

Sheltered Cycle Parklet

A flexible way to respond to cycle parking needs across Palmerston North.



Cnr Rangitikei Street & The Square



Installed December 2017

Responding to a need

The English Teaching College had relocated to its new location in the CBD. The majority of students studying at the College commute by bike and there was no cycle parking within a convenient distance of the College. All day study also meant that sheltered parking was a must for students.

What could be done?

Several options were considered to meet the community's needs:

- a 'Cycle Cone' type product on a concrete pad;
- an off-the-shelf cycle shelter product; or
- a movable parklet base.



How did we decide?

Off-the-shelf shelter options are often too bulky to fit into small spaces and can create traffic hazards by blocking clear lines of sight. This option was also inappropriate for Palmerston North's regular high winds. A planned streetscape upgrade also meant that any fixed option would become redundant.

We decided that we would use the standard parklet base design, as described in the PNCC Parklet Design Manual, to create movable cycle parking. This meant that the parklet was designed in halves so it can be relocated if required. Half of the parklet was installed to still allow use of the existing loading zone while we tested the appetite for the cycle parking.

We opted for a 'bolt on' shelter structure to allow for design tweaks, clear polycarbonate sides and a see-through mural design for a clear line of sight for traffic. The chosen features also reduced debris build up, provided the option of approaching the stands from either the road or footpath, and considered the predominant wind direction of the street. We decided against guttering due to the risk of vandalism and sloped the roof towards the road side. AstroTurf was chosen to add vibrancy to the street create traction for the parked bikes as opposed to wheel bumpers.

WHAT WE CONSIDERED

For our Movable Parklet Base:

- Angled or perpendicular cycle stands
- Shelter or no shelter
- AstroTurf or decking
- Coloured or clear polycarbonate roofing and sides
- Mural design or no mural design
- One ten-metre long parklet or two five-metre long parklets
- With or without guttering
- With or without wheel bumper

WHAT WERE THE IMPACTS?

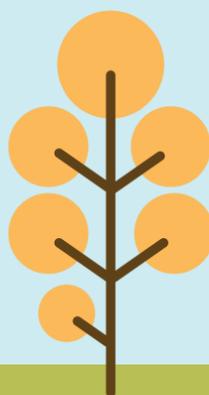
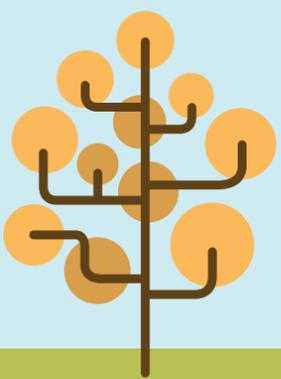
We quite quickly realised that demand was outweighing supply in this location, particularly during school hours. It's clear that an additional parklet is needed in the area.

Since the parklet's installation we haven't observed or received any reports of inconvenience experienced by businesses who had previously used the loading bay.

WHAT WERE THE LESSONS?

We had a number of takeaways from this parklet experience:

- Location is critical for achieving good usage.
- Installing a treadplate ramp onto the kerb-side of the parklet allowed the parklet to sit out from the kerb. This meant people could wheel their bikes onto the parklet, ensured the parklet didn't effect the flow of stormwater, and allowed maintenance staff to clear any debris from underneath.
- Designing a generous pitch on the roof of the shelter meant that water wasn't able to pool.
- While mould is hard to avoid along the edges of the polycarbonate walls due to exposure to moisture, a mural helps to disguise the build up until maintenance can be undertaken.
- When using AstroTurf to imitate grass, a premium quality pile thickness is needed. A 'cheaper' pile thickness can be used for coloured AstroTurf that isn't intended to look like grass.



Designers:

Parklet: PNCC

Mural: Deadfish (Steve Birrell)

With input from:

Manawatu Forum for Better Biking

Inspire Me

English Teaching College

Manufacturers/ Installers:

Ashhurst Engineering Limited

Total Irrigation Limited

Junction Road Transport