

Bicycle parking in Oslo

A population survey on how a lack of parking and fear of theft affect bicycle use

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- Several respondents express that better bicycle parking could encourage them to bike more often to work, public transport stops, the city centre, and local shops.
- Few use bicycles in combination with public transport, but 35% say they would do so more often with better parking options at stops.
- Improved bicycle parking at work/educational institutions is associated with increased cycling to these locations, although the effects are small.
- A large number of people have experienced bicycle theft (6 out of 10). Increased fear of theft is seen as a barrier to cycling.
- People living in single-family homes are more satisfied with their bicycle parking conditions at home than those living in multi-family houses/townhouses, who are in turn more satisfied than those living in apartment blocks, which is the type of housing the majority of Oslo's residents live in.
- Bicycle parking at home and work is generally rated better than at public transport hubs and public places, especially regarding protection from weather and where the bike is securely stored.

Oslo Municipality aims to increase cycling by, among other things, providing safe and good bicycle parking. In this regard, a survey was developed focusing on four main areas:

1. Places where people in Oslo park their bicycles.
2. Residents' assessments of various aspects of bicycle parking at different types of locations, including at home, at workplaces/educational institutions, public transportation hubs, and public areas.
3. Bicycle parking and its impact on cycling habits.
4. Experience with bicycle theft and how it affects cycling behavior.

In the survey, 59% of respondents say that they cycle. Of these, 85% cycle weekly. The majority (69%) lock their bikes at home, and among those who do not, most (69%) park in a basement storage area or garage. More than 2 out of 3 cyclists ride weekly to work or school, and nearly half park their bikes in public areas. However, very few use bikes in combination with public



transport, and very few use bike hotels. It is uncertain to what extent or in what way the low parking rates at stops and stations are related to parking conditions.

Residents in single-family homes express greater satisfaction with bike parking at home compared to those living in apartment blocks. Bike parking is perceived to be better at home and at work than at stops/stations and public areas. In particular, weather protection and security are seen as inadequate at stops and public areas.

Despite various measures from the municipality, such as the placement of bike racks and financial support for the establishment of parking facilities, bicycle theft remains a widespread problem; nearly two out of three have experienced this. We see that fear of theft is perceived by many as a barrier to cycling in Oslo, affecting both men and women equally. An increased level of fear is associated with less frequent bike parking in public spaces in Oslo, and generally also somewhat less cycling during the summer months.

The survey shows that improved bike parking, especially with an increased focus on theft prevention and protection against the elements, could encourage more people to choose cycling for commuting to work, public transport stops, and local shops and cafés.