

Summary

# Residential cycle parking

Improving cycle parking for people on a low income  
or not in employment

# The project

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The Residential cycle parking project sought to understand how poor cycle parking stops people on a low income or not in employment from cycling and what can improve it.

The solutions suggested within this report were developed based on an evidence review, a UK survey and focus groups with people on a low income or not in employment.

:H EHOLHYH F\FOLQJ DQG LWV EHQHÀWV IRU KH  
and accessing the things you need to live well should be an opportunity for everyone. This means overcoming barriers, including a lack of access to secure, accessible cycle parking

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A cycle can open up opportunity. Cycling is a low-cost form of transport for many everyday journeys.

RI SHRSOH OLYLQJ LQ KR XVHKROGV RQ D OF currently cycle but want to start.<sup>9</sup>

Many people on a low income or not in employment need secure and accessible cycle parking at home if they are to cycle

\$ ODFN RI UHVLGHQWLDO F\FOH SDUNLQJ FDQ F If people do not have a place to park a cycle at home that is convenient, accessible and secure, they are less likely to take up cycling.

We therefore set out to better understand residential cycle parking provision for people on a low income or not in employment across the UK and how it could be improved.

## What we did

We conducted an evidence review, a UK representative survey and focus groups to:

- Understand residential cycle parking provision for people on a low income or not in employment across the UK.
- Understand what people on a low income or not in HPSOR\PHQW UHTXLUH IURP UHVLGHQWLDO F their needs.

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3 Sustrans, 2024. Walking and Cycling Index, 2023. UK Aggregated data set.

## What we found out

“I think if the government wants us to cycle more, then they have to make it easier and more accessible for people.”

Female, aged 35-49, not in employment, cycles

Across the UK, people on a low income want to cycle, but lack cycle parking at home

Our survey found only 12% of people on a low income or not in employment own a cycle and currently use it. We found that just under a third (32%) of people on a low income or not in employment did not have a convenient and secure space to park their cycle at home.<sup>9</sup> 7 K L V H T X D W H V W R P L O O L R Q S H locked out of cycling, despite being those who need it most.

Disparities in access to cycle parking are even starker for many on a low income or not in employment. 39% of disabled people did not have convenient and secure space to park their cycle at home, as well as 34% of women and 36% of people from an ethnic minority background.

Almost half of people on a low income or not in employment V D L G W K H \ Z R X O G V W D U W F \ F O L Q J R U F \ F C place to park their cycle at home which was convenient, secure, V D I H D Q G D F F H V V L E O H 7 K L V H T X D W H V W R D U 7 K L V L V D S D U W L F X O D U O \ L P S R U W D Q W L V V X H I ) R U H [ D P S O H S H R S O H Z K R O L Y H L Q D Á D W D U H K D Y H D V H F X U H R U D F F H V V L E O H S O D F cycle than people who live in a detached house (60% and 58% respectively).

Security is an important factor for cycle parking, especially in areas of multiple deprivation. 15% of respondents had their own

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4 Sustrans, 2024. Cycling Opportunity: The case for a cycle voucher scheme for people on low incomes and not in employment (forthcoming).

or knew someone who had had their cycle stolen from where they lived in the past 12 months.

\$FFHVLELOLW\ LV DOVR FULWLFDO 7ZR LQ ÀY not in employment identify as having a long-term health condition or disability. Residential cycle parking must be designed to be inclusive of those who need more expensive specialised cycles, including e-cycles, hand cycles and recumbent cycles.

1.5 million people on a low income or not in employment have been put off buying a cycle due to accommodation restrictions, for example not having a secure, convenient place to park a cycle.

Relatively small and simple changes, for example giving people somewhere secure to keep their cycles, could be WUDQVIRUPDWLRQDO IRU SHRSOH·V OLYHV DQ

Improving cycle parking for people is straightforward to LPSOHPHQW DQG ZRXOG KDYH VLJQLÀFDQW EHC wellbeing and access to education and employment.

## Recommendations

Recommendation 1: Local authorities should increase UHVLGHQWLDO F\FOH SDUNLQJ SURYLVLRQ SUL of deprivation.

- Action 1.1: Local authorities and housing associations VKRXOG SURYLGH FRPPXQDO F\FOH SDUNLQJ of deprivation.
- Action 1.2: Local authorities and housing associations should increase awareness of residential cycle parking amongst ORFDO FRPPXQLWHV DQG WHQDQWV· JURXS

Recommendation 2: Governments across the UK should put in place standards, investment and regulations to improve residential cycle parking.

- Action 2.1: Strengthen guidance for all local authorities to improve residential cycle parking provision.

- Action 2.2: Ensure local authorities have access to long-term funding for sustainable transport that can be used to improve residential cycle parking.

- Action 2.3: Reform planning regulations to ensure all new

K R P H V K D Y H D F F H V V W R D G H T X D W H F \ F O H S L

- Action 2.4: Amend permitted development rights for householders to allow the installation of cycle stores at the

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Recommendation 3: Governments across the UK and local authorities should work together to tackle other barriers to cycling for people on a low income or not in employment.

- Action 3.1: Local authorities should audit and improve public cycle parking.

- Action 3.2: Governments across the UK should provide

À Q D Q F L D O V X S S R U W W R S H R S O H R Q D O R Z L  
employment to buy a cycle.

- Action 3.3: Governments across the UK need to work together with local authorities to improve cycling infrastructure.

“ , . G U H D O O \ O L N H W R V W D U W F \ F O L Q J D J D L Q  
all these cycle lanes near me and it would save me money  
W R F \ F O H % X W , O L Y H L Q O L N H D À U V W Á R R U  
R X W G R R U V S D F H L V D E D F N E D O F R Q \ V R , . G  
up off street level, up the staircase, do kind of a right angle  
L Q W R P \ I U R Q W G R R U E H F D X V H W K H U H . V W Z R  
the top on each side, walk through my living room and my  
kitchen and put it outside on my back balcony and have  
to do that every time I took it in or out, which for a full size  
F \ F O H L I L W . V Q R W D F R O O D S V L E O H R Q H L W

Female, aged 25-34, employed, does not cycle

## Case Study: Ben, Swindon.

Ben has chronic fatigue, which affects his ability to take long journeys or travel by car. But for cycling has helped.

“ I use my bike for journeys to the supermarket  
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XQIRUWXQDWHO\ WKH\·UH QRW YHU\ UHOLDEOH  
“ , GR ÀQG WKDW F\FOLQJ KHOSV P\ IDWLJXH , I  
ULJKW LW·V D YHU\ SRVLWLYH WKLQJ  
+RZHYHU VWRULQJ KLV ELF\FOH VHFXUHO\ KD  
for Ben.

“ About a year ago, I made the mistake of locking my bike up in the retail park where I used to work. It got stolen while I was working, literally just outside the shop.

“ 6R WKDW·V ZK\ , JRW D FKHDSHU VHFRQG KDQ  
ride now.”

6WRUDJH LV SDUWLFXODUO\ GLIÀFXOW LQ KLV  
VKHG IRU WHQDQWV LVQ·W VHFXUH RU ZHOO O

Ben has had to resort to paying for storage in a nearby unit to keep his bike safe, but he wants to see things change.

“ I like the idea of more safe shelters to lock up your bike, either  
ZKHQ \RX·UH RXW DQG DERXW RU LQ \RXU ORFD  
any where I live.

“ I mean not just locking up to a rack, but some kind of protected  
VWRUDJH WKDW·V IDU PRUH VHFXUH DQG FRYH

“ 2EYLRXVO\ , GRQ·W H[SHFW IRU WKDW WR QH  
be great if it was, but I would happily pay £10-15 a month just  
WRQRZ WKDW LW·V VDIH



