

Cycle parking

The provision of secure, well located cycle parking is essential if people are to be encouraged to use a bicycle as a means of transport. By indicating to the public that cyclists are welcome, cycle parking facilities act as a message to motorists to consider cycling in the future. Cycle parking should be prominent on the ground and clearly advertised in any promotional material.

In order for cycle parking to be useful, a few important factors must be taken into account when choosing the design and location. This information sheet aims to avoid expensive mistakes and offer guidance on the best solutions.



Cycle parking within carriageway King Street, Bristol



Custom-made stands, St Albans

All illustrations and examples are for guidance only and information is correct at time of publication. Sustrans does not recommend the use of any particular product or supplier.

The main points to consider when planning cycle parking:

- location
- design and installation
- how much parking is needed
- cost/funding

destination. Bike parking should not be hidden away behind buildings or tucked away in the corner of a car park as this removes any convenience over driving a car and allows thieves to work out of view. (See 'Siting Details' below).

2. Design and Installation

This is a key consideration for cyclists; even those leaving their bikes for a very short time. The design of the stand therefore has to ensure peace of mind. The device must be easy to access, facilitate the use of 'D' type locks and conventional chains/cables, provide support for the whole bicycle and allow both frame and wheels to be secured in a way that suits the individual user.

The most simple and reliable design (and therefore most common) is the 'Sheffield' type stand constructed from a single tube with two right-angle bends. This design when situated properly is the most popular, because it fulfils all the above requirements. This design can be improved by the addition of a lower crossbar, which makes it more suitable for 'step through' frame cycles and children's

1. Location

The siting of the cycle storage/parking is absolutely critical to its success. It must be located as close as possible to the main entrance of a destination (school, office building and shopping centre) or it will not be used. It must offer a real advantage over the location of the nearest car parking space. Ideally the location should be one that is constantly under surveillance by the general public (and CCTV if possible) and is well lit. This reduces the opportunity for vandalism/theft and inspires confidence to cycle to that



Fence/hitching ring, Queen Square, Bristol



Cycle Centre, County Hall, Nottinghamshire



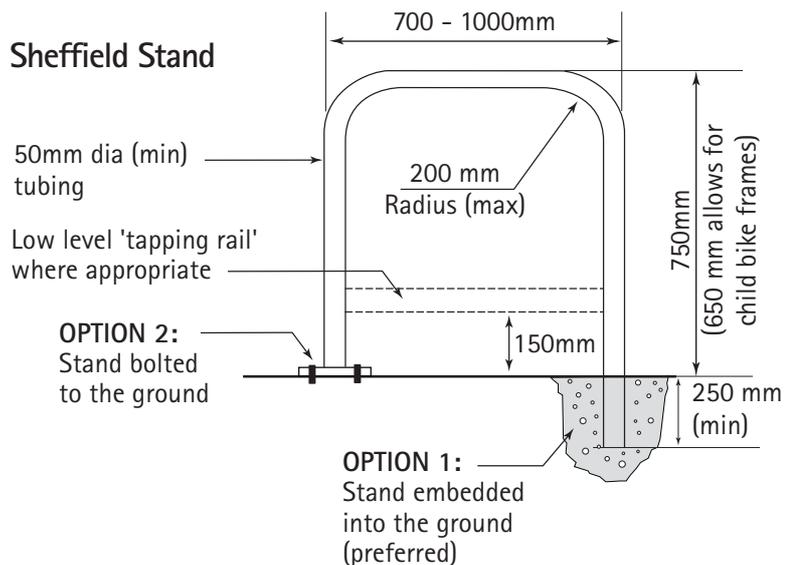
Cycling Centre of Excellence, London

cycles, and reduces the tendency for the front wheel to turn. There are successful examples of 600mm wide versions, which include a crossbar. For locations/attractions with a significant proportion of children, stands with a lower or slanting crossbar should also be considered. (See also Information sheet FS19; Cycle Parking for Schools).

Other stands, such as 'butterfly' racks, which only attach to the wheels, should not be used as they are less secure, do not support the bike and can damage it, and cause a trip hazard to pedestrians. However, there are good examples of other designs of "high capacity" cycle parking, which give adequate support and secure locking for the cycle.

In some situations a more aesthetic design may be appropriate and could be considered based on the same standards and requirements. Parking stands can be painted, supplied with a scratch resistant coating, or be stainless steel. This will maintain a quality finish within the urban landscape and prevent unnecessary damage to cycles. In visually sensitive locations, other options, such as hitching rings fixed to fences where handlebars can be accommodated, are a good compromise (see photo above).

Organisations which are providing cycle parking for employees and visitors should consider the provision of covered areas, either within the building itself or a shelter located very close to the main pedestrian entrance. This will further encourage people to cycle, safe in the knowledge that their bicycle will be kept dry for the journey home.



Where cycles are left for a number of hours, for example by workers, students, commuters or in residential developments, more secure parking may be needed. Increased security can be provided by means of lockers, or where shelters or sheds have lockable doors.

Along with the established and traditional forms of cycle storage, there are a number of more advanced solutions in development, slowly coming to fruition. These designs address the problem of the petty theft of cycle parts and the growing problem of the more organised and sophisticated cycle thief. They allow those responsible for the design of urban and transport environments the opportunity to specify a more considered and integrated cycle parking concept.

There is a wide variety of designs for secure cycle parking, based on both standard units and bespoke ones. Some examples of good designs are:

- a free-standing two-storey modular unit incorporating secure cycle parking for 32 bikes with changing/shower facilities (e.g Milton Keynes).
- a secure cycle parking compound for staff in the basement of their offices, accessed and monitored using the staff swipe card system (e.g Nottinghamshire, see photo above).
- a secure covered cycle parking compound for school pupils using a combination lock with a code that is changed regularly (e.g Surrey).
- cycle parking for staff that also serves as a demonstration of efficient use of a confined space using a range of cycle parking designs (e.g Transport for London, see photo above).

3. How much parking is needed

The ideal way of determining the demand for storage is to survey all existing and potential users within an organisation/school etc. However, this would be difficult in a general use situation, like a shopping street, where it may be wiser to look at the potential for different destinations to attract people by bike. This can be combined with observations of places where cycles currently get locked to street furniture or where there would be a very high demand (e.g. bus and train stations).

Most Local Authorities have 'Parking Standards' that specify the minimum amount of cycle parking/storage to be provided at new developments. This could also be applied to existing locations as a rough guideline. However the demand for spaces should hopefully grow after the initial implementation of cycle storage. It is often more useful and convenient to have plenty of small parking areas than one large one, and, on shopping streets, consideration should be given to installing individual stands parallel to the kerb (see photo below).



Parking stand parallel to the kerb, Bristol

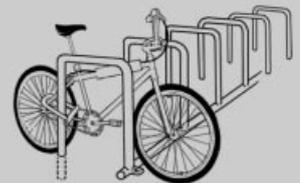


Parking stands with footway detail, Queen Square, Bristol

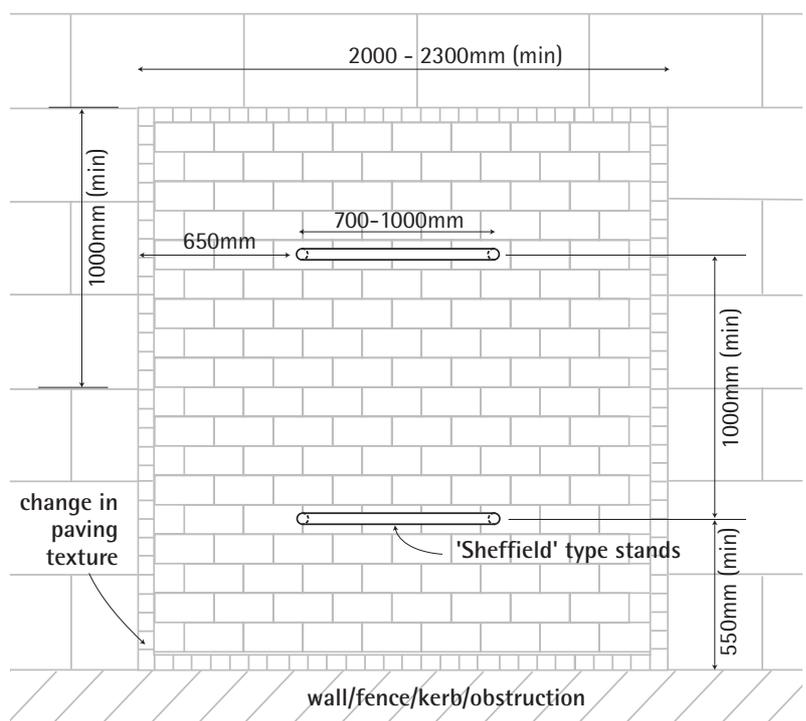
Siting details

Once all the above factors have been considered, the following details must be addressed:

- Care should be taken to ensure that the cycle parking (when in use) does not cause an obstruction to pedestrian flow. Calculate the actual floor space required (see footprint diagram), an allowance of 1 cycle/1 sq. metre provides a good guide. Make sure that this does not obstruct pedestrian desire lines. If it does then relocate, possibly to the carriageway within a bay protected by bollards or kerb extensions (see photo on front page).
- If the planned parking is to be incorporated into a new streetscape or highway scheme then thought should be given to highlighting the presence of the 'parking area footprint' with a change in surface colour or texture. This emphasises the area to both potential users and visually impaired pedestrians (see photo at bottom left).
- If it is deemed inappropriate or impractical to excavate for a number of individual cycle stands then a joined "toast-rack" arrangement can be used. (see photo on front page)
- Ensure that the area planned for parking is horizontal. If not, stands should be orientated at right angles to slope to prevent bikes from rolling away.



Cycle parking stand 'footprint' (plan view)





Burnholm School locked cycle shed

4. Costs / funding

The cost of cycle storage varies between products, design and site conditions.

- A basic stand to accommodate two cycles will cost around £100 to supply and install.
- A quality cycle locker costs around £500 per cycle, installed.
- A shelter for 20 cycles can range from £1,000-£5,000 upwards.

Whilst these devices may appear expensive initially, this cost should be compared to that of providing and maintaining a car parking space (approx. £2,500 to install and £250 to maintain per annum in some instances) or the cost to an employer for the purchase of car-parking permits for the same number of people.

If custom-made parking stands (based on these guidelines) are considered to augment an urban design theme or reflect the character of a place or organisation, the cost could be funded through sponsorship by local commercial bodies or included in the cost of a larger highways/development scheme. (see photo opposite)

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Nottingham Hospital cycle lockers



Custom made cycle stands funded through development, Lambeth

Useful publications

Available by mail order from Sustrans:

1. **The National Cycle Network – Guidelines and Practical Details II** Sustrans 1997.
2. **Making Ways for the Bicycle** Sustrans 1994.
3. **Cycle Friendly Infra-structure** IHT / CTC / Bicycle Association / DETR 1996.
4. **Cycle Parking for Schools FS19** Sustrans 2001.
5. **London Cycling Campaign** www.lcc.org.uk cycle facilities page.

Available free from DfT:

tel. 020 7944 2979 www.dft.gov.uk

6. **Supply and Demand for Cycle Parking – Traffic Advisory Leaflet 7/97** DETR.
7. **Key Elements of Cycle Parking – Traffic Advisory Leaflet 5/02** DfT.
8. **Cycle Parking – examples of good practice** Traffic Advisory Leaflet 6/99 DETR.
9. **Cycle Parking at Rail Stations 11/99** Traffic Advisory Leaflet 11/99 DETR.

Suppliers

For a list of approved suppliers contact BPSA (Bicycle Parking Et Security Association) 5 Marsili Court, 22 Palace Road, London SW2 3NQ

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Sustrans

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Tel: 0117 926 8893 Fax: 0117 929 4173
Charity no. 326550

or

CTC INFORMATION LINE

0870 873 0060

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www.ctc.org.uk