

# Cycle Parking Guidelines

2008

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## Introduction

The provision of adequate cycle parking has been identified as one of the most important factors in encouraging people to cycle. However, there are a number of factors which must be taken into consideration in order to ensure that facilities for cyclists are well received and frequently used.



## Cycle Parking Design: An Overview

When designing cycle parking, it is important to ensure that it is:

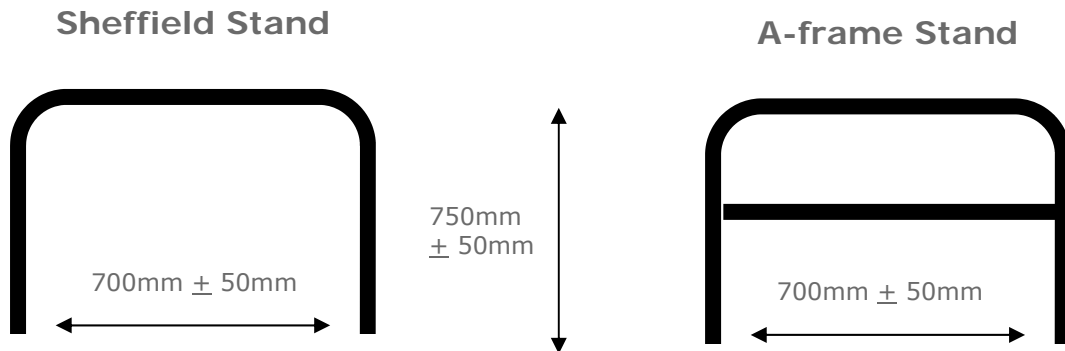


- ✓ *Accessible*
- ✓ *Convenient*
- ✓ *Easy to use*
- ✓ *Safe*
- ✓ *Secure*
- ✓ *Visible*
- ✓ *Easily maintained*
- ✓ *Able to cope with demand*

This document sets out simple guidance which provides an overview of the current recommended type, layout and quantity of cycle parking. As well as helping to attract cyclists to the area with which it is affiliated, carefully planned cycle parking comprises an important part of the high quality infrastructure required to support and encourage people to take up cycling as a means of transport.

## 1. The structure of cycle parking

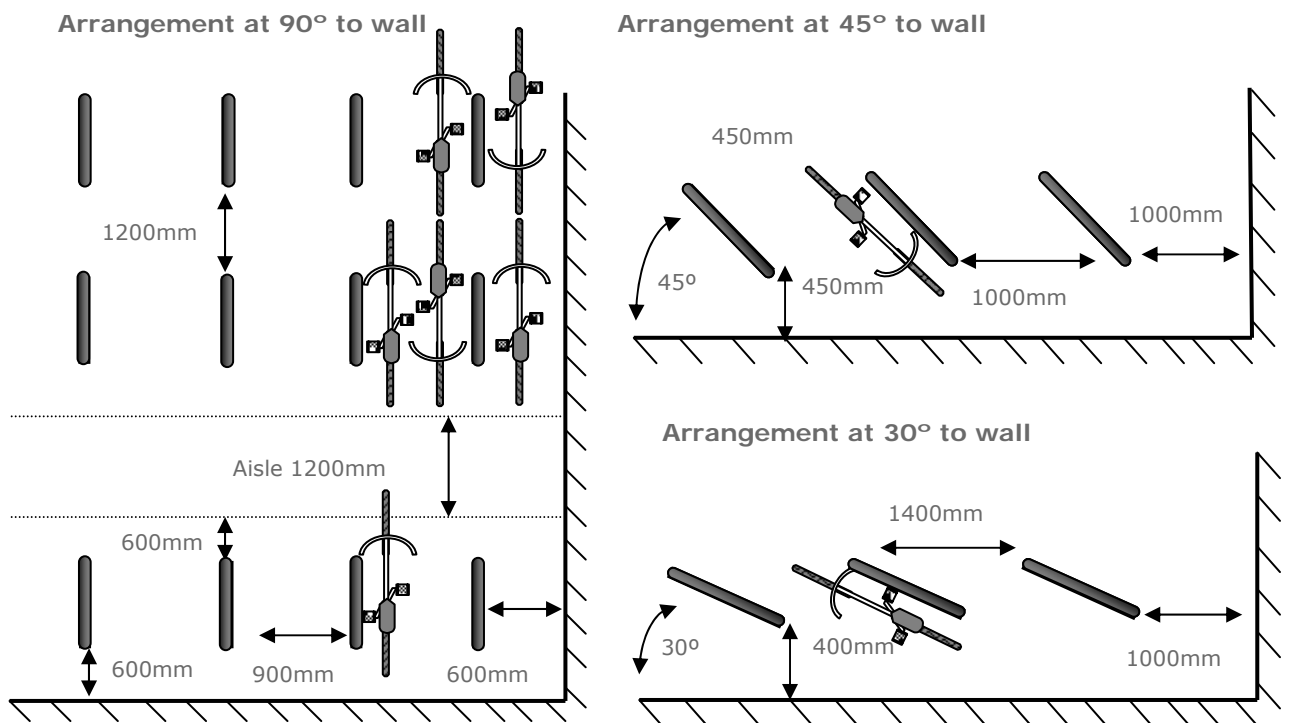
A Sheffield stand is acceptable in most instances but a rounded or flat top A-frame stand is recommended as it provides additional support, particularly for smaller bicycles.



Material: ø50mm ± 5mm tube, minimum weight of 2.5kg / metre.  
 Finish: Galvanised steel, primed and painted black.

## 2. The layout of cycle parking

Cycle parking should be positioned relative to surrounding buildings and street furniture in a manner that ensures ease of accessibility as well as safety for other road users.



## 2.1 Restricted Space

For locations where there is restricted space alternative racks can be used with the agreement of the Council. The racks will only be acceptable if a support post is provided between each rack to which the frame of the bicycle can be easily locked.

## 2.2 Access to cycle parking

Cycle parking must be easily accessible from the main point of entry and should not be blocked by any obstructions including car parking spaces, kerb build outs, etc. Internal cycle storage must allow cycles to manoeuvre in and out of the unit with ease and where needed provide adequate turning space.



## 3. Cycle Parking Requirements

### 3.1 Cycle parking for businesses and local amenities

Cycle parking for businesses must incorporate policies included within the current Local Plan or its replacement.

- ◆ **Cycle parking for staff** should be secure and enclosed, located close to the building itself and provide frost protection. For sites that have multiple buildings it is advisable to install secure and enclosed cycle parking for staff near each building. The cycle stands within the enclosure must be to the specifications above. Lockers and shower facilities would also be advantageous.

- ◆ **Cycle parking for visitors to a business** should be located near to the main entrance of the site. For multiple buildings visitor parking should be located near the main entrances of those buildings that visitors are likely to enter. The number of cycle stands should reflect the number and type of visitors to the site.



For locations where there is adequate cycle parking already in situ, e.g. some city centre locations, or there are reasons why visitor parking could not be installed agreement with the Council must be sought.

### 3.2 Cycle parking for education

All cycle parking for educational establishments should ideally be covered. Lockers available for staff and pupils for storage of personal cycle equipment are also advised.

- ◆ **Nursery, crèches, and playschools** should have enough cycle stands to be able to accommodate at least 3% of the maximum pupil capacity, and the appropriate number of stands available for staff according to the current Local Plan or its replacement. Consideration for parents picking up and dropping children off in bike buggies or tag-alongs should also be given. Either the A frame stand could be used or a Sheffield stand with a maximum height of 650mm  $\pm$  50mm for the pupils.
- ◆ **Primary, junior and infant schools** should have enough cycle stands to accommodate at least 10% of the maximum number of pupils in the school. Staff cycle parking to be in accordance with the current Local Plan or its replacement. For the pupils either the A-frame stand could

be used or a Sheffield stand with a maximum height of 650mm  $\pm$  50mm for the pupils.

- ◆ **Secondary schools, colleges and universities** should have enough cycle stands to accommodate at least 25% of the maximum pupil capacity. Staff cycle parking to be in accordance with the current Local Plan or its replacement. Consideration should be given to those establishments that have added attractions in house or on site such as swimming pools, cinemas and agreement reached with the Council on the number of additional stands required according to its class in the Local Plan or its replacement.
- ◆ **Visitor cycle parking** should be provided at all educational establishments near the main entrance(s).

### 3.3 Cycle parking for residential developments

- ◆ For **housing with enclosed frontages** with good access to private rear type garden areas no cycle parking facilities are required.

- ◆ For **housing with open plan frontages** and limited access to private rear type garden areas it may be appropriate to install occasional visitor cycle parking depending upon the design of the development.



- ◆ **Flats, back to back housing and residential properties with communal or no garden facilities** should have cycle storage facilities within each property or communal, secure and enclosed cycle storage. The enclosure for communal cycle storage must provide frost and rain protection to the cycles. The cycle stands within the enclosure must be to the specifications above. There should be 1 space available for each bedroom in each property and the A frame stand should be used

to accommodate children's cycles. Visitor cycle parking should be provided near the main entrances or if there is not a main entrance available occasional visitor cycle parking should be installed.

- ◆ For **sheltered housing or similar developments**, communal secure cycle storage provision should be 1 space for every 10 dwellings and visitor parking should be located near the main entrance or occasional cycle parking installed if there is no main entrance. Warden accommodation cycle parking should be as per the type of dwelling above.

## 4. Cycle parking for new developments

Provision of cycle parking for new developments in Peterborough is outlined in the October 2008 consultation document. Cycle parking requirements are determined by use classes, with the number of cycle stands to be installed determined by gross floorspace.

Table 1. Cycle Parking Standards by Use Classes

Use	Definition	Parking Standard
<b>Class A1 &amp; A2</b>	<b>Shops, financial and professional services</b>	One cycle stand for every <b>75m<sup>2</sup></b> gross floorspace
<b>Class A3</b>	<b>Restaurants and cafés</b>	One cycle stand for every <b>45m<sup>2</sup></b> of indoor public floor area
<b>Class B1</b>	<b>Business</b>	One cycle stand for every <b>90m<sup>2</sup></b> gross floorspace
<b>Class B2</b>	<b>General industrial</b>	Once cycle stand for every <b>150m<sup>2</sup></b> gross floorspace
<b>Class B8</b>	<b>Storage or distribution</b>	One cycle stand for every <b>600m<sup>2</sup></b> gross floorspace
<b>Class D1 &amp; D2</b>	<b>Non-residential institutions, assembly and leisure</b>	One cycle stand for every <b>30m<sup>2</sup></b> gross floorspace

(Source: Peterborough Revised Parking Standards Consultation Document Oct 2008)

For proposals with significant transport implications which do not fall within the above use classes, the amount of cycle parking will be determined in accordance with the potential demand identified by a Transport Assessment.



## Quick Best Practice Guide

### What to do:

- Locate cycle parking **close to entrances** (ideally as close as, or closer than car parking), and provide adequate signage where this is not possible.
- Ensure **secure** cycle parking (overlooked or covered by CCTV).
- Allow for cycle parking which is **spacious** (ideally providing over 1m between stands).
- Provide cycle parking which provides **adequate support and capability for locking** bikes (ideally Sheffield stand).
- Ensure covered cycle parking, providing **protection from weather** and where appropriate secure access by key or code.
- Provide cycle parking which is **visible** to cyclists (by means of adequate signage) and other road users (i.e. reflective strips on stands in the public right of way).
- Install **adequate lighting** for security and ease of use.
- Allow for cycle parking which **provides for more than the current peak use** of cycle parking.
- Provide **aesthetically pleasing** cycle parking which matches other street furniture.

### What to avoid:

- Cycle parking which only provides opportunity to secure front wheel (“butterfly stands”)
- Cycle parking which is orientated down an incline or slope.
- Cycle parking which is not maintained
- Cycle parking which causes an obstruction to other road users.

It is important to consider that each case should be taken on its own merits, as there is no ‘one size fits all’ solution. Facilities for cyclists must be tailored to criteria such as the needs of the cyclist and purpose of cycling journey.

## Further Information

For more information on cycle parking regulations and guidelines in Peterborough, see:

*PCC Second Local Transport Plan*

<http://www.peterborough.gov.uk/page-4536>

*Cycling Design guidelines*

<http://www.peterborough.gov.uk/pdf/Peterborough%20Cycle%20Design%20Guidelines%20Final3.pdf>

*Proposed Updated Cycling Design Guidelines*

[http://www.peterborough.gov.uk/pdf/env-plan-ldf-ppdpd-proposed\\_updated\\_peterborough\\_cycle\\_design\\_guidelines.pdf](http://www.peterborough.gov.uk/pdf/env-plan-ldf-ppdpd-proposed_updated_peterborough_cycle_design_guidelines.pdf)

### References:

- Peterborough City Council
- UK Department For Transport
- Sustrans
- Cambridge Cycling Campaign
- Transport for London
- Bedfordshire County Council