangars”.

3.2 Cycle parking at locations of transport interchange

Cycle parking at locations where there are interchanges with other modes of transport (such as train stations) encourages cycling and allows people to make journeys that are too long to cycle. Often, bikes are left for prolonged periods at these interchange locations, so adequate shelter and security are required. For this reason, cycle hubs are suitable. However, where cycle hubs are unfeasible, sheltered Sheffield stands should be provided and ideally covered by CCTV. It is also essential to ensure there is cycle parking at bus stops, particularly in more rural suburbs and locations where bus routes can be further from people's homes or workplaces. Within the Rother District Battle train station has an exemplar cycle parking facility, also with a pump and a repair kit – the only such facility available within the district. Bexhill train station and others are benefiting from an investment in cycle parking as per a local news article:

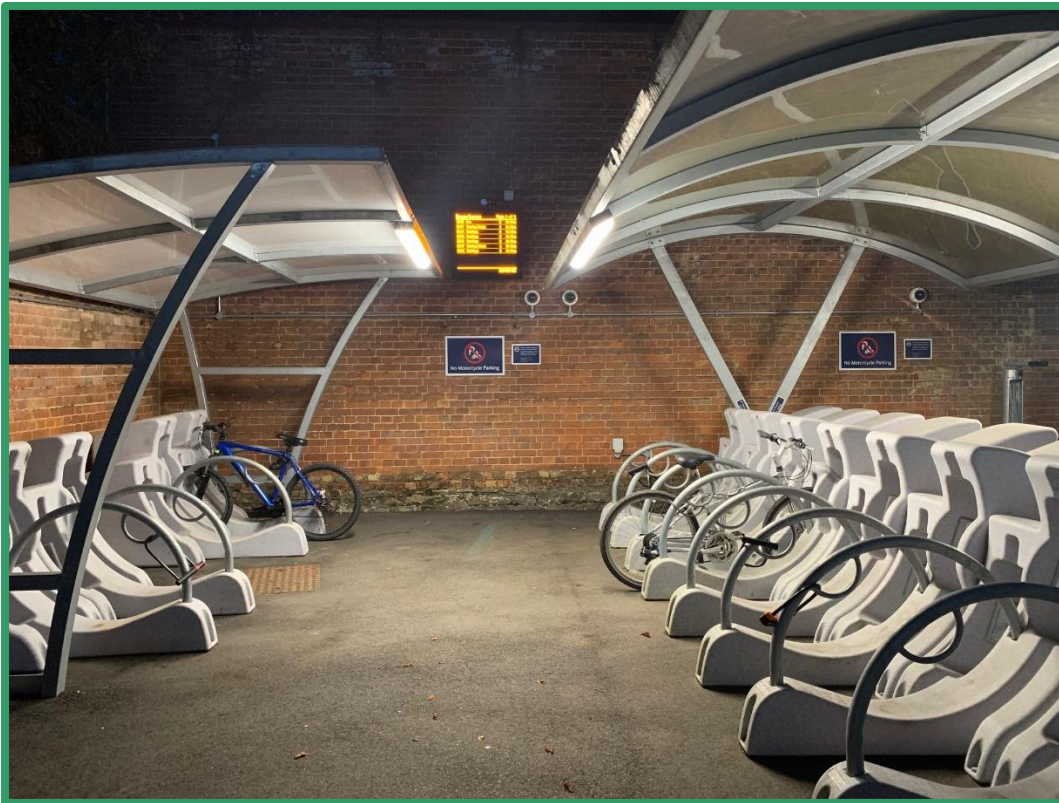


Figure 9 Battle train station cycle parking provision.

3.3 Cycle parking at workplaces (long-stay destinations)

As bikes are left for prolonged periods over the duration of working hours, it is considered long-stay parking requiring shelter from the weather and security. Workplace cycle parking can be incorporated within a site's perimeter or near main entrances to ensure safety from theft.

Due to the changes to working patterns as a result of the ongoing Covid pandemic, cycle parking at workplaces was not researched as part of this study.

3.4 Cycle parking at town centres (short-stay destinations)

Cycle parking in town centres are mainly used for short-stay destinations, usually short stays to shops, cafes, or leisure activities. They should be provided on streets, near as possible to destinations and don't require shelters or hubs. They must be adequately planned to avoid obstructions in the public realm. Historic England's document Streets for All: South East [14] states that:

"Public spaces can also be thought of as 'outdoor rooms' enclosed by buildings. To avoid unsightly clutter, their street furniture needs to be placed with the same care as the objects in an indoor space. Traditional lamp-posts, bollards and seating are all important sources of local character, but high-quality new design can also enrich the public realm and encourage its greater use."

Cycle parking should consider this when being installed and be positioned so that they don't encroach pedestrian desire lines and don't cause "street clutter" but remain apparent to locate and frequently used by cyclists. The Public Realm Strategic Framework) [10] sets out objectives and key principles for the public realm in Rother district. Cycle parking in Rother touches on several strategic objectives SO2: Promoting Distinct Local Identity; SO3: Promoting the Natural Environment; and SO4: Promoting Vibrant, Accessible and Safe Public Places. The PRSF also addresses challenges that installing new cycling parking would face. Poorly planned and positioned cycle parking can create a "cluttered and uncoordinated public realm" and harm the character of the public realm streetscape, particularly in historic areas.



Figure 10. Cycle parking in the shopping area of Western Road, Bexhill.

4. Public survey

From 27/02/2021 until 31/03/2021, a public survey (Appendix 2) ran to assess public opinion on what locations had sufficient or insufficient cycle parking and where could benefit from future investments in cycle parking. Altogether, 314 responses were received.

Co-advisors assisted in producing the survey, which focused on cycle parking facilities in residential areas, town centres, schools and colleges. Some questions were inspired by the Eastbourne cycle survey produced by East Sussex Highways on behalf of ESCC (results still yet to be published).

It was also advised by a co-advisor to refer to "cycle parking" instead of "bicycle parking" to be inclusive. Initially, an additional section of the survey focused on work commuting; however, it was removed due to Covid19 restrictions causing people to work from home and skewing results. For a more in-depth understanding of work commuting by cycling, a focused future survey could be run.

The survey was turned into an online survey by council Policy Officer Joanne Wright using Survey Mechanics (available at: <https://www.surveymechanics.com/a>) and distributed via the Rother District website (Appendix 3) and via email marketing in the form of Rother alerts.

The next sections outline result of the survey.

4.1 Survey participants

In terms of gender, the survey participants were 41% female and 54% male (0.3% non-binary and 5.2% preferring not to say). The majority were older participants, with 43% being 60-79 years old, compared to 25% for both 25-49 and 50–59-year-old age groups. This is representative of the ageing population of the Rother District.

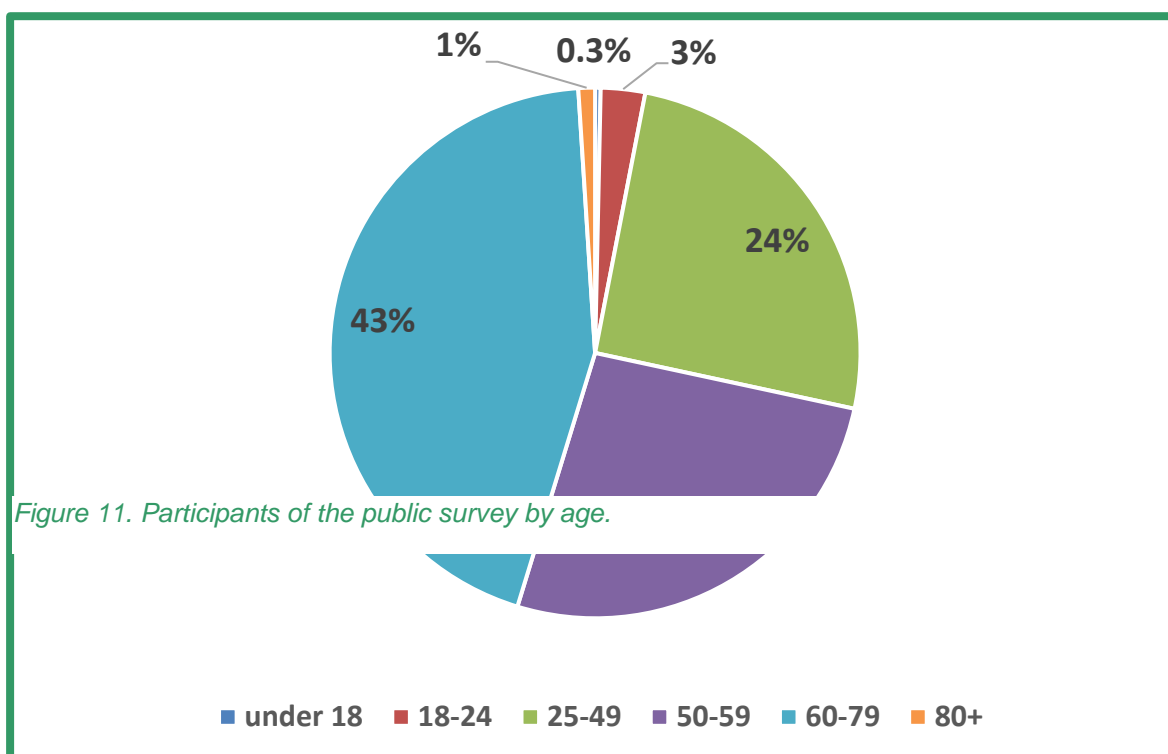
Only 0.3% of under 18-year-olds and 1% of 80-year-olds participated.

4.2 Bicycle ownership

The survey showed that 82% of participants had access to one or more bicycles; Unfortunately, 18% did not have access to a bicycle (although 3% were planning to buy one soon). Out of the respondents who had a bicycle, owning one bicycle was the most common response, with 50% of participants owning one mechanical bicycle, 31% owning 2, and 16% owning 3. In terms of e-bikes, 17% of participants owned one or more.

The average amount of mechanical bicycles for a participant to own was 1.4, which could mean around 137,272 bicycles in Rother [10] (using a population of 95,656 in Rother District in 2018 [15]). There is also an estimated 24,676 e-bikes in Rother (0.26 per person average), equating to 161,948 total bikes in Rother.

4.3 Cycling habits



The main reason Rother respondents to the survey said they cycled was for exercise or leisure. There were also mentions of cycling as seen as environmentally friendly, benefiting mental health, social reasons, and avoiding paying parking charges. Around a quarter of participants cycled to reach shops and facilities (Figure 6);

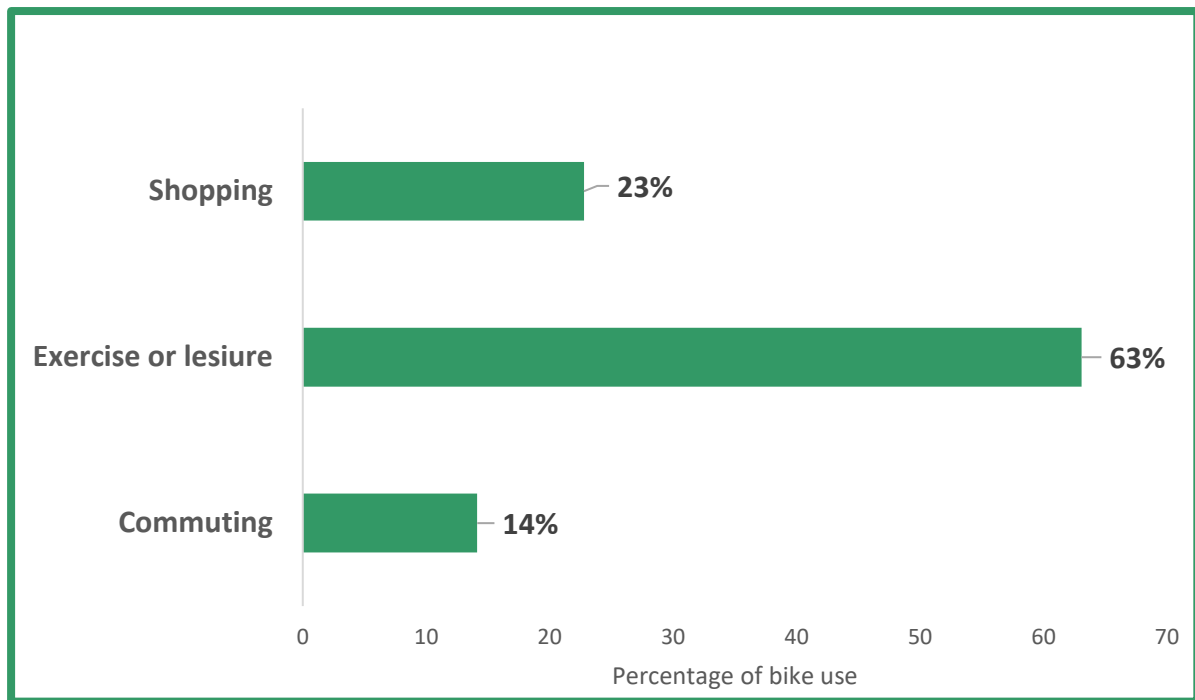


Figure 11 Three most common reasons for cycling as given by the survey respondents.

Figure 12 shows the variation of cycling habits by season. It shows that only around 10% of participants cycle every day, and the seasons with the most Cyclist is summer/spring, with almost 50% of people cycling frequently. Almost a quarter of participants rarely cycle in autumn and winter.

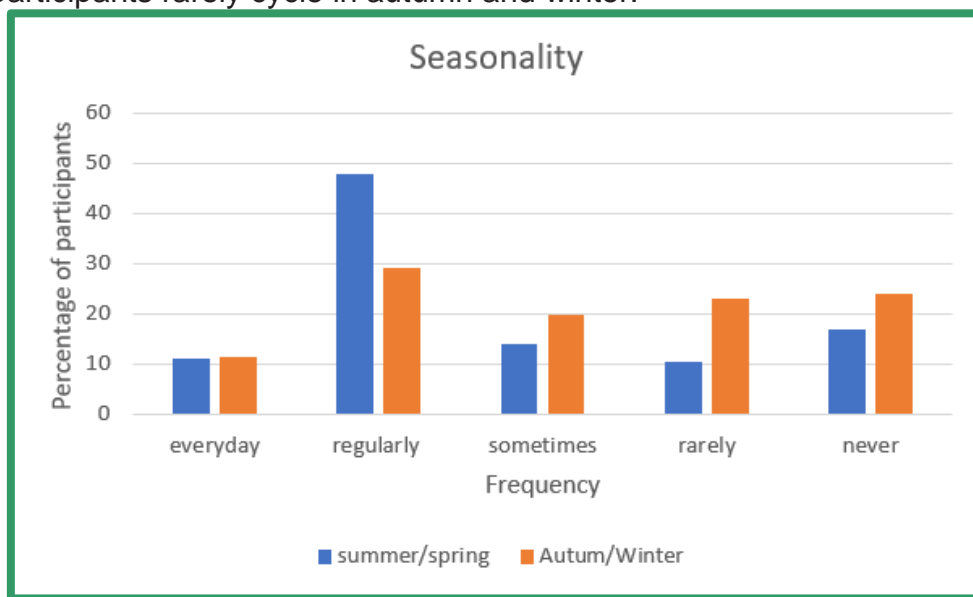


Figure 12 Cycling habits of survey respondents per seasons.

4.4 Cycle parking facilities by destination

The public survey specifically focused on cycle parking infrastructure provision in residential areas, shops and town centres, and schools. Cycling to workplaces and facilities at places of work were excluded due to the ongoing Covid pandemic which has considerably altered people's commuting habits, with many people still working from home. Responses about cycling to school were minimal; this is because only

0.3% of under 18-year-olds participated in the survey. This section subsequently reports on responses around cycle parking infrastructure provision at shops and towns centres and in residential areas.

Most respondents (63%) thought there was inadequate cycle parking at shops and facilities in terms of quantity of provision; whilst 30% of respondents thought the provision was adequate. 26% of participants said that more cycle parking would encourage more cycling to shops and town centres. 74% of participants said that more safer cycling routes to these destinations would increase the number of journeys taken by a bicycle.

Looking at cycle parking infrastructure in residential areas 90% of participants have responded saying they have access to secure overnight parking. Again, the need for more safer cycling routes in residential areas to increase take up of cycling was raised by 51% of survey participants as shown in Figure 13.

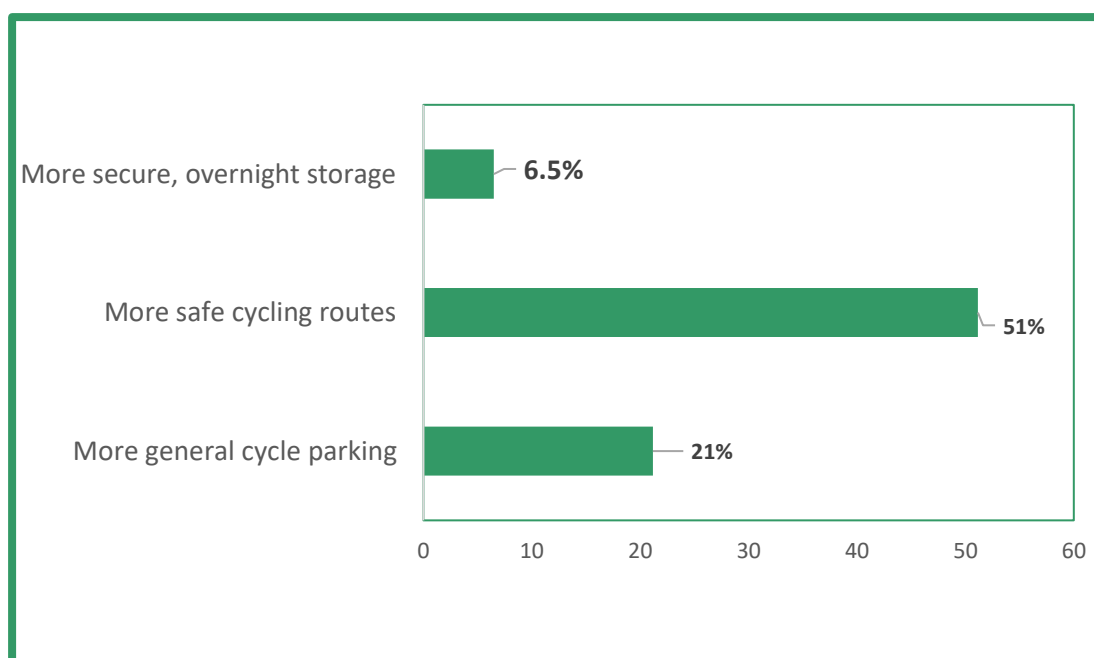


Figure 13 What cycle parking infrastructure is needed in residential areas, according to the survey participants.

According to the public survey, 10% of respondents do not have access to cycle parking facilities at their apartment block or residence. The survey invited participants to give their home postcode and this information was used to produce a map shown in Figure 14 where this information was overlaid with locations of car parks owned by Rother District Council.

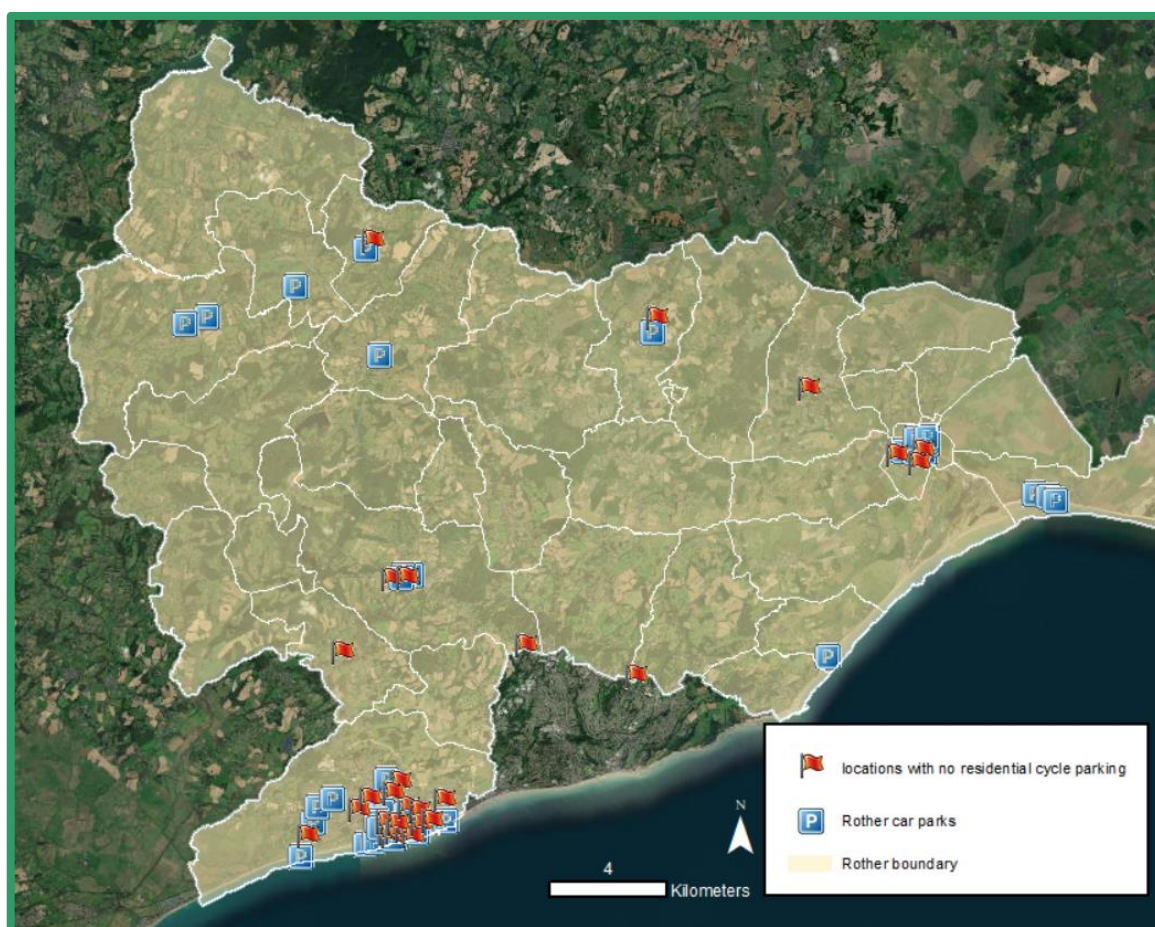


Figure 14.. Map of existing RDC owned car parks and residence locations where survey participants said they had no access to overnight storage for their bicycles.

The Table 3 then gives a list of the council-owned car parks nearby to these locations flagged up by survey respondents as being near to residential homes with no secure cycle parking facilities. The local authority could explore how some of the car parking spaces may be re-purposed for cycle parking infrastructure instead.

Table 3 Council car parks which could provide secure cycle parking for nearby residents who do not have such facilities at home.

Car Park	Spaces	Parking fee	Parish
Beeching Close	50	Free - 23 hours	Bexhill
De La Warr	152	Pay and Display	Bexhill
Egerton Park – Bowling	22	Pay and RingGo	Bexhill
Eversley Road	33	Pay and Display	Bexhill
Galley Hill Bottom	~ 60	Pay by RingGo	Bexhill
Galley Hill Top	~ 18	Pay by RingGo	Bexhill
Little Common	36	Pay and Display	Bexhill
Manor Barn	60	Pay by RingGo	Bexhill
Richmond Road – Polegrove Bowling	24	Pay by RingGo	Bexhill
Sidley	87	Free - 23 hours	Bexhill

Car Park	Spaces	Parking fee	Parish
Town Hall (Permitted Weekends and Bank Holidays Only)		Pay by RingGo	Bexhill
The Gorses	~ 25	Free - 23 hours	Bexhill
War Memorial		Pay by RingGo	Bexhill
Western Road	13	Permit only	Bexhill
Wainwright Road	75	Pay and Display	Bexhill
Mount Street	133	Pay and Display	Battle
Upper Market	90	Pay and Display - 4h max	Battle
Lower Market	78	Pay and Display	Battle
Bedford Place	43	Pay and Display	Rye
Cinque Port St.	30	Pay and Display	Rye
Gibbet Marsh – main	~ 80	Pay and Display	Rye
Gibbet Marsh – overflow	~ 200	Pay and Display	Rye
Lucknow Place	58	Pay and Display	Rye
Gun Garden	9	Permit only	Rye
Rye Cricket Salts	13	Pay by RingGo	Rye
Rye Swimming Pool	48	Pay and Display	Rye
The Strand - Public	24	Pay and Display	Rye
The Strand - Reserved	10	Permit only	Rye
Northiam	40	Free - 23 hours	Northiam
Hurst Green	30	Free - 23 hours	Hurst Green

4.5 Other comments and issues reported

Several other issues were reported by the survey participants with the existing provision of cycle parking in

A question about undesignated parking was taken from the recent Eastbourne cycle survey. According to responses to the Rother survey, 57% respondents suggested they frequently or very frequently must use undesignated parking. The most common reason cited no designated cycle parking close enough to their destination (93%); followed by substandard quality of parking (4%) and due to lack of spaces at a cycle parking facility (3%).

Several participants also stated fear of theft due to unsuitable cycle parking suggesting safer bicycle parking is needed. Participants commented in response to why they lock their bicycle in undesignated cycle parking places like railings or pole:

“The designated bike racks which have just been installed are in very poor locations and of poor quality. More modern solutions of cycle parking and storage should of been explored rather than what appears to be a “quick fix” solution” and “Always like to park as near as possible to where bike is visible or near to destination”.

As well as not having sufficient amounts of cycle parking infrastructure provided, another problem discovered through the survey was that cycle parking was often not easy to locate, there was a lack of information about it and was generally unknown to survey participants. Battle Abbey Green was an example often mentioned where cycle parking was considered inadequate and almost "hidden". This applied in Bexhill with Ravenside shopping centre and along the seafront. A participant commented:

"Cycle parking in Rother is almost invisible. If there is any, it is not signposted, and most popular locations have none at all",

There were also comments of the cycle parking not being to a high enough standard. The statement below by a participant describes the fear of theft that comes with inadequate cycle parking.

"The whole county lacks appropriate cycle parking. The problem is that modern bikes can be easily disassembled with few tools. That means that when a bike is left unattended, parts can easily be stolen and the bike can be vandalised. What is needed is caged lockable bike storage units. I would happily pay to use such facilities."

Through the public survey, it was expressed that respondents would also like to see the installation of electric bike charging points in town centres, railway stations, shopping centres such as Ravenside, supermarkets, car parks, and along the seafront. A comment below made by a participant expresses the importance of having e-bike charging:

"I dont have an ebike but I think for those that do it would be useful. My mum is waiting for a hip operation and as soon as she gets it she and my dad will be getting ebikes. Camber would be good I think. Maybe at pubs or cafes so they could have a coffee or meal, spend money in the local economy and have a quick charge"

Other comments agree that it should be provided in locations where it is comfortable to wait and obvious to locate:

"Outside shopping centres. Secure place where you can sit and wait for the charging to complete." and "Alongside conventional bike parking, so that people knew where to go for it."

5. Conclusions and recommendations

The next few decades sees some big cycling related goals planned by the Government and local authorities. DfT' Gear Change: A bold vision for cycling and walking [3] aspires for cycling to be the as 'the first choice' for commutes and for half of all commutes within towns and cities being cycled or walked by 2030. The Cycling and Walking Investment Strategy [1] also sets its similar ambition to ensure "that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey". Rother District Council commits to make Rother District carbon neutral by 2030 as part of its climate emergency declaration [9].

However, for these goals to be met, there must be sufficient, adequate, and accessible cycle parking provided in Rother's town centres, work and education places, transport interchange locations, and residential areas, particularly areas with residential flats where people cannot store their bikes at home.

The average amount of mechanical bicycles for a survey participant to own was 1.4, which could mean around 137,272 bicycles in Rother [10] (using a population of 95,656 in Rother District in 2018 [15]). There is also an estimated 24,676 e-bikes in Rother (0.26 per person average), equating to 161,948 total bikes in Rother.

To put that into perspective, there are an estimated 53,300 cars in Rother according to DfT [15] and 1,698 parking spaces provided via RDC car parks; that's equivalent to 31 cars per car park space. In comparison, there are over double that number of cycles in Rother and 447 documented cycle spaces; that is 261 cycles per cycle parking space. In relation to provided car parking, there is not sufficient cycle parking infrastructure.

5.1 Local policies update

As a starting point, ESCC policies, including the East Sussex Local Cycling & Walking Infrastructure Plan (LCWIP) should be updated to reflect the recommendations made within the Local Transport Note 1/20 titled Cycle infrastructure design (2020). The key changes needed are around provision of secure overnight storage at residential areas that may lack space for storing bicycles and around provision for the rural parts of the Rother District where cycling will also be associated with eco-tourism.

RDC could provide guidance for wording of neighbourhood plans and seek to update the ESCC documents ESCC Guidance for Parking at New Residential Development (2017) [6] and ESCC Guidance for Parking at Non-Residential Development (2013) [7] which are likely to be now out of date. Such update could feed into the new Rother Local Plan being currently developed.

The following recommendations are made:

5.2 Asset management

Rother Public Realm Strategic framework [7] states that RDC, as Asset Managers, is responsible for their street furniture, including cycle parking. Currently, there is no

extensive asset register recording existing cycle parking in Rother, and the few that are available are incomplete and lacking a large amount of information. This makes maintenance of cycle parking and deciding on future investments in cycle parking difficult. RDC should produce an inventory of existing cycle parking that includes information on the attributes:

- Condition - the state of the cycle parking concerning its appearance, quality, or usability.
- Capacity - The maximum amount of cycles the cycle parking can contain, including "non-standard" cycles.
- Ownership – Who has control and responsibility for the maintenance of the cycle parking.
- Photos - Photos are beneficial as the other attributes (such as condition) can be confirmed, and cycle parking can be located easier if needed.

If the inventory is provided as an XML or CVS, it should contain coordinates to locate and map the data. A more comprehensive record of cycle parking would increase the quality of maintenance and replacement of cycle parking. It would also allow for more informed decisions on where future investments in cycle parking are needed.

It is recommended that future cycle parking datasets and asset registers should include information on condition, capacity, ownership, and photos if possible. Photos are beneficial as the other attributes (such as condition) can be confirmed. If provided as an XML or CVS, it should contain coordinates in order to locate and map the data.

The main inconsistency between the datasets was uncertainty on ownership. This is an issue highlighted in the Rother Public Realm draft document [7] "At present, records of product specifications are incomplete, and a more coordinated, planned and proactive approach could be developed to drive up the quality of maintenance and replacement." RDC and ESCC are urged to clarify ownership and maintenance responsibilities for these assets and then create a planned preventive maintenance schedule for those assets.

5.3 Monitoring and reporting

The survey conducted as part of this study would ideally be repeated on regular basis and would try to reach wider audiences. For example, by being deployed also by post, not only as an online survey on the council's website. The survey was run during mid-winter when (as the results suggest) people were cycling the least – so timing of the survey is something to consider.

The Eastbourne Cycle Parking Study (2020) carried out in terrain survey of existing cycle parking provision and how it was used; as well reporting on instances of undesignated parking. Similar monitoring could be introduced for the Rother cycle parking infrastructure.

For reporting cycle parking issues, ESCC's form would ideally be modified, to add a category 'cycle parking' as an item one can report on. Currently, the online form found here <https://www.eastsussexhighways.com/report-a-problem/pavements-cycleways/cycleways> only gives one an option to report a cycleways issues or a pavement issue. Cycle parking

infrastructure is not recognised as a category in the form.

For identifying opportunities for future cycle parking instalments an avenue to explore is taking online submissions of where it is needed/wanted by residents; similar to Leed's Suggest a Scheme [15], which allows people to pin on a map idea for improving walking, cycling, and maintaining social distancing during the Covid-19 pandemic in Leeds. Suggest a scheme that allows participants to comment on why a location seems unfit for cycling and walking and suggest improvements. A similar model that allows residents to suggest cycle parking locations in Rother through an online interactive map could engage the public and help meet Environmental strategy and LCWIP goals for mitigating climate change and encouraging active travel.

5.4 Future Investment

More cycle parking in Rother is needed. As one survey participant commented:

"Cycle parking often an afterthought, if they're at all, often a few exposed racks in a forgotten corner. There is rarely shelter and never charging. A notable exception that I've seen is at The Hub on Rye Hill, which has both shelter and charging so is an exemplar of what we would like to see elsewhere."

It is recommended that both ESCC and RDC invest in Sheffield stands in all town centres across Rother District. They also blend easily into the public realm, and users do not require a shelter As stated in Cycle Infrastructure Design [4] these cycle parking should be Sheffield stands and don't require shelter, rather they should be prioritise security and be provided in front of CCTV when possible. Installation of "Grippa" type of stands should be avoided and existing these type of stands should be phased out.

Cycle parking should be also be provided in residential areas, particularly in residential flats where people cannot store their bikes at home. According to the public survey, 10% respondents did not have access to cycle parking facilities at their apartment block or residence. Both RDC and ESCC should provide adequate residential on-street cycle parking such as "hangars" retro-fitted to a street or within an estate in residential areas, as per the document Cycle Infrastructure Design [4] and DFT (2020) Gear Change A bold vision for cycling and walking [3].

A similar approach to Lambeth Borough in London is recommended. Lambeth have been installing their specially designed secure *Lambeth Bikehangar* around the borough since 2012 and they are available for residents to rent, and each hangar space costs £42 to rent per year - £3.50 a month. It securely holds six bikes and takes up the space of half a car and the rental service being managed by Cycle Hoop. Lambeth have already installed over 200 hangars and are consulting with residents to identify locations for the next phase of hangars to be installed. Their website currently has an option to "suggest a street to be considered for future hangars"; a similar approach within Rother could engage residents and promote cycling.

A potential avenue to explore is the installation of cycle parking in car parks, in conjunction with a feasibility study of its own car parks conducted by RDC with the potential of installation of EV charging for both cars and cycles. Installing cycle parking at car parks in residential areas would be an appropriate approach. Security is the primary consideration for long-stay overnight parking, and residents would be willing

to trade some convenience for security (e.g., CCTV coverage and secure access) [2]. All car parks in Bexhill, Rye, Northiam, Hurst Green, and Battle could be explored for future secure cycle parking installations as the demand is highest in these locations.

Rother's current cycle parking is unequally distributed; The majority of rural parishes have currently no cycle parking documented. In rural areas, cycling is more linked to tourism/leisure so it is recommended that local authorities explore supporting destinations and local businesses linked to this industry in providing adequate cycle parking. Especially targeting rural areas of high deprivation such as East Rother and Camber

As well as the cycle parking being installed in appropriate locations, it is essential that the parking is easy to locate. It is essential that in terms of the public realm, street furniture such as cycle parking "blends" into the streetscape; however, the cycle parking must be easy to find by users. A good compromise is using clear and straightforward signage to identify where there is cycle parking. All parking should also be accessible to all potential users by providing space to secure various types of cycles, such as for "non-standard" cycles (e.g., three-wheelers, tandems, recumbents).

Finally, an important note to consider is an overwhelming amount of comments from the public survey expressing a want for better, safe, traffic-free cycle routes and designated cycle paths in the Rother District.

6. References

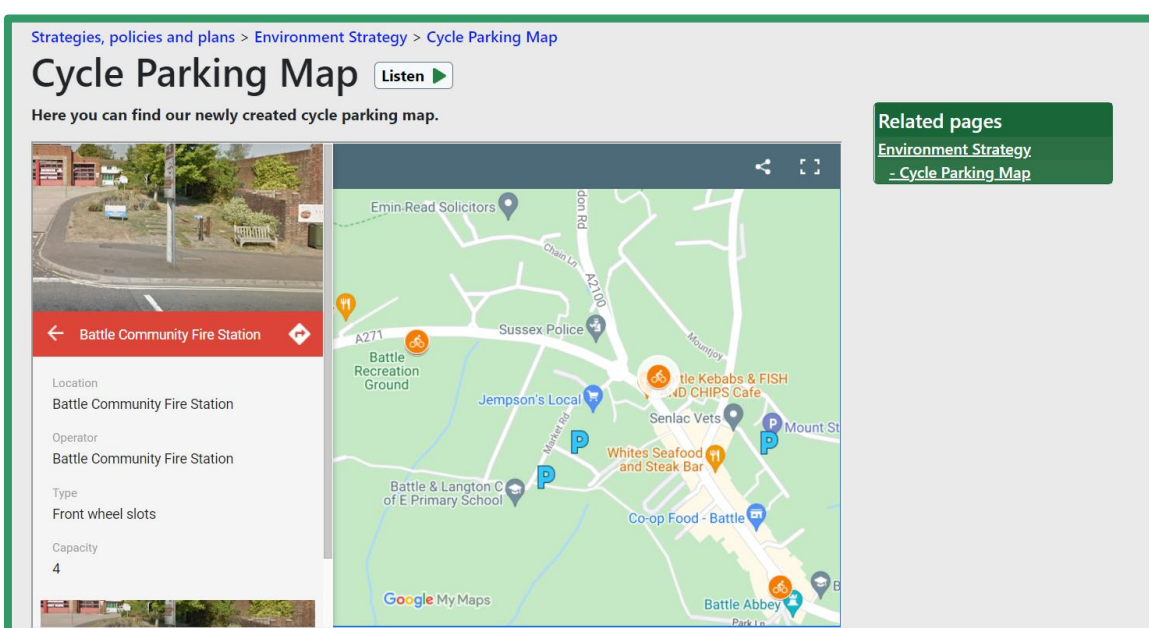
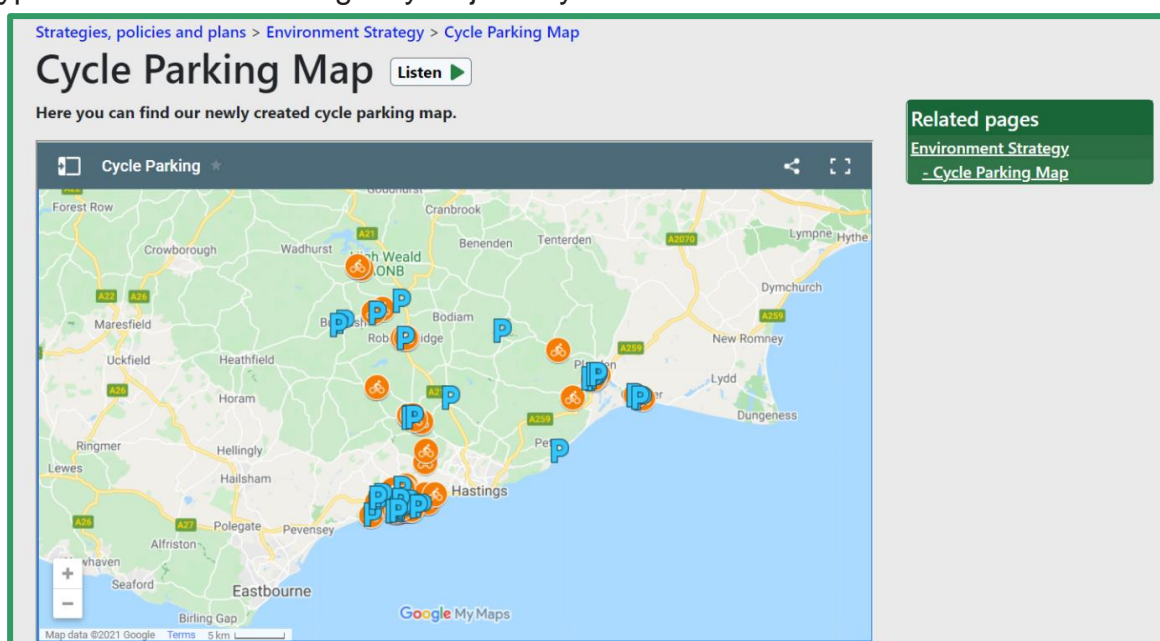
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Appendix 1 Publicly available online map

A key output of the MSc placement was an online map showing bicycle parking infrastructure across Rother district available via the Rother District Council's website and under its webpage <https://www.rother.gov.uk/strategies-policies-and-plans/environment-strategy/cycle-parking-map>

The map was created using a combination of existing cycle parking maps, submissions via the public survey, and anecdotal evidence from project co-advisors; it includes location, a type of infrastructure, and ownership. Where possible, the map displays photos of the cycle parking so that it can be easily located. Updates to the cycle parking map will be encouraged by submissions via email. It also displays RDC car parks, so it has a dual purpose. It can also allow viewers to compare parking types and consider taking a cycle journey instead of a car one.



Appendix 1 Public survey questionnaire

Introduction:

Thank you for participating. This survey is for Rother District Council and a MSc placement to assess where there is currently insufficient bicycle parking in Rother District and investigate where new bicycle parking would be most beneficial. The focus of the survey is on bicycle parking facilities in residential areas, town centres and other local facilities, and school and colleges. It should take you around 5 minutes to complete this survey.

Part A: Your cycling habits

Question 1. What bicycle do you have? Choose all that apply

Do not have access to bicycle

Regular mechanical bicycle N. of bicycles

Electric bicycle N. of bicycles

Don't currently have one but planning to buy one in the near future

Other:

Question 2. How often do you cycle?

	Never	Rarely (less than 1-2 times a month)	Sometimes (more than 1-2 times a month)	Regularly (more than 1 time a week)	Everyday
Spring/Summer					
Autumn/Winter					

Question 3. Why do you cycle (choose as many as applicable)?

Commuting

Education (to attend school/ college)

Shopping

Exercise

Other: specify.....

Question 4. On these journeys, do you ever use undesignated bicycle parking (e.g., chained to a pole or railing)?

Yes

No

Question 5. If you answered yes to question 4, why do you lock your bicycle in these places?

There are no cycle parking facilities close enough to my destination

Cycle parking facilities regularly have no space available

Cycle parking facilities are of a substandard quality

Other : specify.....

Question 6. Have you experienced theft or vandalism of your bicycle in Rother?

Yes

No

Question 7. If you answered yes to question 7. Tells us more about the incident(s)

Please state: Location

Date (month and year)

Question 8. Would you like to see the installation of e-charging points for Electric Bicycles?

Yes if yes, please give a location

No

Part B. Bicycle parking in residential areas

This section of the survey asks about cycling facilities where you live.

Question 9. What is your home postcode:.....

Question 10. Do you have a secure overnight bicycle storage where you live?

Yes

No

Question 11. What cycling facilities in your residential area would encourage you to cycle more (choose as many as applicable)?

More general bicycle parking

More safe cycling routes

More secure overnight storage

Other: specify

Part C Bicycle parking at shops/town centres

This section of the survey asks about cycling provision when you go visit a local town centre or other local facilities.

Question 12. Where is your local town or village centre?

Question 13. What would encourage you to cycle to a shop or facility (choose as many as applicable)?

Bicycle parking close to shop/facility

More safe cycling routes to shops/facility

Other: specify.....

Question 14. Would you be more likely to enter a shop or use a facility (e.g., gym/church) if there was bicycle parking (e.g., plant locks/Modular parklets

<https://www.cyclehoop.com/product/green-cycle-parking/parklets/>) available?

More likely

Neither more nor less

Less likely

Part D. Bicycle parking at schools

This section of the survey asks about cycling provision in your local school or college.

Question 15. What is the name of your school or college?

Name

Do not attend school or college (THIS ANSWER ROUTE TO END OF section)

Question 16. If you attend a school or college, has a lack of bicycle parking at your school or college prevented you from cycling?

Yes

No (THIS ANSWER ROUTE TO END OF section)

Question 17. What would encourage you to cycle more to school or college (choose as many as applicable)?

Bicycle parking availability in school or college

More safe cycling routes to school or college

Other: specify.....

Part E. Bicycle parking mapping

Rother District is currently mapping bicycle parking to make it more accessible to Rother residents. Please use the area below to document any bicycle parking (e.g., Sheffield stands or shelters) that you use or are aware of. If postcode or road name of bicycle parking is unknown, please mention nearby points of interest. Thank you for your help.

Question 18. Please state your age

Under 18

18-24

25-49

50-59

60-79

80+

Prefer not to say

Question 19. Please state your gender

Male

Female

Non-binary

Prefer not to say

Final comments

An opportunity to add any additional comments on your answers or anything else you would like to say about cycling and bicycle parking.

[Thank you](#)

Thank you for participating.

This data will be used by Rother District Council to assess the current state and need for bicycle parking.

Please press the **Finish** button to submit your answers to Rother District Council.

Cycle Parking Infrastructure in the Rother District

Isis Figueiredo Procter, University
of Brighton MSc Placement with
Green Growth Platform

Kristina Sodomkova, Environment
and Policy Manager, Rother
District Council

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