

**Bedfordshire County Council**  
**Cycle Parking Guidance**

# Cycle Parking Guidance

## Background

This document has been prepared in response to the County Council's Policy **C5: Cycle parking**:

*"The Council will provide adequate cycle parking through an annual rolling programme in town centres, public transport interchanges, schools, village centres, leisure facilities and other major attractions. County and District Council will equip their office locations with sufficient cycle parking. Employers will be encouraged to provide cycle parking at workplaces. Provision of cycle parking will be required as a part of planning consent for new developments.*

*Cycle Parking Standards listing detailed design requirements will be adopted and published either in the format of a stand alone document or within the new Highway design Guide, due to be published in 06/07"* Cycle Stand – Bedfordshire County Council's Cycling Strategy 2005

## Who this document is relevant to

This document is of relevance to highway and land-use planning development control staff, developers and their agents, travel planning, rural access and economic development staff together with voluntary organisations, such as those working on development projects, and anyone with an interest in encouraging more cycling in Bedfordshire.

## The need for cycle parking

Providing the confidence that a parked bicycle will still be there on its owner's return is an important element of encouraging more people to cycle: removing the fear of theft overcomes one of the greatest obstacles to bicycle use. Good cycle parking needs careful thought and sensitive design to ensure it meets users' needs. It also needs to be provided over the whole life of any development to match levels of parking provision with growth in cycle use. However, when successfully implemented it brings a number of benefits both for individual cyclists and the community as a whole; these include:

- Encouraging people to cycle by reducing theft
- Widening modal choice and flexibility for short journeys
- Increasing accessibility to shops and local facilities
- Creating a healthier community when used to encourage cycling to school and work
- Reducing the need for car parking (typically, eight bikes can be parked in the space of one car), freeing up land for other uses
- Low costs of installation and maintenance

## Planning for cycle parking

To be effective, cycle parking should be integrated into not only the existing streetscape but also the design of new developments. When doing so the following principles of best practice should be followed i.e. cycle parking should be:

### *Visible*

Cycle parking should be easy to find and well signed if necessary.

### *Accessible*

Cycle parking should be easy to get to and as close as possible to the cyclists' destination – typically within 20metres.

### *Secure*

Cycle parking should provide security for the bicycle and its user and be sited where it is regularly overlooked. Stands should enable the bicycle to be secured by the frame and at least one wheel, preferably both. Parking should not be sited in locations where users are likely to feel their personal security is at risk. Lighting and CCTV coverage may be necessary in some situations.

### *Easy to use, manage, maintain and regularly monitored*

Stands should be able to support all types of bicycle, even when knocked, and be used by all members of the community; cycle parking that proves difficult to use may be ignored and street furniture used instead, possibly to the detriment of pedestrians. Lockers are best managed by assigning them to individuals. Robust finishes that reduce whole life costs and do not scratch bikes are preferred. Surfaces under and around stands and lockers should be easy to sweep.

Parking levels should be regularly monitored to establish the need for extra provision.

### *Consistently available*

Where parking is needed for short periods, for example in shopping areas, small clusters of stands at frequent intervals will often provide a better level of service than larger grouping at fewer sites.

### *Covered*

Covered long-stay parking, for example at transport interchanges, school or work sites will make cycling a more attractive option.

### *Connected*

Cycle parking should complement both the on-road and off-road cycle network, and destinations along the way, with no barriers to its use created by difficult road conditions or other safety hazards.

### *Linked to other services*

Where parking is provided at rail or bus stations or as cycle centres, countryside projects etc. opportunities to combine parking with activities such as cycle hire, repair, countryside access projects and tourist information should be exploited.

### *Attractive*

The design of cycle parking equipment should ensure it fits in visually with its surrounding environment.

### *Not a problem for others*

Cycle parking should not obstruct pedestrian desire lines or pose a hazard to the blind or partially sighted. It should also comply with the requirements of the Disability Discrimination Act 1995.



Full cycle racks are a good sign of a healthy cycling culture

## Types of cycle parking

The following illustrates a range of alternative types of cycle parking dependent on local circumstances.

Type	Illustration	Recommendations and Comments
<p><b>Sheffield stand</b></p>	  	<p><b>Preferred</b> for all applications where space permits:</p> <ul style="list-style-type: none"> <li>• Value for money and available in a range of styles, shapes and finishes from 'historic' to modern to suit location – those based on the basic Sheffield shape and dimensions are preferred</li> <li>• The use of a tapping rail can help the visually impaired identify cycle stands as obstructions. High contrast banding and tactile/textured surfacing around the stands should also be considered. Stainless steel stands should have a 'brushed' finish</li> <li>• A second high-level rail can aid bicycle stability as the lock cannot slip down the frame if the bike is knocked</li> <li>• A plastic finish will be kinder to bicycles' paint</li> <li>• Shorter stands are preferred as they do not interfere with front and rear panniers and baskets on handlebars</li> <li>• May also be provided as 'toast racks'</li> </ul>
<p><b>Two-tier stand</b></p>		<p><b>Recommended</b> for use where a high density of parking is needed such as rail stations and workplaces:</p> <ul style="list-style-type: none"> <li>• Works best where there is a management regime that supervises use and helps new users learn how to use racks and lifting mechanism to avoid damage to bikes.</li> </ul>
<p><b>Locker</b></p>	 <p>Picture: <i>Cycle-Works</i></p>	<p><b>Recommended</b> for use where a suitable management regime is in operation e.g. stations, schools, workplaces etc.</p> <ul style="list-style-type: none"> <li>• <b>Not recommended</b> for unsupervised public use</li> <li>• Also available in domestic versions</li> </ul>

Type	Illustration	Recommendations and Comments
<p><b>Wall hooks, bars and rings</b></p>		<p><b>Recommended</b> for use where space is limited</p> <ul style="list-style-type: none"> <li>• Also suitable for securing bikes in domestic garages or at workplaces</li> <li>• Requires secure bolts to be effective</li> </ul>
<p><b>Wall racks and pulley systems</b></p>	 <p>Picture - BikeAway</p>	<p><b>Recommended</b> for use where space is limited e.g. domestic cycle shed, garage or flat</p> <ul style="list-style-type: none"> <li>• Can also be used in conjunction with upright lockers to minimise 'footprint'</li> <li>• Available with springs and pulleys to aid lifting</li> </ul>
<p><b>Covered parking</b></p>		<p><b>Recommended</b> where long-stay parking is expected</p> <ul style="list-style-type: none"> <li>• Available in a range of styles and finishes</li> <li>• Preferably partnered with Sheffield stands</li> </ul>
<p><b>Compounds</b></p>	 <p>Picture – Gina Harkell</p>	<p><b>Recommended</b> for long-stay parking where additional security is required e.g. rail stations, schools, workplaces etc:</p> <ul style="list-style-type: none"> <li>• Provides additional security when combined with secure access e.g. smart-card or key-pad operation</li> <li>• Transparent walls that permit natural surveillance are preferred</li> <li>• Best complemented by additional lighting and CCTV</li> </ul>
<p><b>Two-level upright racks</b></p>		<p><b>Not recommended</b> except in areas where security is provided by other means, e.g. workplace, and guidance on use is provided</p>

Type	Illustration	Recommendations and Comments
<p><b>Two-level wheel or handlebar racks</b></p>		<p><b>Not recommended</b> except in areas where security is provided by other means e.g. workplace</p> <ul style="list-style-type: none"> <li>• Offers little or no opportunity to secure bike frame (some systems provide steel cable or chain)</li> <li>• Falling bikes can damage others</li> <li>• Apparent capacity benefits offset by difficulties in inserting and securing bikes in crowded racks</li> </ul>
<p><b>'Butterfly' racks</b></p>		<p><b>Not recommended</b> except in areas where security is provided by other means e.g. workplace</p> <ul style="list-style-type: none"> <li>• Despite apparent benefits of taking up little space when unoccupied, this type is unpopular as it offers no means to secure the frame and provides little or no stability when a bike is knocked</li> </ul>
<p><b>Street furniture and railings</b></p>		<p><b>Not recommended</b> but a good indication that additional parking provision is needed or what has been provided is unpopular</p>
<p><b>Wheel Slots</b></p>		<p><b>Not recommended</b> under any circumstances</p>
<p>All illustrations © transport Initiatives except where stated</p>		

## Cycle parking provision

The general guidance on levels of cycle parking provision in new developments within Bedfordshire is as follows:-

- 1 space per 10 staff (long stay)
- 1 space per 10 visitors (short stay)
- 1 space per resident

As the level of cycle parking will depend upon type of facility, likely number of visitors, the availability of existing nearby parking, location of development and the requirements of any agreed travel plan, further guidance is available on request.

## Standard drawings

Standard drawings and layout dimensions are available on request. These are based on manufacturer's specifications and good practice. As these are subject to change, they have not been included in this guidance.

## Statutory procedures

### Road Traffic Regulation Act 1984

Part IV of the Road Traffic Regulation Act 1984 allows for the provision of off-street parking places for vehicles and authorises the use of any part of a road as a parking place. These powers are extended by Section 63 of the Act to allow provision "...in roads and elsewhere of stands and racks for bicycles". It is interpreted that this includes cycle stands. A single Order under this act can be used for the provision of cycle parking in the whole of an administrative area; however, all the individual sites must be set out in the mandatory accompanying Schedule.

Where there are existing waiting and loading restrictions in force, bicycles, like other vehicles, may not be legally parked on the carriageway or within the footway. This is seldom enforced, nor is it usually appropriate to do so, but it can provide a useful way of controlling motorcycles parked on Sheffield stands. Where such restrictions are in force, cycle parking can be permitted through an exemption within the existing waiting and loading orders or by additional orders designating part of the road for cycle parking only.

### Highways Act 1980

In pedestrianised streets, section 115B of the Highways Act 1980 (inserted in Schedule 5 of the 1982 Act), provides for a local authority to place objects or

structures on a highway for the purposes of providing a service for the benefit of the public or a section of the public. Where pedestrianised highways have been introduced under Section 249 of the Town & Country Planning Act 1990, this also gives local authorities the powers to place objects /structures on the highway. In both of these cases this has been interpreted as permitting local authorities to provide cycle stands.

Source: *Draft Cycle friendly Infrastructure 2* DfT 2005

Note: These procedures may only be carried out by Bedfordshire County Council as Highway Authority: where new cycle parking is provided within the existing highway by virtue of new development the County Council may seek to recover from developers the reasonable costs of doing so.

### **Disability Discrimination Act 1995**

The Disability Discrimination Act gives disabled people important rights of access to everyday services. The siting or use of cycle parking should not impede these rights. How best to meet the needs of those with disabilities should be addressed through local consultation.