

Maidstone Borough Council Cycle Parking Analysis – Sustrans 2020

Feedback from Member engagement sessions

The report:

<https://storymaps.arcgis.com/stories/333a63bbaa5a4ffba8fb05bf8d2b71d9>

Rail Stations

In general, Members were supportive of the use of cycle lockers over other forms of cycle parking at rail stations.

The highest priority for cycle parking at rail stations was afforded to security and, cost implications aside, Members felt that having CCTV coverage was very important in encouraging users to feel secure in leaving their bikes for long periods of time.

Barming Station was not included in the report, however Members expressed support for provision of cycle lockers and CCTV in this location.

Town Centre Residential

Members were generally hesitant regarding recommendations for cycle hangars on residential streets. It was felt that the loss of car parking would likely prove too problematic and Members largely dismissed comments regarding the reduction in propensity to cycle that results from a lack of convenient cycle parking at home.

Members recommended that further information was necessary in order to determine whether any of the recommended residential cycle parking locations could be supported and suggested that surveying residents would be the appropriate first step.

Maidstone Hospital

No comments were made in regard to the recommended hub at the hospital.

Town & Village Centre Parking

The recommendations were broadly supported, however Members expressed concern around the lack of security with Sheffield type stands.

The proposals for Marden and Staplehurst were specifically supported.

Inclusion of cycle parking near to the Chequers Inn, Loose, was recommended.

Maidstone Town Centre

Members were supportive of proposals for secure cycle parking in the town centre, although not necessarily in the exact location and method proposed.

Other comments

Members provided further comments and recommendations, as follows:

- Cycle parking should be provided at bus stops, to provide better connectivity from rural areas. Specific mention was made of bus stops near to the Linton Crossroads, for example.
- Cycle parking linked to education should be improved in general and specific reference was made of the Oakwood and New Line Learning campuses, where cycle hubs could be considered.
- Some Members made it clear that an urban area cycle hire scheme would be a preferable investment, over cycle general cycle parking proposals.
- Moveable cycle lockers would be beneficial in that they would allow for testing of demand and redeployment to reflect usage.
- The report focused on "point of origin" provision, not on destinations. Some Members felt that this is the wrong focus.
- It was generally recommended that locations with education or employment should be prioritised.
- Members were advised that the majority of urban dwellings do not achieve the standards for cycle parking that is expected of new developments, as set out in [SPG4](#). They recommended that these standards should potentially be revised.
- Cycle parking provision linking to the Loose Greenway was supported.
- Cycle parking linked to local promoted public rights of way routes was supported.

Conclusions

Members were generally supportive of improving cycle parking provision across the district.

In the context of limited resources, priority was afforded to areas of education or employment and transport hubs.

Cycle lockers and CCTV were the preferred infrastructure for most locations, however Sheffield stands are potential in some of the village centre locations, with appropriate surveillance.

Many of the recommended improvements could be funded through a combination of sources, including CIL and S106.