

## The bicycle in collective housing operations

### *New housing*

There is scarcely any difficulty involved in creating cycle parking areas without excess cost in new housing, provided they are intelligently designed (see CERTU fact sheet in French “[cycle parking in private spaces](#)”). It is above all essential that the bicycle spaces are visible and easily accessible, and that they interact well with public transport.

Over and above the problems of making bicycles vandal- and thief-proof, the issues of the visibility of cycle parking areas, their accessibility (they should never be set up in the basement, for example), their design in terms of surface area, and how the bicycles are attached are essential for integrating the use of bicycles into collective housing operations.

The best solutions in dense urban sites are those which allow bicycles to be parked outside the buildings. Having recourse, at least partially, to the use of public space is one possible solution, requiring involvement from the town. In this case, the bicycle must be taken into account throughout the decision-making process. [Mixed and attractive solutions](#) can in this way be found.

### *Existing collective housing*

Existing apartment buildings, in particular large housing complexes, prove to be the most difficult to handle for three main reasons:

- There are no rooms available within old housing (before 1960)
- Regulations prohibit common usage (by cyclists and motorists) of exits and entrances to underground car parks. The size of the slopes always does not make it possible to create a protected route for cyclists.
- Cost of development work in old buildings.

#### *Illustration of issues to be examined:*



**Attaching bicycles**



**Building entrances/exits**



**Protected routes**

Photos: J.C. Pouchy-Txtier

## THE BICYCLE IN COLLECTIVE HOUSING OPERATIONS

One incentive would be to create cycle parking areas to replace car parks (for example: 10 bicycles for 1 car). This often implies modifying the local urban planning rules, as this problem is not usually taken into account in the majority of local urban development plans.

***The best solutions are those which make it possible to park bicycles outside the buildings***



Photos J.C. Pouchy-Tixier

***Cycle park in a rental complex***

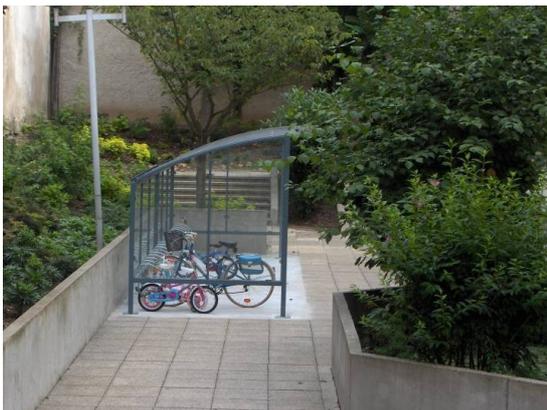


***and in the yard of a jointly-owned building***

In all cases, there is a need for discussion with the tenants and a very strong supporting policy. The bicycle is also a good means of getting people together to tackle the more general problem of transport and safety. Work with the community must be carried out in parallel to allow bicycles to be parked safely near railway and public transport stations.

Experience shows that the use of the bicycle can be developed only if easily accessible cycle sheds are used, preferably close to the exits of the residences. Rooms in basements should be used only as secure garages to store bicycles that are not often used.

Development work may be carried out on existing housing by combining several types of work: bicycle sheds built outside, making use of basement space for cycles, and an inside and outside pathway for bicycles in alleys and car parks.



Photos Alban Charrier - SAGFECO

***Combination of several solutions within the same rental complex***



But it is important not to generalize and always to tackle the question of the bicycle in relation to its local context (topography, proximity of public transport, etc).