



Chapter 8

Cycle parking

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8.1 Introduction and general issues

8.1.1

Provision for cycle parking and its security is essential to support the development of cycling as a practical transport choice. Local authorities and developers are expected to make appropriate provision for cycle parking which will support cycling as a means of transport and the target increase of 80% by 2010, and 200% by 2020.

8.1.2

Locating the cycle parking in the right place is crucial. In addition, there are four essential requirements for the cycle parking facility itself:

- It should support any type of bicycle without damaging it – both when the cycle is parked and if it is accidentally knocked
- It should be possible to secure both the frame and the front bicycle wheel to the stand
- Whether or not in use, a stand should not be a danger to pedestrians, particularly those who are blind or partially sighted, or obstruct pedestrian movements or desire lines
- In public places the facility should not detract from the environment

8.1.3

Presently there are no clear or consistent standards for cycle parking in public places in London, and only limited records of past investment and the extent and condition of facilities available for public use. Borough UDPs include minimum cycle parking provision for new development, but this is primarily aimed at occupiers of the development rather than visitors. Cycle parking facilities in London are inadequate in a number of respects that need to be addressed when considering cycle parking provision in the future.

8.1.4

A high proportion of cycles are parked informally and this reflects the inadequacy of the cycle parking facilities available. Informal parking, sometimes described as 'fly parking', is more likely to obstruct pedestrians, disfigure public spaces and reinforce negative attitudes towards cycling and investment in cycling. This does not mean that all 'fly parking' is undesirable, but that its presence means that alternatives need to be considered.

8.1.5

Londoners suffer a high level of cycle theft and vandalism. Metropolitan Police data suggests that 50 cycles are stolen every day. Trips are not made, or not made by cycle that otherwise would be. Damaged or vandalised cycles left in public view signal the insecurity of cycle parking. In some areas cycle parking facilities are unlawfully occupied by motorcycles and scooters, sending a similar negative message.

8.1.6

As a general rule, cyclists who cannot find a cycle stand within 25m of their destination are likely to 'fly park' if their visit will be short. For longer visits a



Where guard railings previously used for 'fly parking' have been removed, cycle parking stands must be provided

greater distance of say 50m will apply, but in such cases the security of the location will become more important than its exact distance from the destination. In both cases, cyclists will normally expect to park on the same side of a main road as their destination.

Cycle stands should be located close to the destination (within 25m for short stay, 50m for longer stay) and where there is natural surveillance and good lighting. A stand or group of stands will only serve those destinations on the same side of a main road and within range – 25 to 50m depending on length of stay.

8.1.7

Authorities should ensure that development and transport plans include proposals for addressing the gaps in provision for cycle parking facilities and for preparing a full asset register of provision. In developing proposals, authorities are encouraged to work with street or town-centre management companies. The Mayor's Transport Strategy expects authorities "to require developers, wherever practicable, to install secure cycle parking". Authorities should consider s.106 and other planning agreements to secure arrangements to mitigate gaps in provision. Guidance on cycle parking standards can be found at www.tfl.gov.uk/cycling.

8.1.8

Where there is enough space, cycle parking stands should be added progressively ensuring that there are some spare at the busiest times. Gross over-provision with a large number of unused stands can attract public irritation and should be avoided. This could send a negative message to potential cyclists that few other people are using cycles. Rather, the aim should be to give the impression of well-used stands, even if the numbers of stands at each location is modest initially.

8.1.9

Provision of individual stands at locations where they are used for a short period of time and frequently – for example, outside a local shop – is often wrongly overlooked. The removal of one short-stay car parking space outside a row of local shops, and its replacement by a kerb build-out and four double-sided cycle stands, can provide for up to eight times as many shoppers as the car park space. For on street cycle parking, small groups of stands spread around are generally preferable to a large cycle park.

8.2 Legal issues

8.2.1

Local authorities have a range of powers to provide cycle parking facilities. Facilities may be located on the footway, on kerb build-outs, on the carriageway, in pedestrianised areas, on private land that adjoins the public highway, and in other areas where the public have a right of way.

8.2.2

The Road Traffic Regulation Act 1984 (Part IV) Section 63 gives powers to enable local authorities to provide stands or racks for bicycles in roads or elsewhere. The authority must satisfy themselves that they are not creating an obstruction to pedestrians or other traffic. Cycle parking stands do not generally require planning permission.

8.2.3

Often the best location for cycle parking from the consumer and streetscape perspective is on private land, or on highway maintained privately. On private land or highway maintained privately authorities must obtain the agreement of the frontage owners to place any fixed facilities including signs. Where the cycle parking is attached to a wall it will be necessary to arrange easements with the owners of adjoining property.

8.2.4

Kerb build-outs can be provided using the general provision in the Highways Act 1980 that allows highway authorities to vary which parts of the highway are allocated to which classes of road user, including moving kerb lines.

8.3 Location

8.3.1

A good location for cycle parking is essential. It may be better not to provide cycle parking facilities at all, if the only feasible location is far from a natural cycling or walking desire line and natural surveillance. This is particularly so if there is evidence of 'fly parking' that is both more convenient and more overlooked.

8.3.2

All destinations that attract occasional customers or visitors should be served by cycle parking facilities. Key destinations include:

- Shopping centres, supermarkets, local shopping areas or isolated convenience stores e.g. food, hardware, chemists, newsagents, bicycle shops, banks
- Popular cafes, pubs, restaurants, places of worship
- Public buildings – libraries, town halls and hospitals and health centres, post offices, council offices, community centres
- Sports, leisure and entertainment centres e.g. cinemas, museums and visitor attractions
- Rail, underground stations

8.3.3

On high streets or in local shopping centres stands should be in groups of 1 or 2, providing 2 or 4 spaces, and positioned close to visitor destinations at no more than 50m intervals

8.3.4

Larger cycle parks with shelters and/or lockers are appropriate for overnight and longer stay (4-12 hours) locations and high volume visitor attractions such as

national museums/galleries. Some shelters are being offered with advertising panels, similar to bus shelters. Generally a permanent structure will require planning permission.

8.3.5

At educational establishments, employment sites and residential developments, adequate cycle parking should be provided within the site. For new development, this can be enforced through the planning system, and in any event users will normally insist on off-site cycle parking for security reasons. For existing development where it is not practical to retro-fit cycle parking and there is clear evidence of 'fly parking' on the adjacent highway, it may be appropriate to provide public cycle parking but this needs to be monitored to make sure that it is not attracting abandoned cycles.

8.3.6

At rail and underground stations it is a requirement that all cycle parking facilities either within the station or on the public highway directly adjoining are viewed by CCTV. At such locations stands should be covered where possible. Where space permits and there is demand or potential demand, secure lockers should be provided for a small charge (which in appropriate circumstances could be waived e.g. for season ticket holders).

8.3.7

Many trips to the cinema could readily be made by cycle, but potential cyclists are deterred by having to leave their machine in a situation where it is apparent that it will be unguarded for a couple of hours and there are not many people around. Operators of new cinemas should be required to provide secure cycle parking as part of the planning conditions. Where public cycle parking is provided adjacent to an existing cinema it should be well lit and viewed by CCTV. However wherever possible the operator should be encouraged to provide secure off-street cycle parking, even if a nominal charge has to be made for this.

8.3.8

At destinations where there is a gatekeeper or security staff, stands for visitors should be located within the gated area where it is quite obvious that someone is keeping an eye on them.

Micro-positioning

8.3.9

There are a number of factors to consider when choosing the exact positions of cycle parking stands. Some of these relate to giving the best possible protection for the cycle and cyclist, and others relate to minimising nuisance to other road users including pedestrians,

8.3.10

Stands should be located where the potential for damage and accidents is minimised, e.g. care should be taken to ensure cyclists are not put in danger when they bend over to lock their bikes. Sheffield stands located near a kerb should be at least 0.6m from the edge of the kerb. This is to ensure that the wheels of a cycle etc. are 0.45m behind the kerb line and so cannot overhang

into the carriageway and obstruct moving vehicles or be damaged by them. See drawing CCE/P2 for layouts and dimensions.

8.3.11

Stands should not:

- obstruct pedestrian desire lines and movement
- obstruct access and deliveries to shops and other premises
- prevent car doors from opening where car parking is allowed
- obstruct access to traffic signal controllers, lamp columns, illuminated bollards etc
- obscure the view of car drivers at junctions or near pedestrian crossings (normal sight line height of 1.05m)

Authorities should consider all movements to and from cycle parking stands, including walking, and take appropriate measures to mitigate identified risks to cyclists and pedestrians

8.3.12

In busy pedestrianised areas, provision of cycle parking facilities at 'gateways' will encourage cyclists to park and proceed unencumbered, assuming that this is provided at a location which appears sufficiently secure.

8.3.13

Where space is restricted, stands can be placed at an angle of 45° or alongside the kerb. See drawing CCE/P2 for dimensions. 1.0m width is required for stands arranged at 45° on a kerb build-out. The remaining carriageway width should not be reduced below 3.5m for a one-way street, or 6.0m for two way.

8.3.14

Regulations require that stands located in the carriageway alongside the kerb must be protected by islands and illuminated signs, if necessary at the start and maybe also at the finish of the cycle parking, and not obstruct the swept path of vehicles. On-carriageway cycle parking provision may be done either through an exemption to existing waiting and loading restriction orders if required, or by a Traffic Management Order that designates parts of the road for parking – in this case for bicycles only (DOT 1989 LTN 1/89). Whilst only a single order is needed for the whole of an administrative area, all the individual sites have to be set out in the schedule.

8.3.15

Stands in the middle of the carriageway adjoining traffic light and pedestrian crossing facilities will serve destinations on both sides of the road. This arrangement can also help to reduce the optical width and overall motor traffic dominance of a distributor road, as shown in the photo below. However if the distance from centrally positioned stands to destinations is too great, they may not be well-used and 'fly parking' will take place instead.



Cycle parking at gateways to pedestrianised areas will encourage cyclists to park



Stands placed at 45° to provide a clear path for pedestrians

Stands in the middle of the carriageway will serve both sides of the road if adjacent to a crossing



8.3.16

Cycle parking provision needs to be an integral part of streetscape design. Where an area has particular characteristics that are for example reinforced by street furniture, cycle parking provision should complement the approach adopted. It may be possible to link in construction of build-outs with other parts of a highway engineering programme, such as traffic calming.

Disability Discrimination Act requirements

8.3.17

The Disability Discrimination Act places an added duty upon authorities to remove or mitigate physical barriers to access. Where cycle parking facilities are grouped together on the footway, authorities should consider delineating the overall area with a row of granite setts or similar defining surface treatment.

8.3.18

Some authorities have introduced a tapping rail (for blind people using a white stick) and use visibility banding on the cycle parking stands. Although such stands may not fully address DDA requirements, these measures can assist visually impaired people. Unless integral to the equipment visibility banding degrades easily, so adequate maintenance is required.

8.3.19

Trailers and tricycles have slightly different cycle parking requirements as they are self supporting when stationary, but still require a stand to which they can be padlocked. This may best be accommodated by the use of an end stand at a group of stands. It is suggested that where there may be a demand, then appropriate signing could be provided for 'trailer and tricycle parking only' at end bays. A kerb-free access from such spaces to the carriageway will be required, so a suitably positioned section of dropped kerb may need to be provided.



Granite setts can help define the cycle parking area

8.4 Cycle parking signage

8.4.1

Cycle parking signs 968 and 968.1 are not necessary for small clusters of stands on private land or the footway. They are only necessary when cycle parking facilities have been introduced through a Traffic Regulation Order, for example if the facility is in the carriageway.

8.4.2

Advance direction signs to cycle parking areas may also be provided to Diagram 2603 and Diagram 2604, for example for longer stay, more secure cycle parking.

8.4.3

To make it easier to prevent unlawful use by motorcycles, authorities may wish to consider signing of cycle parking.

8.5 Types of cycle parking

Sheffield Stand

8.5.1

The most common form of facility, particularly on the public highway, is the Sheffield stand, or geometric modifications of it. This inverted 'U' stand is sometimes known as the Universal stand. It is shown in diagrammatic form on drawing CCE/P1 and P1.1 in Appendix C. The cost of these will be between £100 and £200 each, including fitting, but not including reinstatement costs or traffic and pedestrian management costs.

8.5.2

The more common options for layouts and the relevant clearances are shown on drawing CCE/P2. Key dimensions and criteria are also listed below:

- Length 700-1000mm (700 recommended)
- Height above ground level 750mm
- Height below ground level 250mm (if set in concrete) – additional pins or widened (cone) tube below ground level may be necessary so that the stands can not be pulled out
- 50-75mm diameter steel tubing, galvanised plus nylon coating, or in stainless steel
- Thickness of tube wall 2.5mm minimum
- Corner radii 100-250mm
- 150x150x6mm base plate welded to posts if bolted to surface
- Bolts: if not set in concrete, at least two high security bolts (e.g. M10 bolts) passing through each baseplate, with the holes arranged for maximum stability
- Distance between stands: 1200mm recommended for two sided parking but 1000mm acceptable where space is limited

- Minimum distance from wall/perimeter line located either to the side of the stand or in front of it: 300mm for single sided use and 900mm double sided use

8.5.3

There are advantages in having an additional cross bar on the stand. This enables a wide range of bike frames and sizes to be conveniently and securely locked, and prevents the lock slipping. See drawing CCE/P1.1.

Materials for stands

8.5.4

The preferred coating for stands is nylon (not plastic) on galvanised tubing. This is hard wearing and does not scratch or peel easily, and in addition does not scratch cycles' paintwork. Alternatively rubber coated stands offer even better protection to cycles. Stainless steel is long-lasting and if brushed is also acceptable. Plain galvanised steel is long lasting and costs less but does little for the streetscape. Plastic coating is not suitable as it tends to expand and peel away, particularly when the steel is not galvanised, while paint and powder coatings scratch and chip.

The default provision for cycle stands will be the nylon-coated Sheffield stand

Other designs

8.5.5

Alternative shapes have been used, including higher but narrower stands (up to 1100mm high by 500mm wide) and butterfly shaped stands similar in design to Sheffield stands but with 'feet' closer together. Both types have the benefit of a smaller 'footprint' when empty, although cycles parked at them may be less stable when knocked. 'A' stands are widely used in the USA and have advantages over the Sheffield stand in terms of footprint, ease of use and tidiness, but because they reduce sightlines they may be less appropriate for use at junctions.

8.5.6

Some older designs of cycle parking rely on a feature that grips the front wheel e.g. concrete slabs with a slot. Such designs do not provide an attachment point for a padlock, and can result in a buckled front wheel, and should be replaced e.g. with Sheffield stands.

8.5.7

Purpose built cycle racking may be used in supervised cycle storage areas such as indoor station cycle parks, where a high density of parking per m² is required. Well-designed storage of this type is significantly more expensive than Sheffield stands, but has a useful role where space is at a premium.

8.5.8

In some areas cycle stands have been provided incorporating a lock, from which the key can be withdrawn once a coin has been inserted. These locks are rarely used, as the keys soon disappear, and in any event London cyclists normally carry their own padlocks. The provision of such stands is not recommended.

Ground fixing

8.5.9

The preferred method of fixing stands is with the uprights cased in concrete. However, some forms of structures could be damaged during installation, e.g. a basement, culvert, subway, entrance to underground station, car-park or public toilet, as well as cables, pipes and drainage. It may be necessary for stands at some locations to be bolted into place. Care needs to be taken in such situations that stands are firmly fixed, not just bolted to paving slabs.

Wall bars or rings

8.5.10

Wall mounted cycle fixing rings and bars have been successfully used where space is limited and parking occasional. If walls are privately owned then permission will be required. Fixing rings of about 150mm diameter (or bars of at least this length) should be fitted between 700-800mm high. They can be heritage designs or galvanised or stainless steel. Longer and larger bars will give greater flexibility of locking points. Vertical bars will also allow small-wheeled foldable cycles to be secured.

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