

Cycle parking - Good practice

This guidance document has been produced to help you identify the right type of cycle parking, the location and capacity suitable for your organisation. Correct provision will encourage more people to cycle - incorrect provision will put people off or result in bikes being parked inappropriately.

Capacity	Consider how many people are on site - aim to provide enough cycle parking to accommodate current demand PLUS additional capacity. Many people will be encouraged to start cycling once the facility is there. To maximise the cycling potential, consider providing parking for up to 15% of your organisation.
Visible	Parking facilities should be well signed, easy to find and benefit from good natural surveillance. Good siting and high quality facilities will help demonstrate the importance of cycling as a transport mode.
Accessible	Parking should be located as close as possible to the final destination (generally within 30m). It should be easy to get to, involving no detours, and should be well laid out with no difficult ramps or awkward stands to deal with.
Safe and Secure	It should give cyclists the confidence that their bike will still be there when they return. Adequate provision should be made for the bicycle to be secured with its owner's lock unless other security arrangements make this unnecessary. The facility should help users feel personally secure - those that make users feel at risk will not be used.
Consistently available	In places such as shopping areas, or large workplace campuses, small clusters of stands at frequent intervals are usually better than larger concentrations at fewer sites.
Covered	The level of protection from the weather should be appropriate for the length of stay. Uncovered stands may be fine for short visits, but shelters and compounds should be provided for full day parking.
Easy to use	Parking facilities should be easy to use by anyone, accept all types of bicycle, and adequately support the frame. Avoid cycle racks that require a bicycle to be lifted or up ended. Bikes parked too close together can cause cables and handlebars to snag. Where provided, locking mechanisms should not be difficult to operate and instructions should be easily understood.
Fit for purpose	Racks and other support systems which only grip the front wheel should not be used since they provide poor stability and do not allow the frame to be secured. Also, if one bike falls it can damage not only itself but those next to it. Cycle parking should not be sited where it will get in the way of pedestrians, especially those whose vision is impaired. Systems should be in place to remove abandoned bicycles promptly.
Well managed and well maintained	Charges (if any) should be set at a level that will encourage use. Coin-operated locks should be properly maintained and not attract thieves. The process of paying charges for renting lockers etc. should be as simple as possible. Automated systems or electronic smart card operation should not create delays at peak periods.
Attractive	Cycle parking facilities should be designed to encourage people to use them. Choose a prominent location, (not far from the entrance, by the bins!) to highlight the facility and encourage people to think of cycling. The design should also be sensitive to the surrounding area.
Coherent	It should relate well to other cycle infrastructure. There should be no road safety hazards, such as dangerous junctions or severance by busy roads likely to create a barrier to its use. Where possible, signed identified routes leading directly to the cycle parking should be provided.
Linked to other needs of cyclists	Where provided at public transport interchanges or in city centres as cycle centres, opportunities to combine with cycle hire, repair and tourism activities should be exploited.

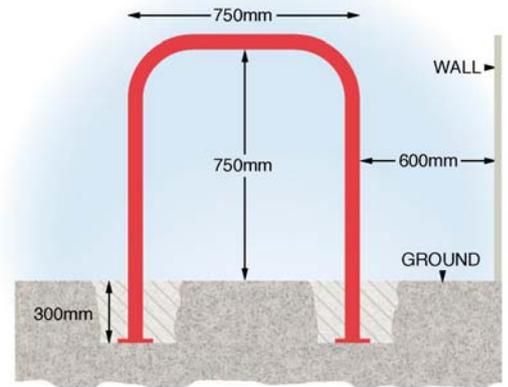
Cycle Parking options

Sheffield stand

This type of stand is named after the city where the design was first developed and used. It is a simple and effective design, based on an inverted U-shaped metal tube. The Sheffield stand is widely acknowledged as being the best performing design for bicycle parking and is recommended for most parking applications. When properly installed, Sheffield stands provide high levels of bicycle frame support and security. They are cost-effective and easy to install and maintain. If installed under shelters or within buildings or other sheltering arrangements, all the basic functional design criteria for good cycle parking can be met.

Key information:

- Length 750mm
- Height 750mm
- Tube diameter 50mm
- Corner radii 100-250mm;
- Stands can be installed in two ways: sunk into the ground (root or sub-fixed) or bolted down with base plates (Devon County Council only uses and supplies root fixed stands)
- Capacity - each stand permits parking for 2 bikes (one each side)



There are many variations on the basic Sheffield stand design. The most useful is the addition of a crossbar (which provides extra security and support for smaller bicycles) and a low-level tapping rail (to aid visually impaired people). 'Toast racks' of Sheffield stands, comprising usually 3 to 5 stands joined together by additional ground-level bars, are easier to install but are not as aesthetically pleasing or convenient to use. Sheffield stands can be supplied in a range of colours and finishes. They can be specified with a durable coating (preferably plastic) which is kind to bicycle frames while requiring little maintenance. Stainless steel finishes are becoming increasingly popular and variations to the standard hoop design make for more artistic designs.



Stainless steel Sheffield stands
(Photo: Transport Initiatives)

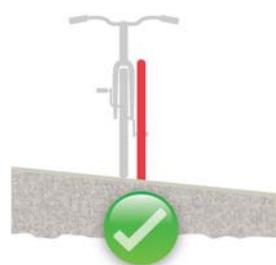
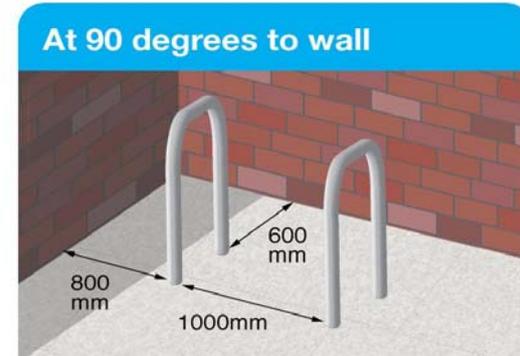
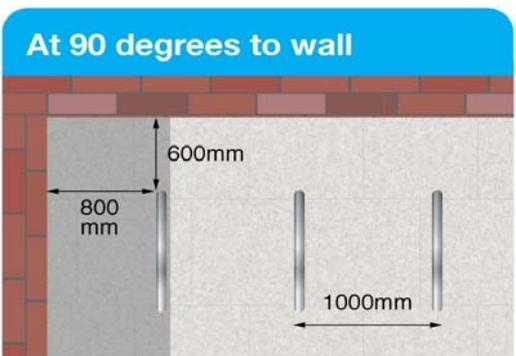
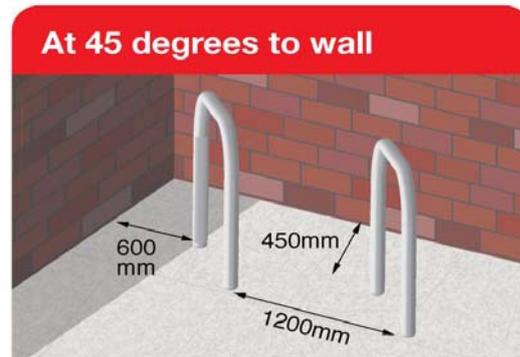
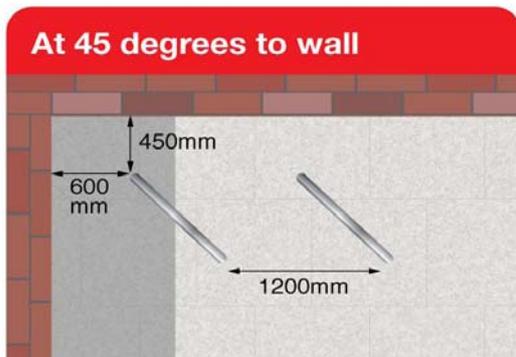
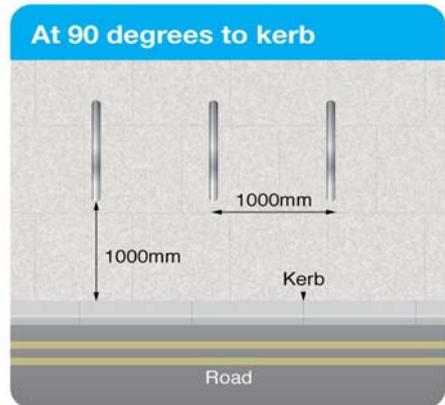


'Arty Loops' at Stockton Leisure Centre
(Photo: Tim Pheby)

Installation:

It is vital that stands are installed correctly, ensuring sufficient space between each stand and from any walls, kerbs or solid objects. Too close together, you will only be able to park one bike per stand - too close to walls / other objects will put people off using them altogether. Please see the following diagrams for correct positioning:

Correct spacing and positioning of sheffield stands
(images © ParkThatBike)



Covered storage

Covered storage can be partly sheltered, fully sheltered and also fully enclosed, providing different grades of cover and security. A secure compound will be gated, with access by either padlock key, electronic card or keypad entry code.

Compounds should be designed to be fully secure, ensuring that the gaps around the frames are not large enough for a person to fit through. Avoid designs that restrict visibility, or look too much like a bin store, as these will put people off using them and present a security issue. Compounds should be well lit - either by natural light, or lighting powered from mains electricity or solar panels on the roof.

Covered storage is always preferable, to protect bikes from the weather. Sheltered storage offers protected cycle parking for visitors, as well as those with access to the secure compounds.

Consider branding your shelter or incorporating a notice board to provide information for users.



Cycle compound design
(Image: JACS UK Ltd)



Covered shelter, with logo
University of Exeter
(Photo: Devon County Council)



Covered Cycle Park with Kit
Lockers, Normanston Freeston
High (Wakefield Council)



Covered shelter, St. James
Church, Exeter
(Photo: Devon County Council)

Individual bike lockers

Individual lockers provide extra security (particularly for overnight parking), full weatherproofing and allow the user to store other equipment, such as helmets or jackets. This can be particularly useful for a workplace pool bikes scheme, where staff can book out a bike for business travel. Lockers can be branded with company logos and several different designs are available. Some designs require users to up-end their bicycles, which may be difficult for some.



Pool bike lockers at County Hall
(Photo: Devon County Council)



BikeAway lockers
(Photo: BikeAway www.bikeaway.com)



'Sheffield horizontal' lockers
(www.broxap.com)



Branded pool bike lockers at
University of Exeter (St. Luke's)
(Photo: Devon County Council)