

Vancouver-UBC Local Committee

July 16, 2024

In Person Meeting at Creekside
Community Centre



www.bikehub.ca/vancouver-ubc



VULC Meetings



Active listening

Pay close attention to what others are saying and avoid interrupting



Respectful language

No personal attacks, name-calling or dismissive language



One speaker at a time

Wait for someone to finish their point before making yours



Be concise

Get your question or comment across clearly and efficiently



Respect the chair

The chair is responsible for making sure all agenda items are covered in a timely fashion, and discussion of certain items may need to continue outside of the meeting

Land Acknowledgement

We acknowledge that HUB Cycling operates on the traditional, ancestral, and unceded territories of the Musqueam, Squamish, and Tsleil-Waututh people. We recognize and respect the stewardship of this land and waters by these Indigenous communities, who have lived here for thousands of years and continue to do so. We acknowledge the historical and ongoing injustices that Indigenous peoples have faced and continue to face, and we commit to working towards reconciliation and decolonization in our community and beyond.



Welcome and Introductions

- Welcome to new attendees
- Minutes from June meeting
- Anything to add to the agenda?

Meeting Agenda

- Introductions and land acknowledgement
- Agenda, Action Item Review, Announcements
- Upcoming Events
- Consultations/CoV Updates
- VULC Correspondence/Meetings
- Meeting Adjourns (7:00 pm)
- **SOCIALIZE**

Action Items Review

- Van311 – please report bike lane maintenance issues to the CoV using the smartphone app or by calling 311. Note the new features for reporting bike issues.
- Complete Ride Notes for 2 Assessment Rides (Jeff) - **done**
- Hold a June Social Ride (Anthony) - **done**
- Schedule a July Social Ride (Anthony) - **done**



Most popular requests



Abandoned
garbage



Abandoned
vehicle or
dinghy



Manage my
existing bins



Cycling and
micromobility



Noise concern
(construction,
events,
businesses)



Trees, bushes,
and other
vegetation



Announcements

- Adam Hawk has a [petition](#) (currently with 2869 signatures) calling on CoV staff to improve safety for cycling by following through on the CoV 2017 commitments related to local street bikeways. These changes are within the existing mandate of the City Engineer.
- **NO AUGUST MEETING.**
The next meeting will be September 17th, online only



Upcoming Events



VULC Social Rides

- Social pace rides (15 km/h average)
- Targeting ~20 km group riding (+ to/from)
- No drops! (No one left behind)
- All rides are loops
- Rain will not deter us
- Not assessment rides!



VULC Social Rides

Sunday July 21st @ 1 pm

Shaughnessy to UBC Old Barn and back

20.5 km Start/stop @

Quilchena Park (SE corner)

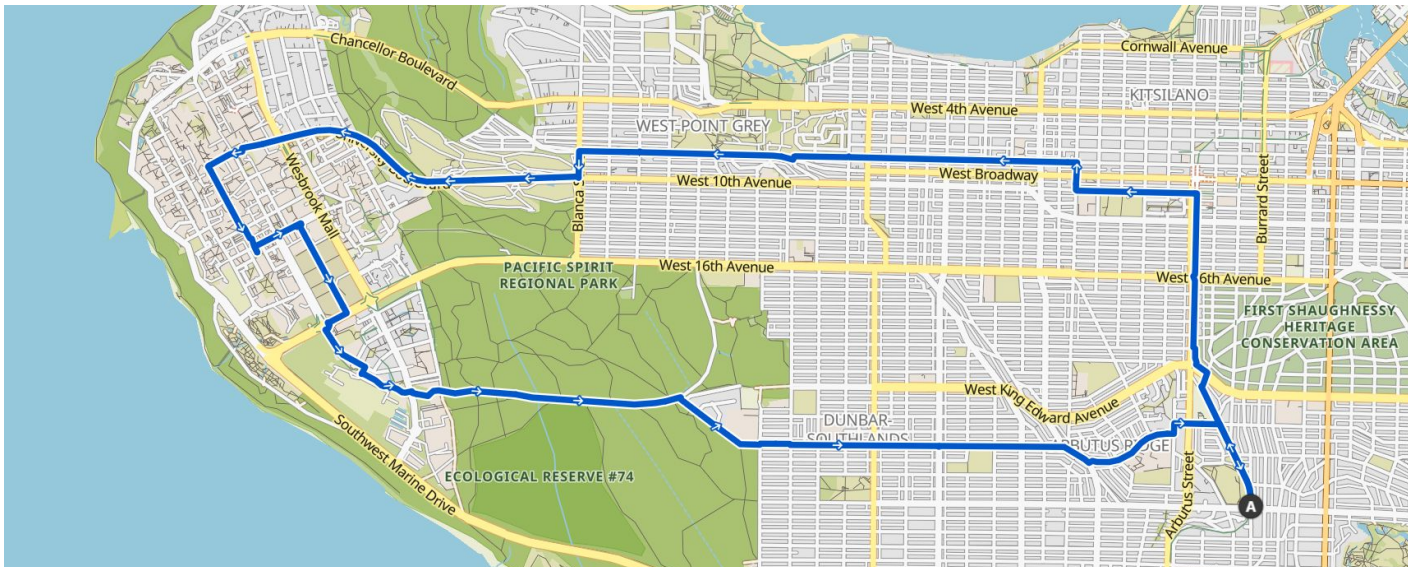
Arbutus Greenway to Off-Broadway to
UBC to the Old Barn to Imperial to
29th Ave to Quilchena Park

~2km gravel.

Look for [Eventbrite registration link](#)
on groups.io

Required: Eventbrite registration,
online waiver, helmet

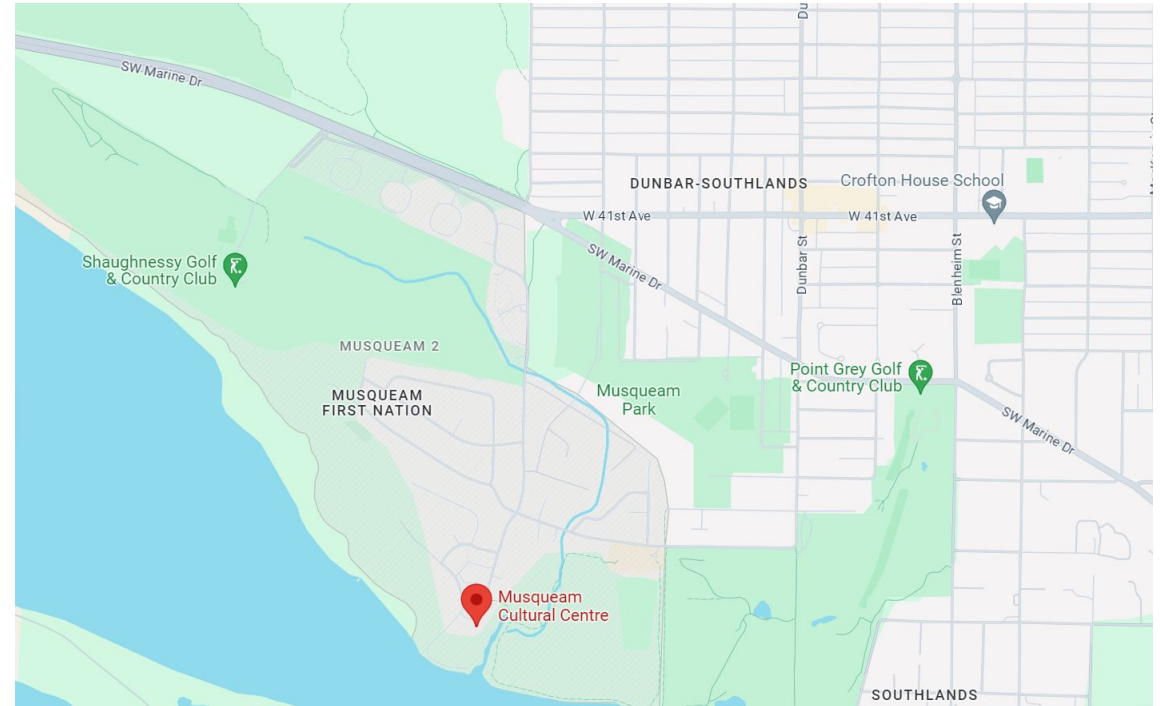
Contact
anthonyfloyd@gmail.com



Musqueam Bike Rally

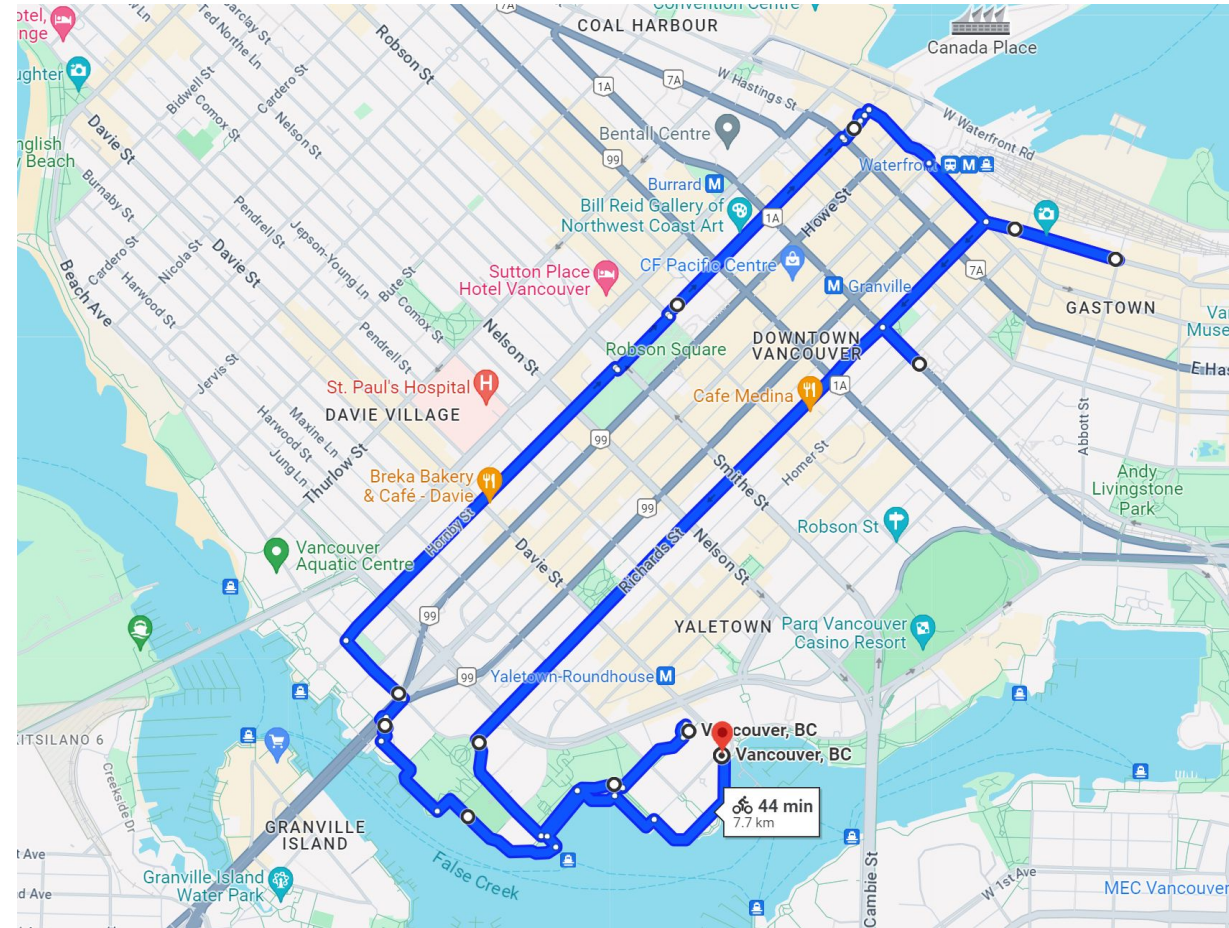
“More Cowbell 2”

- **August 15th, 12pm-2pm**
- Musqueam Cultural Centre
- **VOLUNTEERS NEEDED**
- Cheer the participants
- Host the HUB tent/table
- Talk about biking
- More cowbell



Bike to Shop Ride

- **August 17th, 10am-12pm**
- Join Jeff on a ride through downtown Vancouver, pointing out shops that are easily accessible by bike
- ~8km, ~90 mins
- Start & Finish at Yaletown Roundhouse Plaza



2nd Annual Bike to BARD

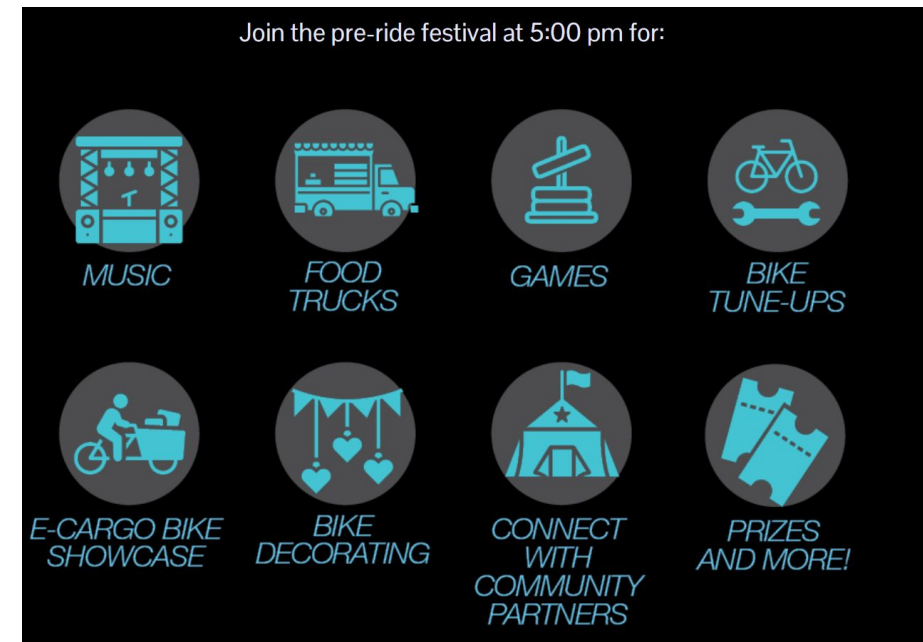
- Late August/Early September
- 15% off ticket prices, free drink ticket!
- Meet at a central location, ride to Vanier Park
- Need to pick one: Twelfth Night, Hamlet, Comedy of Errors, Measure for Measure
- Contact anthonyfloyd@gmail.com to express interest



Bike The Night

<https://bikehub.ca/events/bike-the-night>

- **September 14th, 10am-12pm**
- Vancouver seawall, 10 km
- Start/end at David Lam Park
- 5pm pre-ride celebration
- 6:30pm early ride
(recommended for families)
- 8:30pm late ride
- 9:30pm wrap up
- Fundraiser for HUB
- Limited to 1000 riders, must purchase tickets (or fundraise)



HUB 27th AGM

<https://www.eventbrite.ca/e/hub-cycling-2024-agm-tickets-876869469187>

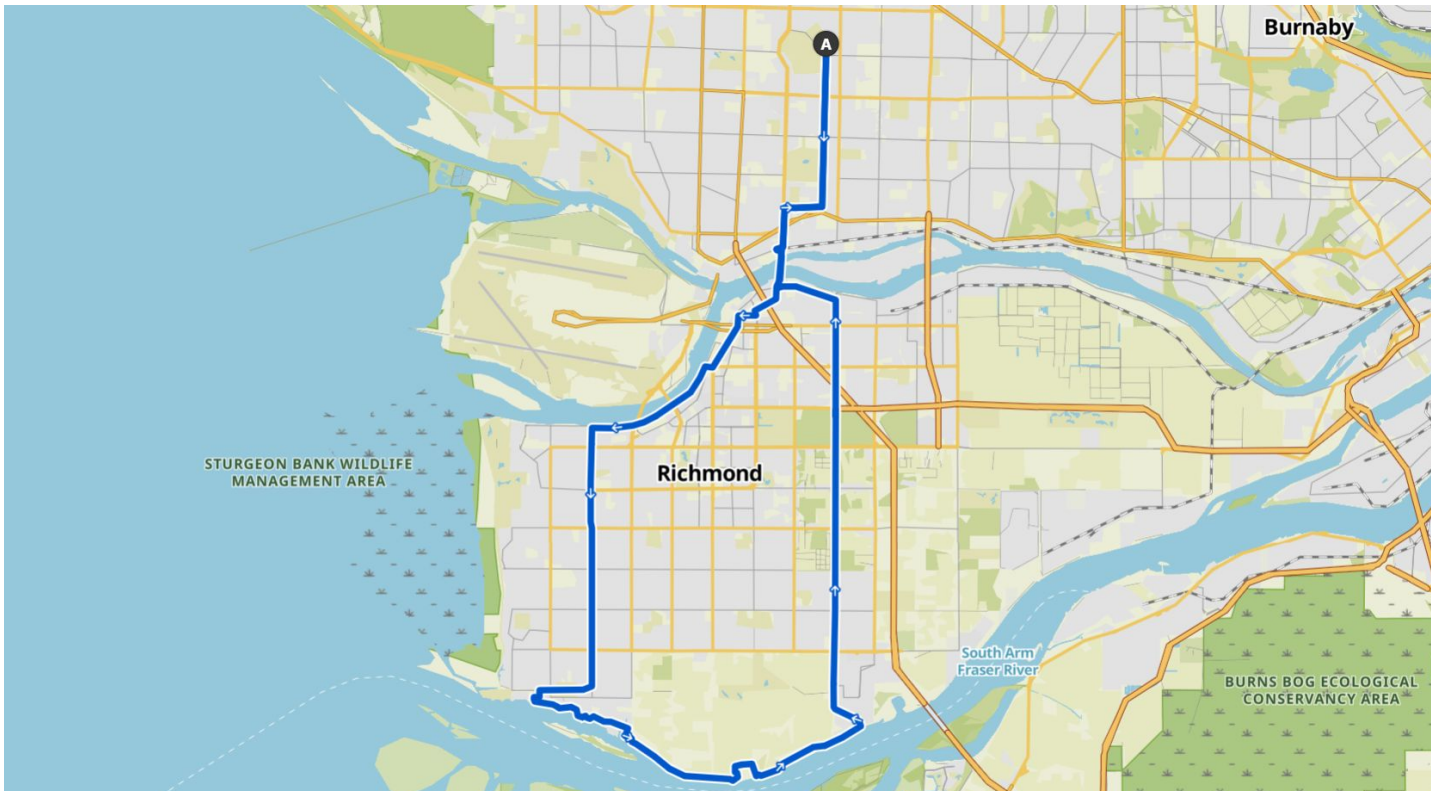
- **September 21st, 3:30pm**
- @ 312 Main
- President's Ride from
Patterson Station to 312 Main
(11km, 45 mins+)
 - Ride leaders needed
- Panel discussion "Unlocking
the Power of Bikes and
Transit"
- Streaming on Zoom

- Hear from your Board of Directors, an elected body that works on behalf of you and holds us accountable
- Ask questions and give feedback on matters impacting the cycling community
- Find out more about the importance of Multi-Modal Travel from our guest speaker panel Unlocking the Power of Bikes + Transit with panelists from Mobi by Rogers, TransLink, HUB Cycling and Movement (more details below)
- Learn about the vision for the upcoming year and hear from our President of the Board and Executive Director
- Find out the results of our Board of Director election. If you are a member you will get a ballot to vote for the Board of Directors who set the strategic aims for the organization

2nd Annual Richmond? Richmond!

Sunday September 22nd @ 11am - 4pm

Riley Park to Steveston and Back!



44 km, 5 hrs including lunch on the Steveston Boardwalk

Includes significant non-technical gravel portions including Shell Rd Trail

Look for Eventbrite registration link on groups.io

Required: Eventbrite registration, online waiver, helmet

Contact
anthonyfloyd@gmail.com



Consultations / CoV Updates



Rupert and Renfrew Station Area Plan

Focuses on land use changes around the station areas at Rupert and Renfrew SkyTrain Stations and two villages (Renfrew/1st, 22nd Ave between Rupert/Renfrew)

Survey closes July 31st, 2024



<https://www.shapeyourcity.ca/rupert-renfrew-station-area-plan>

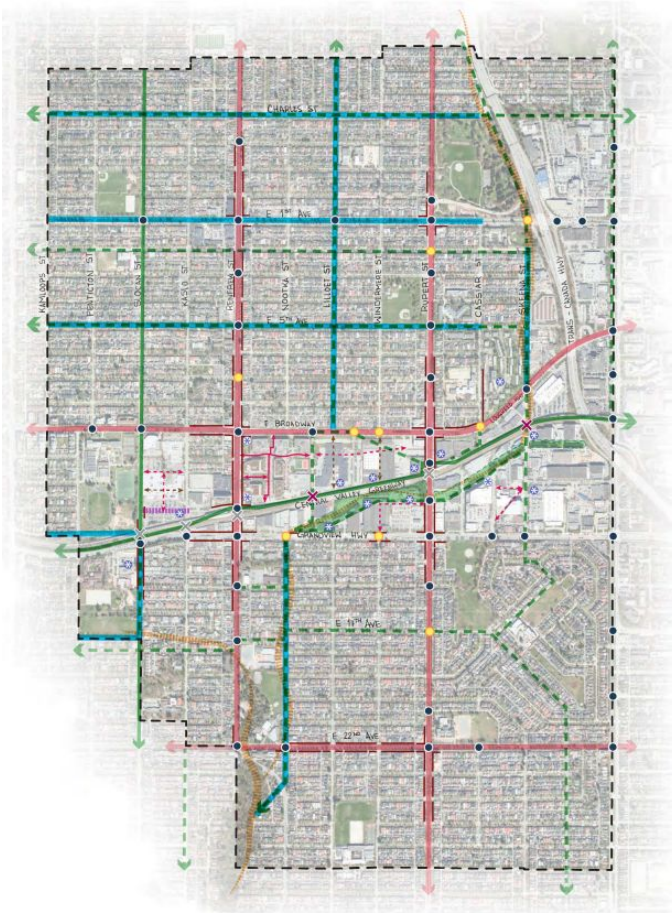
Rupert and Renfrew Station Area Plan



Complete Streets & Improved Connections

- » Support safe and comfortable travel for all modes with improved connections to key destinations like community centres, schools, rapid transit stations, parks, and retail streets.
- » Transform Broadway, East 22nd Avenue, Rupert, and Renfrew Streets into complete streets. This could include active travel lanes, wider sidewalks, places for patios and seating, and street trees through repurposing road space or additional setbacks.
- » Expand the Greenway Network with the addition of the Eastside Crosscut (along Lillooet and Nootka Street), E 2nd Avenue, E 5th Avenue, 17th/18th Avenue, Skeena-Cassiar, along Still Creek, and upgrades to the Central Valley Greenway.
- » Improve accessibility and connectivity through new sidewalks, new pedestrian/bicycle signals, and upgraded signals at key intersections.
- » Work with stakeholders to improve existing rail crossings at Rupert, Renfrew, Kaslo, and Slocan, and pursue new rail crossings at Nootka and Skeena.

Rupert and Renfrew



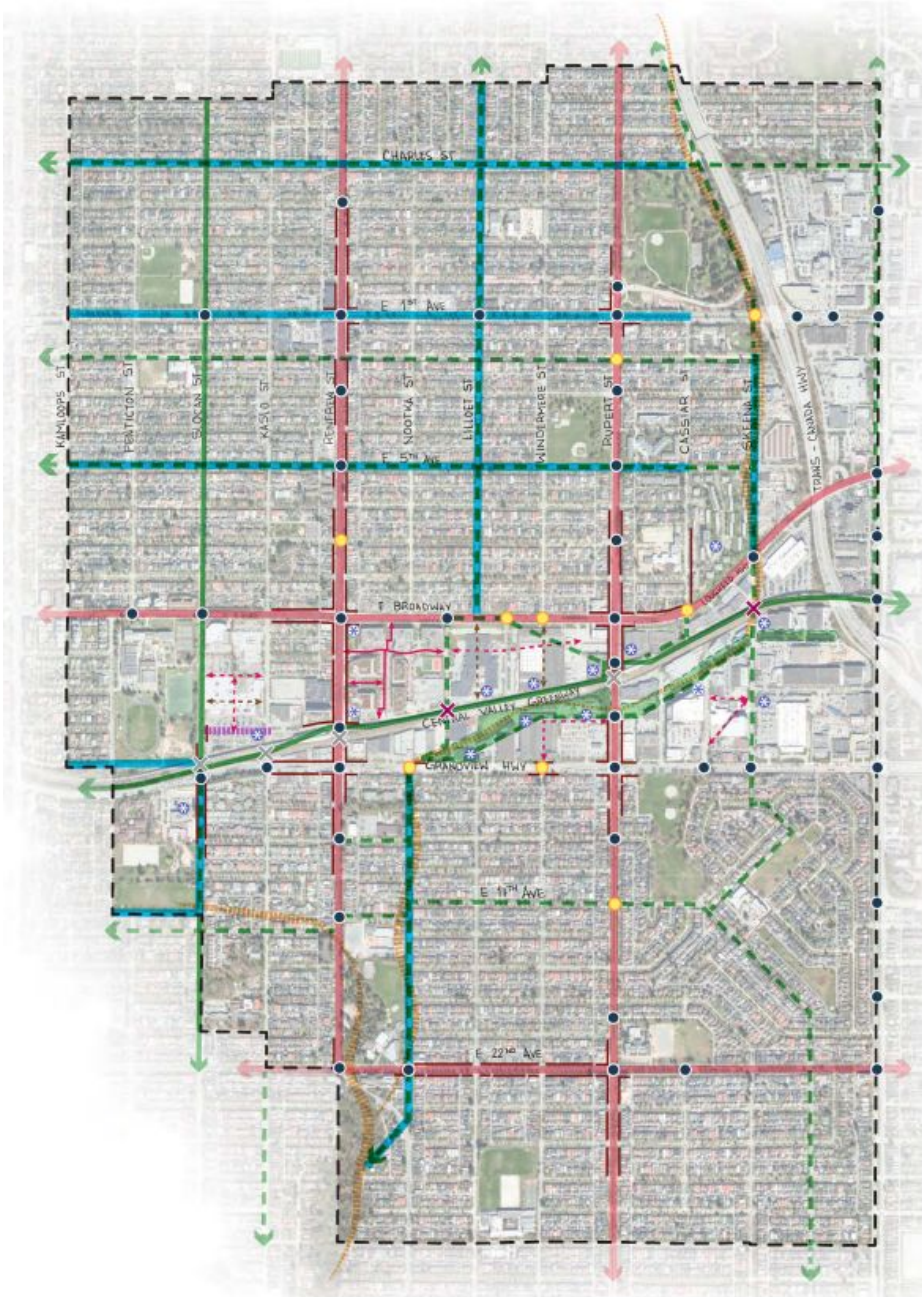
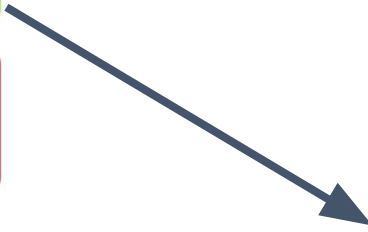
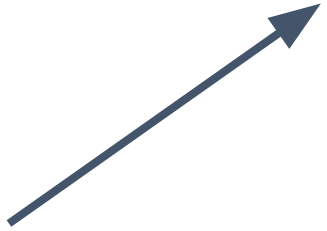
“Greenways” are high quality walking, rolling and cycling corridors designed for people of all ages and abilities. Greenways are predominantly on local streets and include routes that were formerly referred to as ‘local street bikeways’.

“Complete Streets” refers to a holistic approach to street design that considers the interplay between land use, transportation, urban design and public space. This approach to design responds to the local context, and connectivity and reliability of the broader transportation network. Complete streets consider the needs of people of all ages and abilities, for all modes of travel.

“Blue green systems” are networks of connected park-like streets that manage water and land in a way that is inspired by nature and designed to replicate natural functions and support ecosystems.

“Ecological corridors” create a network of natural spaces, supporting habitat for birds and wildlife.

“Active frontages” are buildings that offer commercial opportunities at the ground level, including shops and services. These spaces will be accessed from the street and may provide features such as patios, displays, weather protection and others.



Legend

- | | | | | | |
|--|---------------------------------------|--|---|--|--|
| | Potential Active Frontages | | Existing Signal
(Traffic or Pedestrian/Cyclist or Flashing Beacon) | | Road Realignment |
| | Existing Public Space | | Proposed Signal
(Traffic or Pedestrian/Cyclist or Flashing Beacon) | | Ecological Corridor
(Approximate alignment) |
| | Potential Future Public Space | | Existing Rail Crossing with Future Upgrade | | Still Creek Enhancement Corridor |
| | Sky/Transit Station | | Potential Rail Crossing | | |
| | Existing Greenway with Future Upgrade | | Existing Midblock Connection | | |
| | Proposed Complete Street | | Future Primary Midblock Connection | | |
| | Future Greenway | | Future Secondary Midblock Connection | | |
| | Blue Green System (BGS) | | | | |
| | BGS Greenway | | | | |



Broadway Plan/Public Realm/City Hall

Survey closed July 14th, 2024

Stanley Park Mobility Study

<https://www.shapeyourcity.ca/stanley-park-mobility-study>

Survey closes July 28th, 2024



Park Drive towards Lumberman's Arch - Typical View



Park Drive towards Ferguson Point - Typical view

- A** **Time-Based Vehicle Access Restrictions**
Temporarily close Park Drive to cars for a specific amount of time (morning, afternoon, day or weekend for example) on a regular basis for active transportation and a transit or shuttle service only.
- B** **Vehicle Time Slot Bookings**
Book a free but specified time slot to drive your car, either at all times or only during spring and summer weekends.
- C** **Park Drive with Dedicated Transit Lane**
Reallocate one lane of Park Drive and dedicating it for public transit and shuttle/tour buses.
- D** **Park Drive with Dedicated Bike Lane**
Reallocate one lane of Park Drive for active (wheeled) transportation (bikes, e-bikes, scooters, hand-cycling, etc.) with physical separation from cars.
- E** **Car Free Park Drive with Dedicated Bike Lane & Dedicated Bus Lane**
Close Park Drive to cars and provide one dedicated lane for a public transit or shuttle service and tour buses, and a second protected lane would accommodate active transportation (bikes, e-bikes, scooters, hand-cycling, etc.) modes only.
- F** **Car Free Park Drive for Active Transportation & Shuttle/Transit Only**
Close Park Drive to cars and dedicate the road for two-way active transportation (bikes, e-bikes, scooters, hand-cycling, etc.) shared with a single one-way public transit or shuttle service

Stanley Park Mobility Study

All options have...



Long-term outlooks with short-term actions

While options might take time to implement, the final Mobility Study will propose interim and complementary actions that can be implemented in the short-term.



Transit or Shuttle Service

All options include the recommendation to provide a transit or shuttle service on Park Drive that is fully accessible, efficient and travels around the entire Park.



Emergency & Operational Access

All options provide full access for operations and emergency vehicles in, through and out of the park.



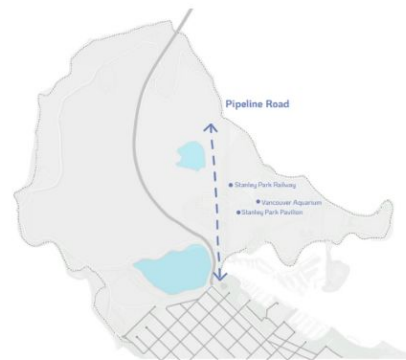
A focus on Stanley Park Drive

Although there are other roadways and trails within the Park, the main focus of the study is for Stanley Park Drive as the main "artery" for travelling around the Park. Ceperley Meadow and access to and from the West End will be determined with option refinement after public engagement.



Potential for vehicle access up Pipeline Road

All options have the potential to include a 'central spine' of private vehicle access up Pipeline Road to provide service to the Aquarium, Stanley Park Pavilion, Railway, etc.



Ability to mix & match options

Any mobility option could be selected for only the east or west side of the Park.



Stanley Park Mobility Study

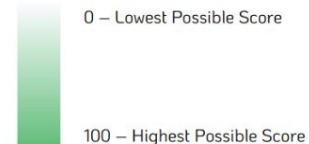
Score Summary of the Six Options



How did the six options score against each guiding principle?

	Existing Conditions	A Time-based Vehicle Access Restrictions	B Vehicle Time Slot Booking	C Park Drive with Dedicated Bus Lane	D Park Drive with Dedicated Bike Lane	E Car-Free Park Drive with Dedicated Bike Lane & Dedicated Bus Lane	F Car-Free Park Drive for Active Transportation & Shuttle/Transit Only
Safety	23%	47%	35%	52%	40%	73%	81%
Accessibility	42%	80%	47%	61%	76%	81%	93%
Economic Vitality	57%	37%	40%	69%	57%	48%	43%
Climate Action & Environmental Protection	49%	68%	60%	54%	69%	82%	93%
Flexible & Resilient System	59%	43%	53%	52%	25%	37%	83%
Connected Transportation Network	31%	68%	84%	84%	86%	74%	66%
Enhanced Park Experience	10%	51%	32%	17%	30%	79%	90%

The chart on the left shows the total score for each principle for each of the top six options. The percentage totals the technical scoring across multiple indicators for each principle, which are broken down further on the following pages





VULC

Correspondence/Meetings



Correspondence/Meetings

- Park Board Imagine West End Waterfront Vision Phase 1 - meeting delegation and letter
- Cyclist Dismount sign near Burrard Civic Marina (now removed)
- Letter to City of Vancouver re: E10th Ave/Clark Drive crossing (sent)
- Discussion with the City of Vancouver re: Broadway subway station multi modal access (in progress)
- Letter to PNE re: bike parking (in progress)
- Communications received re the bikeway construction issues on 45th at Oakridge



Wrap Up



VULC SOCIAL

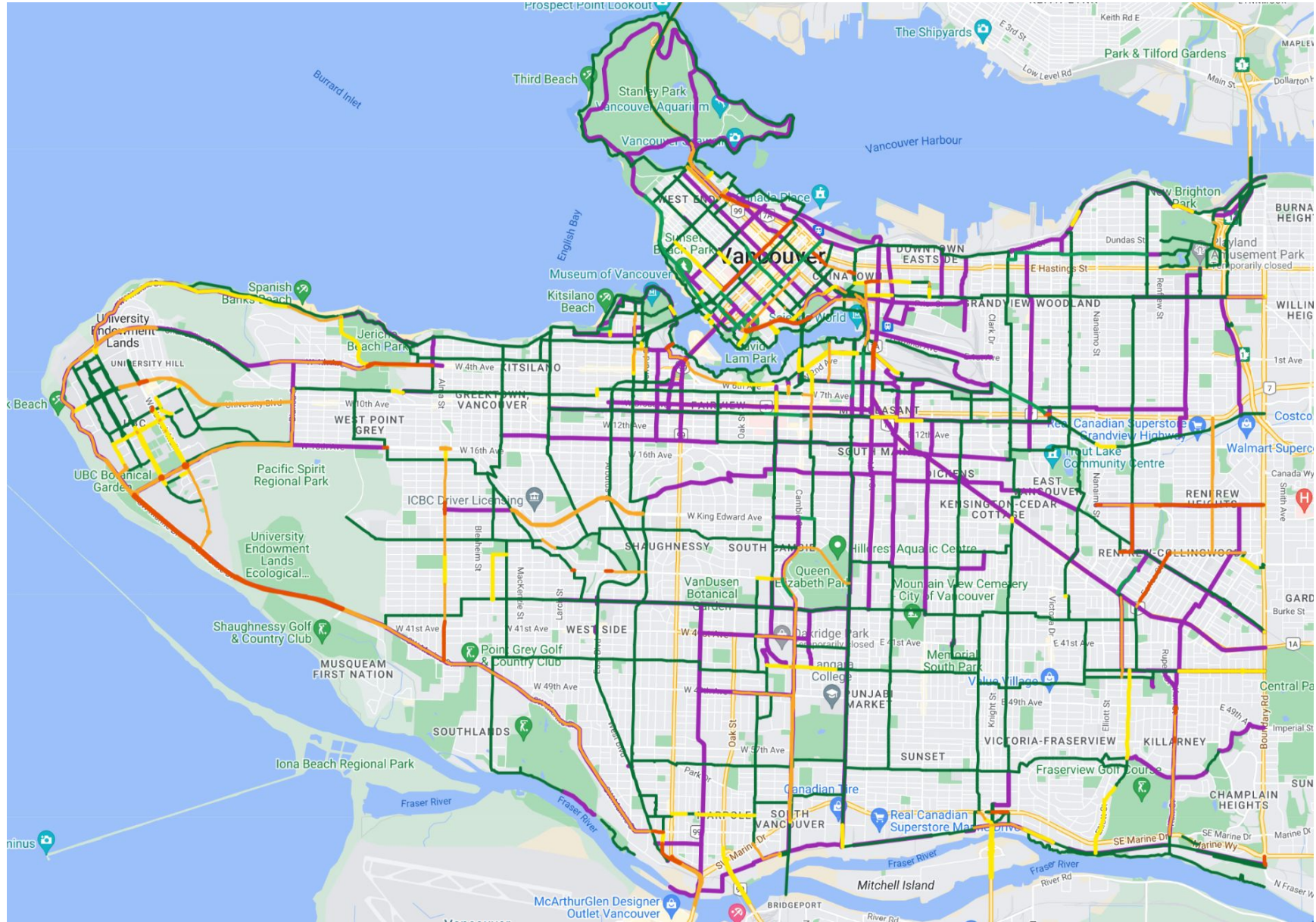




Appendices

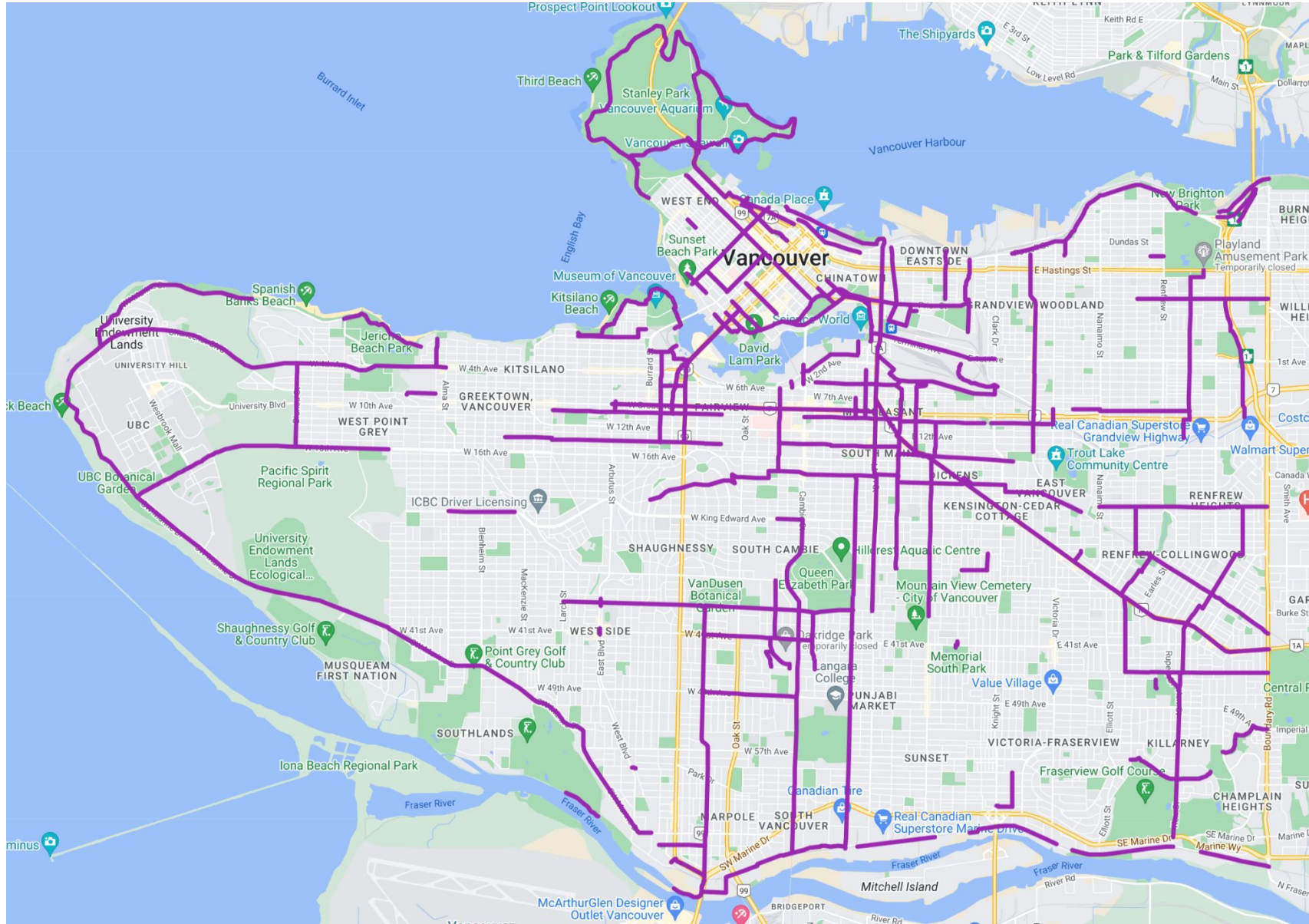


Prototype Gap Map (Vancouver/UBC) with SoC Route Data (Sept 2023)





Vancouver UBC Local Committee Priority Gaps (Sept 2023)



CoV Active Mobility Plan 2023

Major Pedestrian/Public Realm Improvements

- 1 West End Commercial Streets
- 2 Granville - Downtown
- 3 Water
- 4 4th Ave
- 5 Granville - South
- 6 Broadway
- 7 Main - Mt Pleasant
- 8 Main - Punjabi Market
- 9 Commercial
- 10 East Fraser Lands Stairs

Complete Street

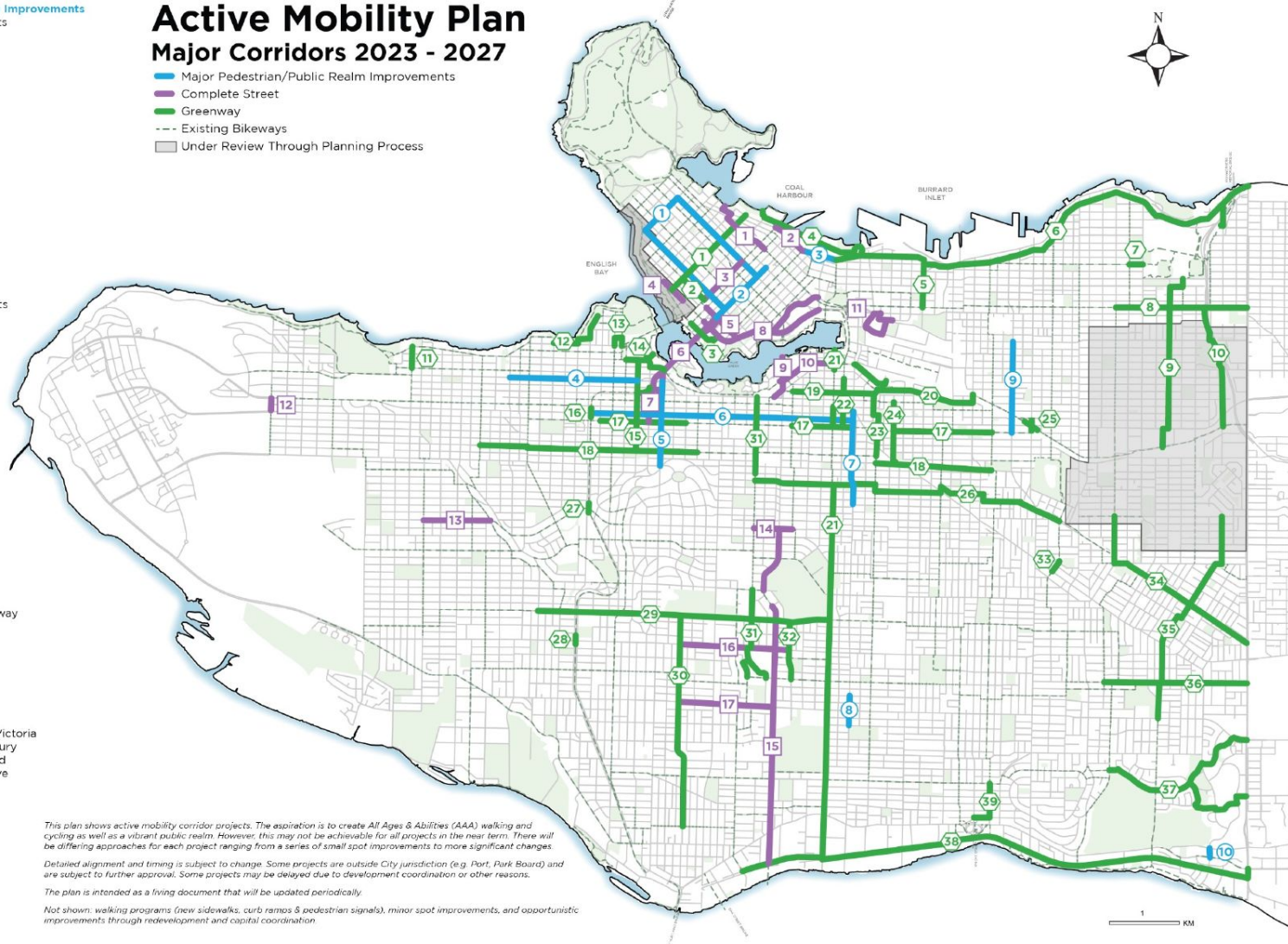
- 1 Melville
- 2 Cordova
- 3 Burrard
- 4 Pacific
- 5 Drake
- 6 Granville Connector
- 7 Fir Ramp
- 8 Pacific - Expo
- 9 Cambie Ramp
- 10 1st Ave
- 11 New St Paul's Hospital Streets
- 12 Blanca
- 13 King Edward - Dunbar
- 14 King Edward - Cambie
- 15 41st Ave
- 16 49th Ave

Greenway

- 1 Bute
- 2 Burnaby
- 3 Beach
- 4 Waterfront Road
- 5 Hawks
- 6 Portside
- 7 Pandora
- 8 Adanac
- 9 East Side Crosscut
- 10 Skeena
- 11 Highbury
- 12 Seaside - Kitsilano Beach
- 13 Greer - Cypress - Chestnut
- 14 Seaside Bypass - 1st Ave
- 15 Pine
- 16 Arbutus Greenway at Broadway
- 17 10th Ave
- 18 14th Ave - 15th Ave
- 19 5th Ave
- 20 Central Valley Greenway
- 21 Ontario
- 22 Quebec
- 23 Prince Edward
- 24 St George
- 25 Central Valley Greenway at Victoria
- 26 18th Ave - 19th Ave - Stainsbury
- 27 Arbutus Greenway at King Ed
- 28 Arbutus Greenway at 41st Ave
- 29 37th Ave
- 30 Hudson
- 31 Heather
- 32 Alberta
- 33 Gladstone
- 34 BC Parkway
- 35 Kerr - McHardy
- 36 45th Ave
- 37 Masumi Mitsui
- 38 Kent
- 39 Borden

Active Mobility Plan Major Corridors 2023 - 2027

- Major Pedestrian/Public Realm Improvements
- Complete Street
- Greenway
- - - Existing Bikeways
- ▭ Under Review Through Planning Process



This plan shows active mobility corridor projects. The aspiration is to create All Ages & Abilities (AAA) walking and cycling as well as a vibrant public realm. However, this may not be achievable for all projects in the near term. There will be differing approaches for each project ranging from a series of small spot improvements to more significant changes.

Detailed alignment and timing is subject to change. Some projects are outside City jurisdiction (e.g. Port, Park Board) and are subject to further approval. Some projects may be delayed due to development coordination or other reasons.

The plan is intended as a living document that will be updated periodically.

Not shown: walking programs (new sidewalks, curb ramps & pedestrian signals), minor spot improvements, and opportunistic improvements through redevelopment and capital coordination.

Protected Bike Lane
People cycling are protected from motor vehicles by physical barriers such as planters, curbs, or bollards; also includes off-street paths

Local Street Bikeway
People cycling share the roadway with motor vehicles on a relatively quiet neighbourhood street

Painted Bike Lane
People cycling have a dedicated painted lane, typically between the curb or parking lane and a driving lane

Shared Use Lane
People cycling share a lane with motor vehicles on a busy street; these lanes fill network gaps but are not comfortable for most

Route Legend
Most Comfortable
Least Comfortable

Connected AAA Network
The Connected All-Ages-and-Abilities (AAA) Network is a connected series of mostly protected bike lanes and some local street bikeways with lower traffic volumes.

Map Symbols

- Moderate Uphill Route
- Steep Uphill Route
- One Way Bike Route
- Temporary Closure (Broadway Subway construction; follow signs for detours)
- Mobi Station Zone (boundary contains all public bike share stations, including Downtown & Stanley Park)
- SkyTrain Station/Bus Loop
- Bike Parkade
- Train Station
- Bus Station
- SeaBus
- Passenger Ferry
- Hospital
- Community Centre
- School

What's New:

- Richards Street now has a protected bike lane from Pacific St to Cordova St
- Smith Street now has a protected bike lane from Expo Blvd to Thurlow St
- Mobi by Shaw Go now has 500+ e-bikes
- On-demand bike lockers now available at VCC-Clark Station



Local Cycling Resources:

- BC Cycling Coalition Bike Sense Guide: bccycling.ca/bikesense-index
- HUB Cycling Education Programs, Events and Resources: bikehub.ca
- TransLink Bike Maps and Resources: translink.ca/riders-guide/bike-and-ride-on-transit
- The Bicycle Valet Service: bikevalet.ca
- Velopalooza Social Bike Rides: velopalooza.ca
- Our Community Bikes Programs and Services: ourcommunitybikes.org

Disclaimer of responsibility: This map is produced as a guide to cycling routes in the City of Vancouver. The City, its employees, officers, directors and representatives do not guarantee the accuracy of the information contained therein nor warrant the safety of any route, highway, road, street, designated cycling route or other shown in the map or information.

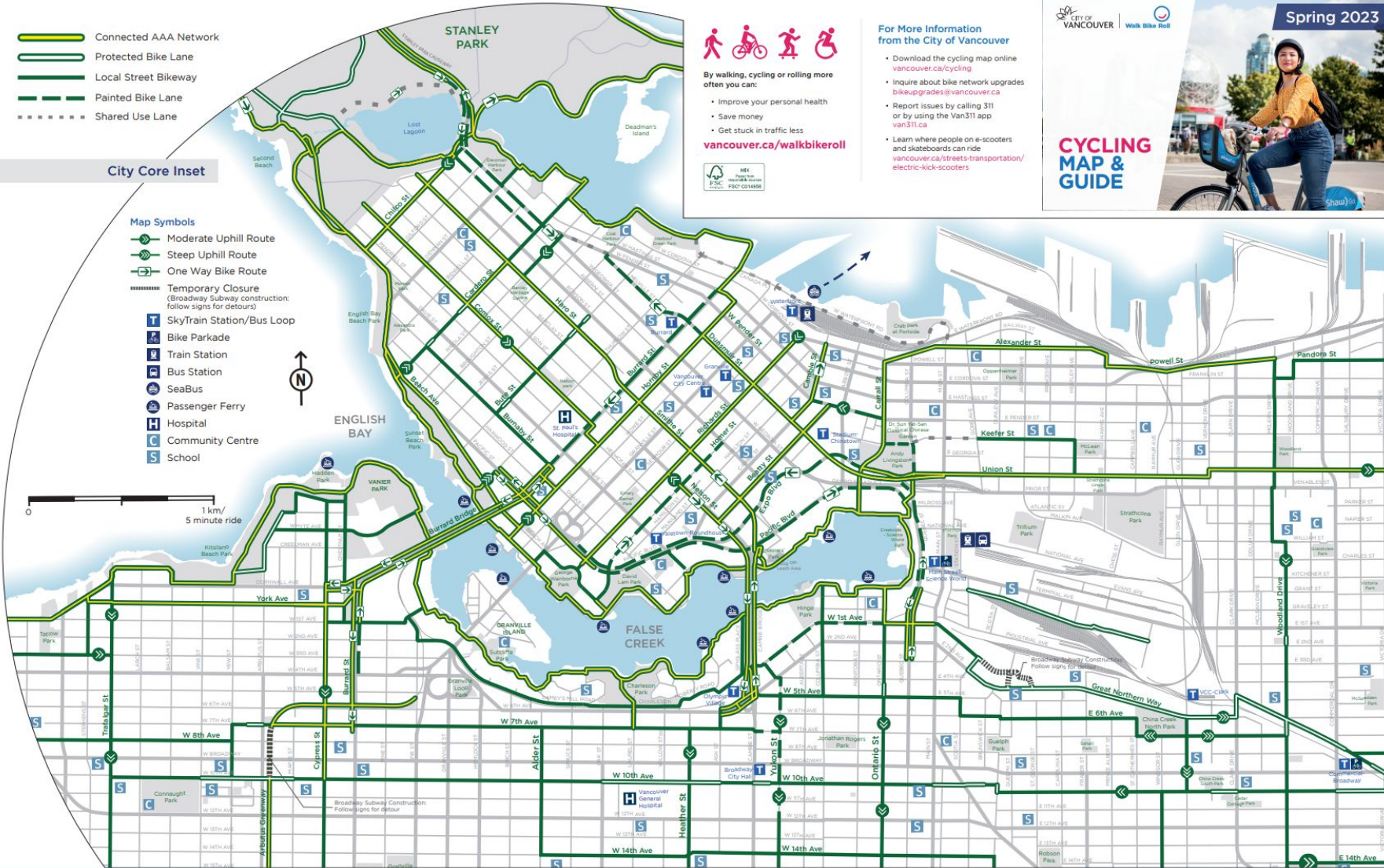
- Connected AAA Network
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane

City Core Inset

Map Symbols

- Moderate Uphill Route
- Steep Uphill Route
- One Way Bike Route
- Temporary Closure (Broadway Subway construction; follow signs for detours)
- SkyTrain Station/Bus Loop
- Bike Parkade
- Train Station
- Bus Station
- SeaBus
- Passenger Ferry
- Hospital
- Community Centre
- School

0 1 km / 5 minute ride



By walking, cycling or rolling more often you can:

- Improve your personal health
- Save money
- Get stuck in traffic less

vancouver.ca/walkbikeroll



For More Information from the City of Vancouver

- Download the cycling map online vancouver.ca/cycling
- Inquire about bike network upgrades bikeupgrades@vancouver.ca
- Report issues by calling 311 or by using the Van311 app van311.ca
- Learn where people on e-scooters and skateboards can ride vancouver.ca/streets-transportation/electric-kick-scooters

CYCLING MAP & GUIDE



Spring 2023

Mobi by Shaw Go is Vancouver's public bike share system where users can unlock and return bikes to any of the 250+ stations.

- The **Mobi Station Zone** is shown on the map on page 1.
- Mobi now has 500+ e-bikes available at any Mobi station.
- Download the 'Mobi by Shaw Go' App or visit mobibikes.ca to learn more.



Did you know?
Over 5 million trips have been taken on Mobis to date!

mobi | ShawGo



Pavement Markings & Signals

- Bicycle Indicates a bicycle route or lane
- Bicycle with Arrow Indicates the bike route direction is changing
- Bicycle Pathway Indicates an off-street cycling pathway
- Shared Pathway Indicates an off-street pathway shared by people walking and cycling

Special Reserved Lane
Indicates a reserved lane for the devices noted on associated signs or pavement markings. When combined with a bicycle this symbol indicates a dedicated bicycle lane. People cycling in the City of Vancouver are allowed to ride in these lanes.

Sharrow (Shared Roadway)
Indicates a roadway shared with motor vehicles.

Crosswalk (Elephant's Feet)
Identifies a crosswalk where people biking do not need to dismount.

Green Paint
Highlights potential conflict areas with motor vehicles. Commonly used along protected bike lanes at intersections and driveways.

Bicycle Box
Indicates where people cycling should position themselves at a red signal, allowing them to turn left, right, or go straight in advance of other vehicles.

Bicycle Signal
A dedicated signal for people cycling.

Turning Left Using a Bike Box
1) Go straight through the intersection when the signal is green and wait in the turn box.
2) Proceed left across the intersection when the signal changes.

Register your Bike with Project 529

It's free and takes only five minutes. In the event your bike goes missing, you can notify the police and community to help recover your bike.

For more information, visit: project529.com

Bikes on Transit

Public transit can help you and your bike go further. You can take your bike on the bus, SkyTrain, SeaBus, and WestCoast Express. Electric and folding bikes are also allowed on the system now (with some restrictions).

Bike Parkades
Bike Parkades are indoor bike parking facilities for registered Compass customers and are available in Vancouver at Main Street-Science World, King Edward, Commercial-Broadway, and Joyce-Collingwood.

For more information, visit: translink.ca/ride-guide/bike-and-ride-on-transit

Vancouver Greenways Plan

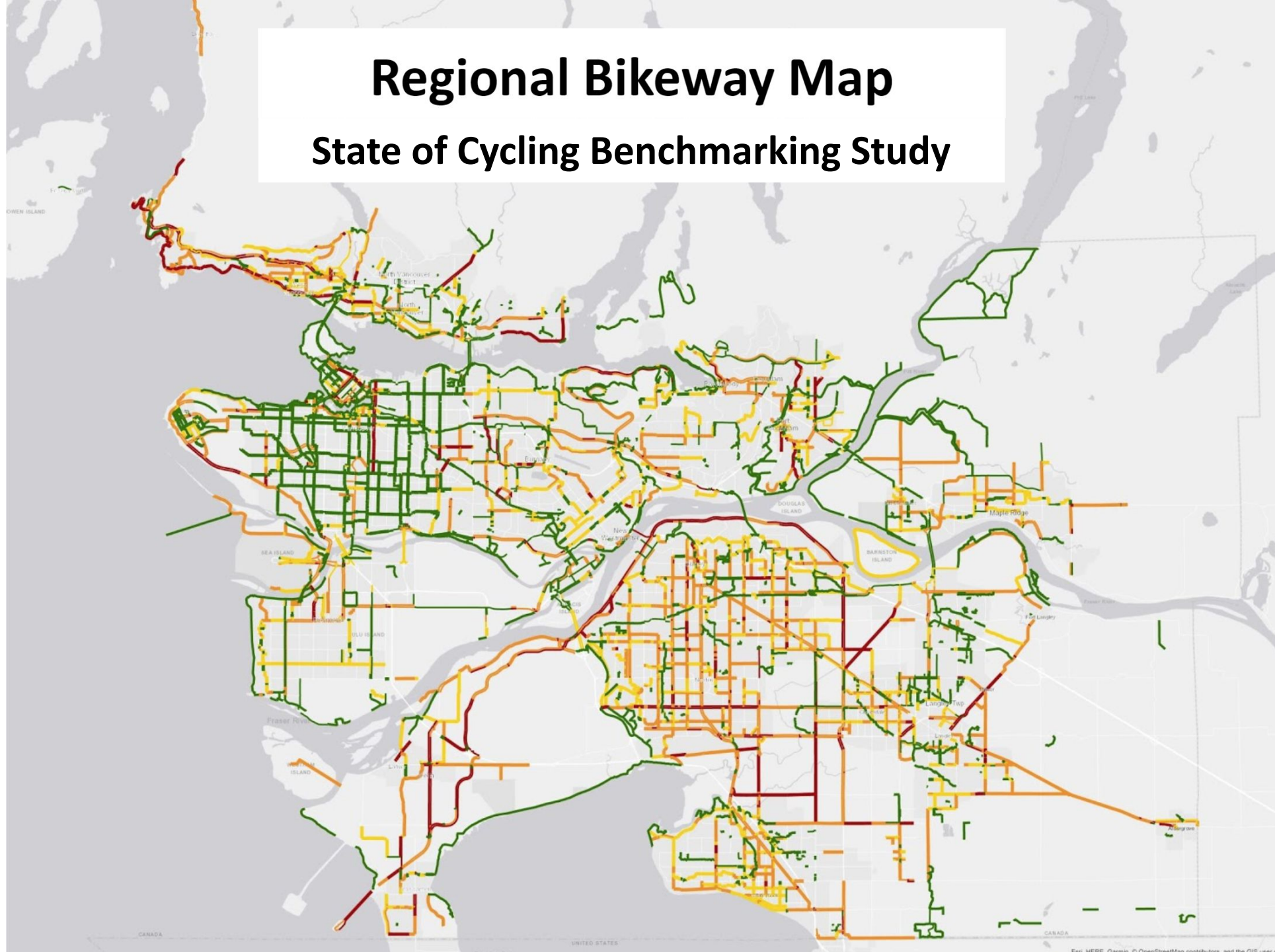
City Greenways Plan

- ① Seaside
 - ② Lagoon
 - ③ Central Valley
 - ④ Granville
 - ⑤ Downtown Historic Trail
 - ⑥ Carrall
 - ⑦ Portside
 - ⑧ Midtown Way
 - ⑨ Parkway
 - ⑩ Spirit Trail
 - ⑪ Ridgeway
 - ⑫ Arbutus
 - ⑬ Ontario
 - ⑭ Eastside Crosscut
 - ⑮ Masumi Mitsui
 - ⑯ Fraser River Trail
 - ⑰ City Centre
 - ⑱ Comox-Helmcken
- Greenway
Constructed or in progress
 - Proposed Greenway
Exact route to be determined through public consultation and detailed study
 - Bikeway
Constructed or in progress
 - TransCanada Trail



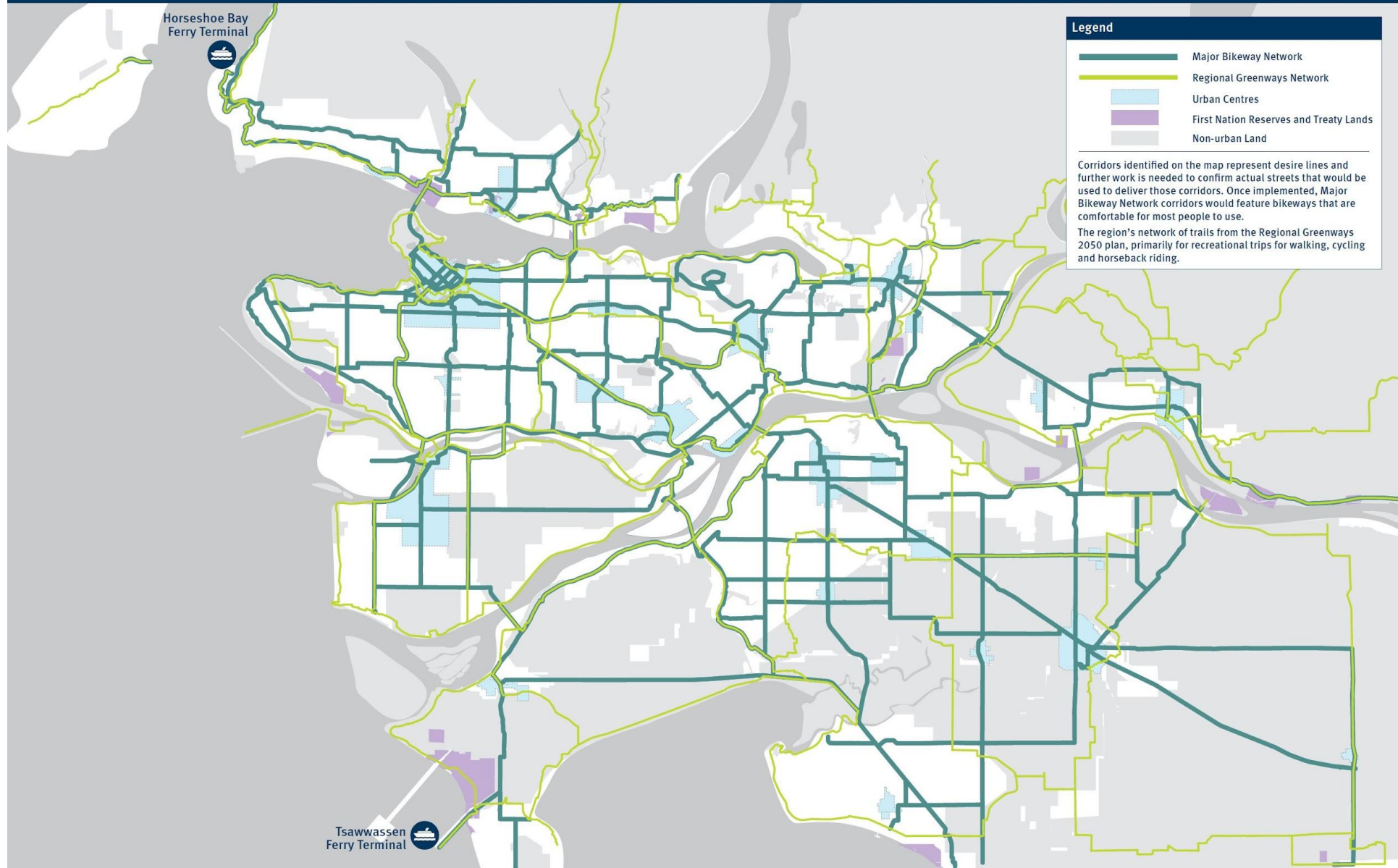
Regional Bikeway Map

State of Cycling Benchmarking Study

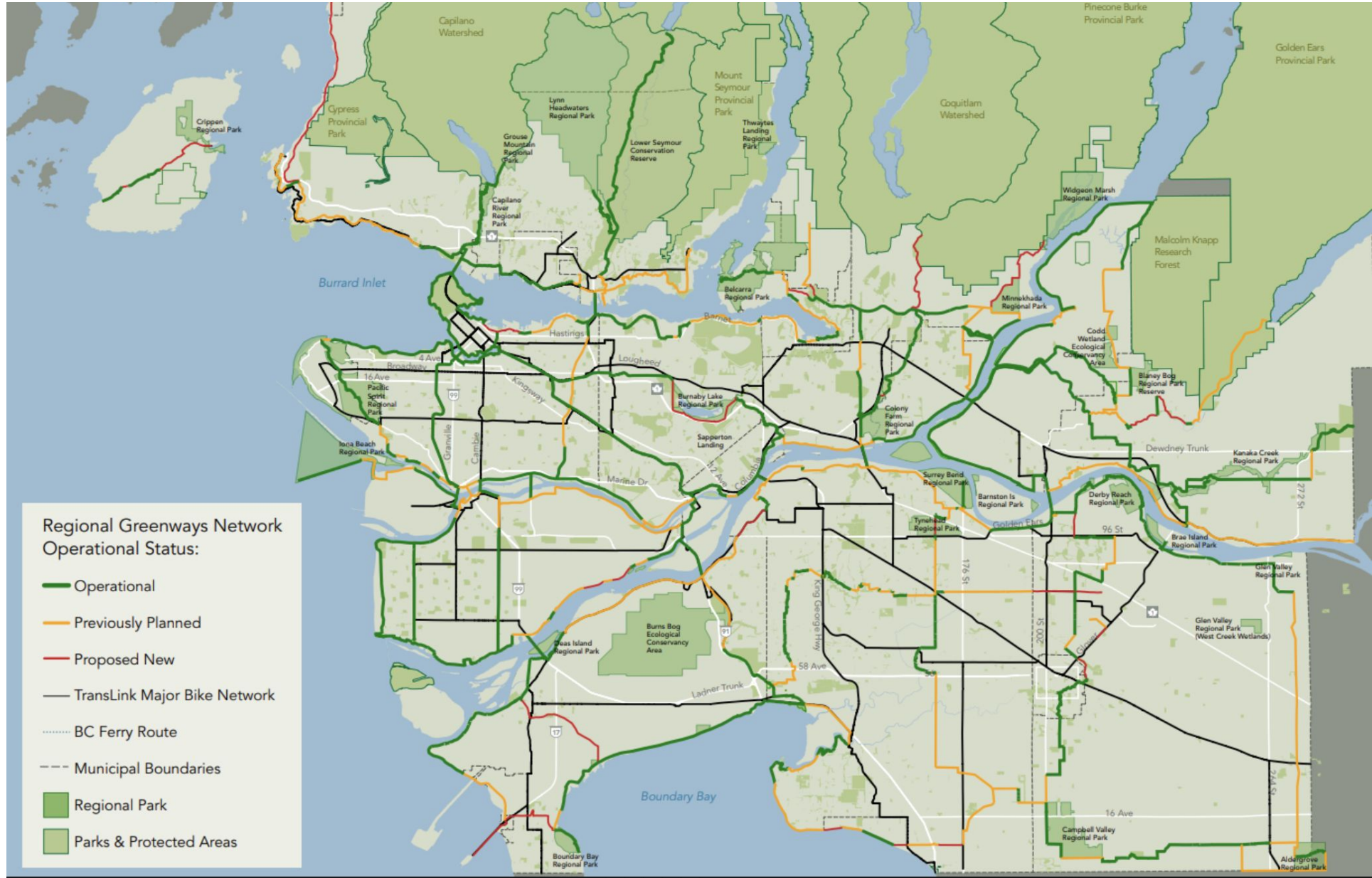


Translink MBN October 2021

Transport 2050 Regional Cycling Network



Metro Vancouver Greenway Plan





VULC Guiding Principles

Choice of infrastructure

Prioritize separated lanes and phase-separated signals over painted markings to assure safety and comfort for people on bikes.

“Paint is not infrastructure”

Choice of location

Prefer areas where people frequently travel, such as commercial high streets, transit nodes, work centers, schools, cross-town routes connecting these destinations, interregional routes, and other desirable destinations.

“Put infrastructure where people want to go”

Choice of route

Cycle routes that are winding and indirect have been shown to discourage cycling and can compromise safety.

“Prioritize direct routes for people on bikes, instead of unnecessarily winding paths”

Help for the vulnerable

Focus on infrastructure that encourages the use of bicycles by vulnerable and equity-deserving riders, and develop safe bypass routes for fast and confident riders.

“New improvements should appeal to people new to cycling, not just avid cyclists”

Infrastructure for parks

Advocate for safe and accessible cycling routes, not just to parks but also inside parks. People on bikes are park users.

“To and through parks”

Equitable advocacy

Consider the diverse needs of individuals and devices, including all ages and abilities, genders, children and families, incomes, backgrounds, people new and experienced in cycling, older people, people cycling with disabilities, and all types of bicycles including e-bikes, cargo bikes, recumbent bikes, hand-bikes, and other useful inventions.

“Equitable advocacy helps everyone”

Fresh ideas

Promote novel ideas like school streets, cycle-permeable parklets and plazas, and car-free blocks to encourage safe and comfortable cycling throughout the city.

“Roads are for people, not cars”

AAA cycling network

Encourage expansion of the AAA cycling network beyond Downtown and the Broadway Corridor, with a specific focus on underdeveloped areas on the south and east sides of the city, and connections to cycle networks in neighbouring municipalities.

“There is more to a city than its downtown”



VULC Guiding Principles (cont')

Speed limits

To enhance safety, lobby for a maximum speed limit of 30 km/h in areas where people driving and cycling share space. At 50 km/h, 80% of pedestrians will die in a collision. At 30 km/h, 85% of pedestrians survive a collision.

"Speeding vehicles endanger people on bicycles"

Bike crashes

Use the term "crash" to emphasize that most accidents are preventable, and call for engineering solutions to reduce them.

"Crash, not accident"

Respect

Practice constructive collaboration with staff and elected officials to achieve long-term goals and maintain respectful and nurturing relationships.

"Work with politicians and staff, not against them"

Theft

Push for safe and secure bicycle parking and end-of-trip facilities. They play a critical role in encouraging more people to cycle regularly. People will choose not to cycle if there is a risk their bike will not be there when they return.

"Bike thieves are everywhere"