

I will submit my full report for the Spokes website supermarkets page - this is a 1-page summary.

What efforts do the shops themselves make to encourage cyclists to come and shop there?

I looked at my own local shops - the supermarkets within a mile of where I live. Some of them I visit regularly, others occasionally. I asked:

- what *quality* of cycle parking do they offer? Racks/wheel-benders? Covered/exposed?
- Location of parking for *security*: Under observation, or hidden away?
- Location of parking for *convenience*: Within 20m (15 secs) of the door - or further away?
- *Choice* of parking location: Formal, or informal? Where the intended parking (ie *formal*) is poorly located, is there some *informal* parking (barriers, railings etc) available in a more secure or convenient location? Informal parking was determined by where cycles were actually parked (from observation), or from my own knowledge of where cycles *can* be parked (if no bikes were present).

Taking all factors into consideration, I then rated the stores on a 5-point scale:

- 1) Racks, under cover, secure, convenient
- 2) Racks, exposed, secure, convenient
- 3) Racks, exposed, inconvenient/insecure
- 4) Wheel-benders
- 5) informal parking only; no formal provision

The following stores were examined: Sainsbury's Local (Fountainbridge); Lidl (Dalry Rd); Aldi (Gorgie Rd); Aldi (Chesser); Asda (Chesser Ave); Tesco (Corstorphine).

Overall, the smaller stores offered much better cycle parking than the bigger ones. Lidl Dalry Rd was the best, with a rating of 1. Sainsbury's Local, Aldi Gorgie, and Aldi Chesser were adequate, with at least one rating of 2. Asda Chesser and Tesco Corstorphine were poor or worse:



Tesco, Corstorphine official cycle park - racks with insufficient support, exposed, secure, remote (60 secs walk) - Rating: 4



Lidl, Dalry Road - racks, under cover, secure, convenient - Rating: 1

Other relevant factors emerged during the course of the study, discussed in my full report. These included cycle parking issues in relation to ..

- *Multi-entrance Stores*: need parking at every entrance
- *Concourses*: At some stores a concourse (pedestrian-only?) had to be crossed to reach the cycle park.
- *Signage*: The location of the cycle park was never signed from the access point(s)
- *Walking Time*: The larger stores are so huge that walking from the bike park becomes significant.

Conclusions

Overall, the smaller stores offered much better cycle parking than the bigger ones. *Lidl Dalry Road* was the best, with a rating of 1. *Tesco Corstorphine* was the worst. All the bikes when I was there (mid-morning) were parked informally against the trolley storage rails, close to the main entrance, not at the official park.

These findings, though on a small scale, confirm a national trend away from large supermarkets in favour of smaller, 'Local/Metro/Express'-type stores. It's not just the cycle parking, but also the walking times. In Schumacher's immortal words, "small is beautiful".