Table of Contents

supports these goals has become increased. Now in relation to bicycle parking in medium- and high-density developments, these newer developments are often

It is shown that when there are no good cycling parking options, then many people will be forced to park their bikes in less-than-ideal situations. (Pearson, et al. 2024) These can either be inside their own homes or on a deck or a fence. With the lack of security that parking a bike outside, not in a designated parking site, the risk of theft can be a large restriction in people owning and using a bike in these medium and high-density developments.

Methods

To understand the opinions and perspectives regarding bicycle parking, two main data-gathering methods were employed. These were the distribution of an online survey and the completion of interview   bu er   n al

4.3 Interviews

To gather more in-depth perspectives beyond the surveys, we carried out a series of interviews. The goal was to gain further insight into the trends captured through the survey. For example, where the survey asked whether respondents were satisfied with their existing bicycle facilities, the interviews gave a chance understand why they are satisfied or not. Interviews also helped to understand the specific challenges and experiences faced by residents in regard to their bicycle storage. Those individual

what prior decisions have been made and why. Furthermore, the outside perspectives they hold when combined with resident perspectives allows for a broader pool of knowledge to draw from when making conclusions and recommendations. In the end only one interview with a transport and urban planning expert took place.

4.4 Data Analysis

The next step was to analyse the data which had been gathered. The analysis of survey data was largely completed through excel. Exporting our raw data into a table, we then identified a series of trends within it, converting some of the more significant mp´ into graphs and charts. Having es   or   oce trend, , wd   then

            the thoughts of our   interviewė s   M   r ´ '   ng   the specific   ite   ,   and

5.1.2 Satisfaction with Current Bicycle Parking Facilities

The survey also revealed a resounding lack of satisfaction among respondents with their current bicycle parking facilities, which can be seen in Figure 4. 71% of respondents were "somewhat dissatisfied" or "extremely dissatisfied," suggesting that discontent with the current facilities was common. Just 24% of respondents said they were satisfied, and only 14% said they were "extremely satisfied." This discontent indicates that many residents believe the parking options their developments provided are insufficient or badly designed, which may discourage people from owning or using bicycles, particularly frequent commuters or users.

results demonstrate that promoting bicycle ownership amongst medium/high density residents requires a mix of secure parking, safety upgrades, cost factors, and broader infrastructure improvements
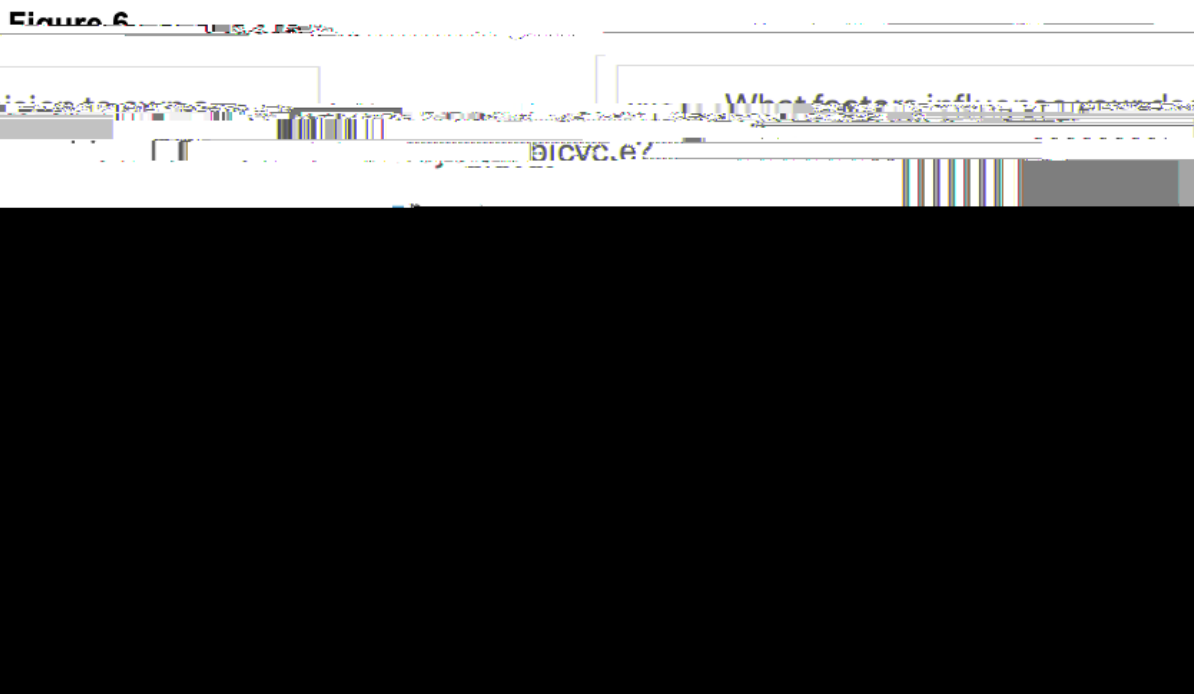
5.1.5 Commuting and Recreational Bicycle Use

Figure 7 shows that 66% of those surveyed said they currently commute by bicycle either every day or several times a week. This suggests that among the survey participants, cycling is a popular form of transportation. However, 17% of

respondents stated they never commute by bicycle. Whereas, Figure 8 shows that 50% of respondents said they used bicycles either daily or two to five times a week for recreational purposes, 33% said they did so at least once a month, and 11% said they never used it recreationally. These numbers imply that although though a large number of residents ride bicycles on a regular basis, their use may be restricted by parking or safety concerns, which could be investigated further in further research.

5.2 Interview Results

The interviews provided an opportunity to delve deeper into the experiences of residents with regard to bicycle parking in high-density housing, highlighting the difficulties they encounter and their viewpoints on possible improvements. Design issues, security concerns, and barriers to regular bicycle usage due to inadequate parking were among the main topics of discussion.

5.2.1 Inconvenient Bicycle Parking Design

Participants' dissatisfaction with the current bicycle parking design was a recurring recr3(ve)-3

didn't feel secure. Those interviewed had differing opinions on the type of bike rooms wanted, with one preferring that the bicycles be visible through mesh walls so they could check on the bicycles themselves, with another wanting solid walls so those walking by couldn't see the bikes and hence was less likely to be stolen. However, they all thought that better features, such gated secure rooms or controlled entrance, could be crucial in attracting residents to commute by bicycle more frequently.

5.2.3 Barriers to Bicycle Usage

According to a number of interviewees, regular cycling was discouraged by the condition of bicycle parking. The present layout eliminated "one of the easiest things about cycling," according to one resident, because the facilities were inconveniently placed far from their apartments. Another interviewee said that getting to their bike was "a bit of an ordeal," which made riding a bike less desirable than using other forms of transportation. These obstacles discouraged residents from using bicycles for daily transportation.

5.2.4 Impact of Better Bicycle Parking

Many interviewees thought that their cycling habits might be positively impacted by better bicycle parking. According to one resident, adding a dedicated bicycle park in their development would undoubtedly increase bicycle usage. Another stressed that having safe exterior parking would help make more room inside their apartment, which would encourage them to ride their bicycle more often. These responses suggests that in high-density housing developments, thoughtfully and well-designed parking could help

Discussion

6.1