

10 Cycle Parking

Standards

Secure cycle parking is required in homes, workplaces, schools, and other public and commercial buildings. Setting local planning standards that specify the amount and preferred style of parking for different classes of new developments can help to ensure the quality of provision. The standards for Birmingham are in Table 8.

Identifying Demand

As cycling increases, the demand for public cycle parking also increases. Improvements to cycle routes may help to stimulate new cycle journeys, leading to cycles being parked in areas where there was previously no demand. The cycle route design process should therefore identify attractions along the route (local shops, schools, workplaces, suburban stations) that would benefit from an increase in security or capacity of cycle parking.

Existing cycle parking areas should be monitored on a regular basis so that capacity can be increased in response to demand. Bicycles that are abandoned in public cycle parking stands can be removed periodically. There is a statutory period during which a notice is fixed to the bicycle to give the owner chance to retrieve it prior to removal.

Design

The preferred and simplest form of cycle parking is a Sheffield stand. Recent trials by Transport for London suggest that a 'M' shaped design offers increased security by making more points available to lock both the frame and wheels, and more options for securing smaller wheeled bicycles.

On street cycle parking is primarily for short-stay visits where convenience is the primary consideration. It is therefore better to have several parking areas scattered throughout a locality close to shops, offices and public buildings rather than one large central base.

Covered and off-street parking is better for longer stay. In Birmingham, the car parks at Brindley Place and the Mailbox offer relatively secure public off-street parking that is monitored by CCTV.

Cycle parking stands should be at least 0.6m from adjacent walls and kerbs to allow for the overhang of the wheels, and require at least 1.0m clear space in front to allow for bikes to be wheeled into the stand. Sheffield type stands should be at least 0.8m apart to allow adequate space for both sides of the stand to be occupied. Double decker stands require a ceiling height of 2.7m and 1.5m clear space in front of the stands for loading. Stands may be placed in echelon style at 45 degrees to the kerb which may be helpful when locating them in former car parking bays or between build outs so that cyclists do not have to stop and dismount within the main carriageway.



Cycle stands at Birmingham University



City centre stands on built-out footway at Temple Row.



Retrofit parking hoop at Paradise Circus. This design can be fitted to existing guardrail, sign poles and other street furniture to offer more secure locking points.



Cycle parking integrated into design of a Dutch railway station.

Legal Issues for cycle parking within the highway

Part IV of the Road Traffic Regulation Act 1984 allows for the provision of offstreet 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". A single order under this act can be used to cover cycle parking within the highway in the whole of an administrative area. However, all the individual sites must be set out in the mandatory accompanying Schedule.

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 or structures on the highway.

If waiting and loading restrictions are in force, bicycles (like other vehicles) may not be legally parked on the carriageway or the footway. 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.

Cycle Hubs

Cycle Hubs offer secure cycle parking that is usually staffed or accessed via a smartcard membership scheme. They are a relatively new concept in the UK and take-up of their services to date has been slow.

The hub may also offer other facilities such as a repair workshop, cycle hire, café and information centre. Some hubs offer showers and changing facilities, and one chain of hubs is also linked to gym membership.

Staffed hubs are suitable for city centre locations where there is likely to be good demand for repair and maintenance services that will supplement the cycle parking business. The success of Ealing Broadway's facility in west London suggests that there will be growing demand for unstaffed suburban hubs at district centres, park and ride sites and railway stations so long as they are secure locations.



Cycle hub accessed by membership smartcard in Manchester city centre. Double decker secure indoor parking at Sheffield station.



Unstaffed cycle hub at Selly Oak station has lighting, CCTV and smartcard secure entry.

Table 8: Cycle Parking Standards

| Use | Minimum Standard |
|--|--|
| Flats and apartments | One space per bedroom |
| Hotels and guesthouses - Use class C1 | Consideration of spaces for staff. Provision determined by expected number of staff. Secure space for left luggage to be of adequate dimensions to accommodate two bicycles. |
| Purpose built student accommodation. | 1 space per 2 bedrooms. |
| Restaurants and cafes - Use Class A3 | 1 space per 18 covers |
| Public houses, wine bars and private clubs - Use Class A3. | 1 space per 100m ² drinking area. |
| Convenience retail - Use Class A1. | 1 space per 125m ² for developments <1000m ² 1 space per 400m ² for developments >1000m ² |
| Comparison retail - Use Class A1. | 1 space per 300m ² for developments <1000m ² 1 space per 400m ² for developments >1000m ² |
| Financial and professional services. | 1 space per 125m ² for developments <1000m ² 1 space per 400m ² for developments >1000m ² |
| Offices and flexible business use. | 1 space per 250m ² for developments <1000m ² 1 space per 400m ² for developments >1000m ² |
| General industry and warehousing. | 1 space per 500m ² (this only applied to <1000m before) |
| Higher and further education and schools. | 1 space per 10 staff or students |
| Cinemas, theatres and conference facilities. | 1 space per 50 seats |
| Sheltered residential accommodation. | 1 space per 10 units |
| Doctors, dentists and health centres. | 1 space per consulting room or 1 space per 10 staff whichever is higher |
| Hospitals | 1 space per 10 staff |