

Key 14.15.1 Residential Design Principle: 5/g. Integration of access, parking and servicing

Other relevant RDP: 1, 3/e., 4/f., 6/h.

Related design goals: 1.2 Safe site access and movement; 1.3 Well-integrated surface parking; 1.4 Well-integrated garages; 1.6 Fit-for-purpose bin storage

Useful references: DP Appendix 7.5.2.e; NZTA Waka Kotahi Cycle parking planning and design

1.5 Convenient and secure cycle storage

Providing **functional cycle parking and storage facilities** is key to **facilitating cycling** and supporting active transport. For facilities to be confidently and consistently used, they must be **“conveniently accessible, safe and/or secure”**, including adequate storage and manoeuvring dimensions for basic usability.

Residential cycle storage, for townhouses or apartments, can be provided individually per unit or shared communally between multiple units. Consider visitor parking for larger developments.

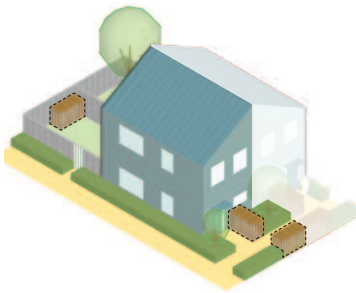
Design expectations

A Convenient, secure and functional residential cycle storage is:

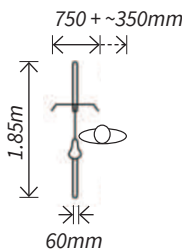
- within a lockable, weatherproof and robust enclosure, with reasonable manoeuvring/circulation space for access by a range of cycle types and users,
- easily accessible on the way to/from the relevant unit(s),
- located to avoid carrying the full weight of a cycle, including up steps or stairs, or being wheeled through the unit,
- well overlooked with a clear sense of ownership to the relevant unit/s, and
- not highly visible from the street (i.e. to not put cycles on show to invite theft).
- If cycle storage is to be accommodated in a garage, consider the space required to fit a car, cycle storage, and reasonable access to both.

B In addition to ‘A’, communal residential cycle storage (e.g. external shelters/internal storage rooms) includes:

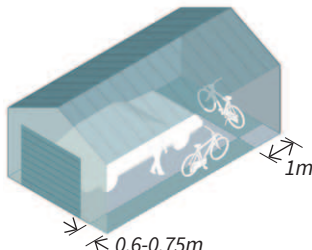
- stands that can support and secure a cycle frame for locking (e.g. Sheffield/staple style),
- reasonable space for access in/out of the storage area/shelter and between stands,
- at least three-quarters horizontal cycle stands,
- eyeline visibility in/out for passive surveillance (with view of cycles available at close range for residents),
- the ability to accommodate larger, non-standard cycles (e.g. cargo, trailers, etc),
- appropriate lighting, and
- secure access (pin-pad entry is not recommended due to ease of sharing and, therefore, theft).
- External shelters should complement development, with robust materials finished to a good quality.
 - Where external cycle shelters are co-located with external bin shelters, consider the combined effect of their appearance.



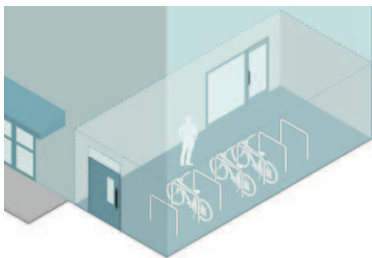
Potential options for private cycle storage include: within the front yard (by front door), along the accessway, or adjacent to outdoor living space



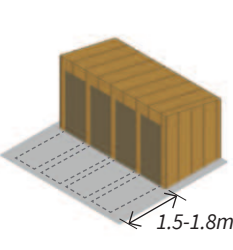
90%ile bicycle with indicative width of a person alongside



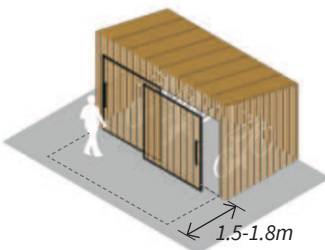
Single-width garage showing additional space recommended to store cycles (to the side or at the front)



Internal communal cycle storage room with Sheffield-style stands

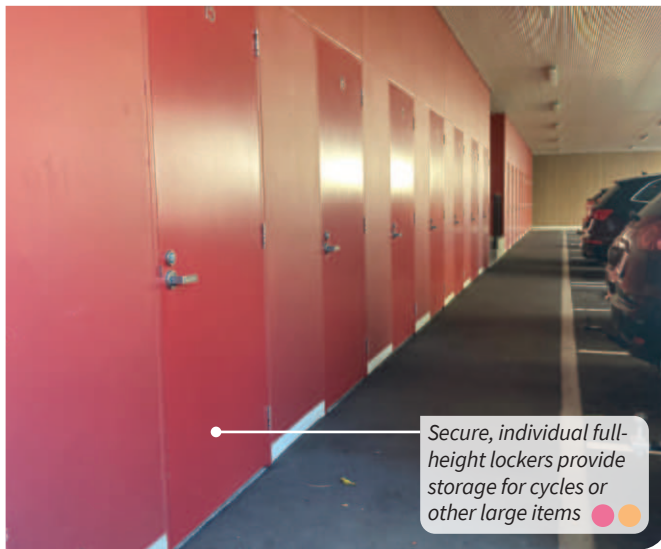
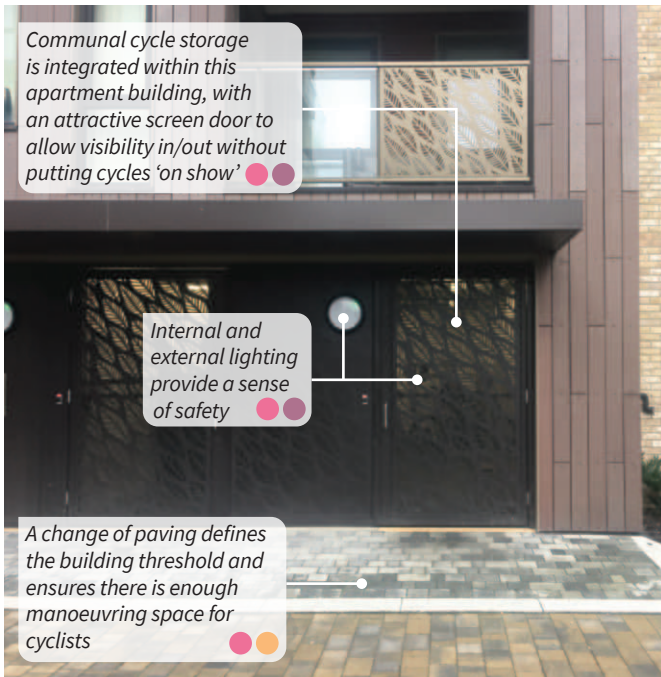


Individual, full-height external shelters/lockers (may be integrated as part of a building)



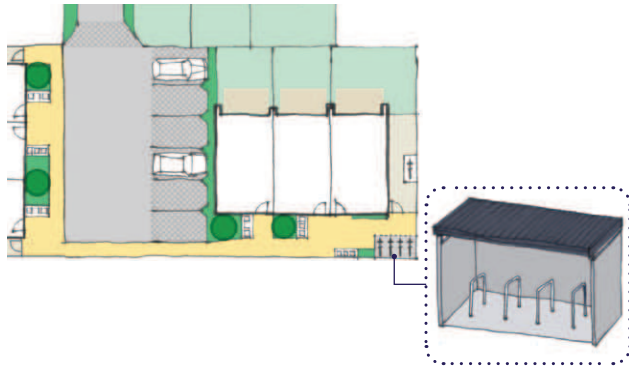
Communal external shelter - space to take cycles in/out can be provided outside doors to reduce the overall size of the shelter (consider hinge locations, space for door opening, etc)

Examples of good outcomes for the design goal



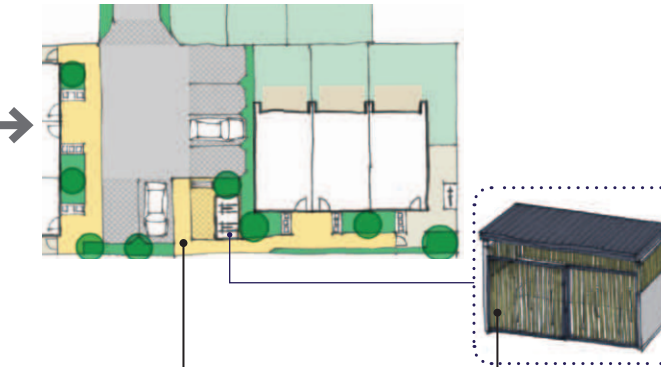
Common issues and improvements

Issue: Communal cycle shelter located at the rear corner of the site, resulting in:



- Lack of use due to poor location which impacts convenience of access and residents' ability to check on cycles and have peace of mind.
- Minimal overlooking and passive surveillance from units and lack of sense of ownership.
- Solid shelter with one open side is exposed to the elements yet prevents effective passive surveillance, reducing security and increasing likelihood of theft.

Improvement: Relocate the communal cycle storage into a central common area.



- Locating the shelter within a centrally-located communal area, between street and units, ensures it is well overlooked by residents and more convenient to access.
- A secure, enclosed shelter with semi-transparent sides protects and obscures cycles from long-range views, but allows close-range views by residents making it safer from theft and, therefore, more likely to be used.

RDP key: 1 Site layout 2 Relationship to the street and public open spaces 3 Built form and appearance 4 Liveability and wellbeing 5 Integration of access, parking and servicing 6 Safety