

# Cycle parking

Drawings submitted for a planning application are required to clearly show the location, design and layout of the cycle parking provision.

## Quantity and type of provision

The [Site Allocations and Development Management Policies](#) document provides information on the number of cycle parking spaces required for developments. This is a minimum standard.

Sheffield type stands are the most accessible type of cycle parking, as they allow for all sizes of bicycle frames and tyres, and accessories such as child seats, baskets etc. They require less upper body strength and coordination to use.

As part of the overall minimum standard, residential development should provide an absolute minimum of one “accessible” cycle stand per residential unit. An “accessible” cycle stand is in the form of easily accessible Sheffield type stands with no overhead obstructions. These allow people of any age / ability to secure a cycle easily. One Sheffield stand can provide for two cycles if spaced appropriately.

For offices and other places of employment, a minimum of 50% of the provision should be ‘accessible’.

For student accommodation, a minimum of 25% of the cycle parking spaces should be ‘accessible’.

Designers should also provide for the needs for cargo / adapted cycles, allowing additional space between cycle stands or at the ends of ranks to accommodate 5% of the overall provision for these larger bikes, rounding up to at least one space.

## General design considerations for all types of cycle parking

### Long Stay Cycle Parking Design

- All long term cycle parking should be enclosed, secure, and weatherproofed, well illuminated and overlooked.
- Allow electrical points for ebike charging facilities for communal facilities.
- In larger schemes, provide for supporting facilities such as maintenance facilities. Refer to *Cycle Supporting Facilities*.

### Sheffield Stands

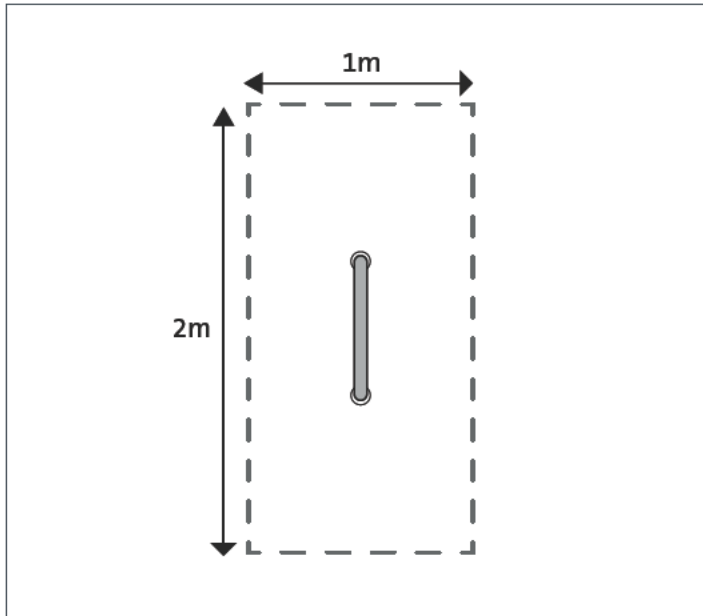
*Sheffield* type stands should:

- Be constructed from 35mm to 50mm thick Ferrocast or stainless steel tubing.
- Feature a contrasting strip in black or white tape or paint 0.15m wide and starting 0.15m above ground level.
- Measure between 0.65m to 0.8m long x 0.7m to 0.8m high.
- Be set in Concrete ST2 (with rapid hardener) of at least 0.3m deep x 0.3m wide.
- Where installed in the public realm, ‘Sheffield’ type stands should include a tapping rail and appropriate signage in accordance with TSRGD on the outer stands.

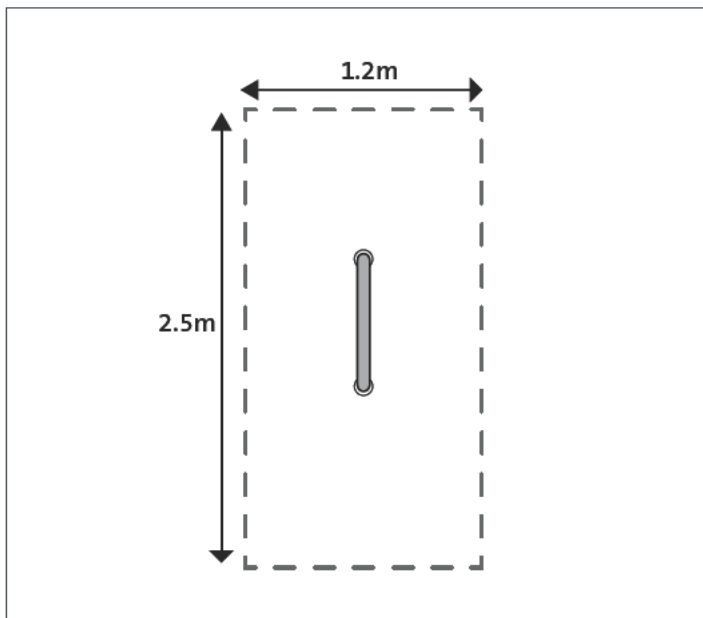
Where standard spaces are provided, these shall be a minimum of 1m apart. Where larger spaces are required, these shall be a minimum of 1.2m apart.

Standard spaces require a depth of a minimum of 2m clear, and for larger spaces 2.5m is required.

**Fig 1: Standard Cycle Parking Space (minimum dimensions)**



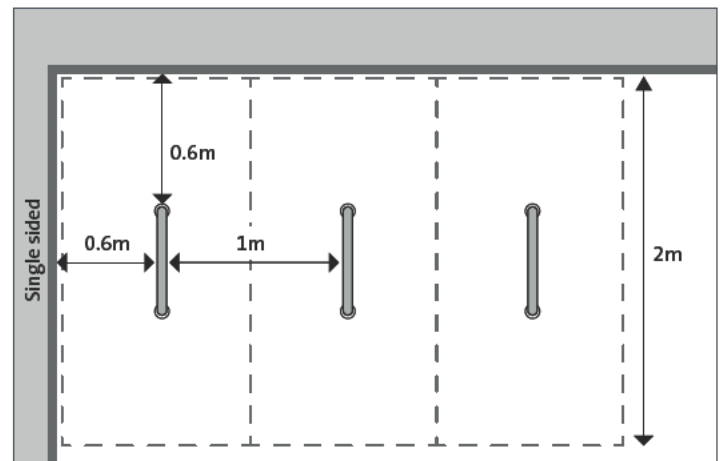
**Fig 2: Large cycle parking space (minimum dimensions)**



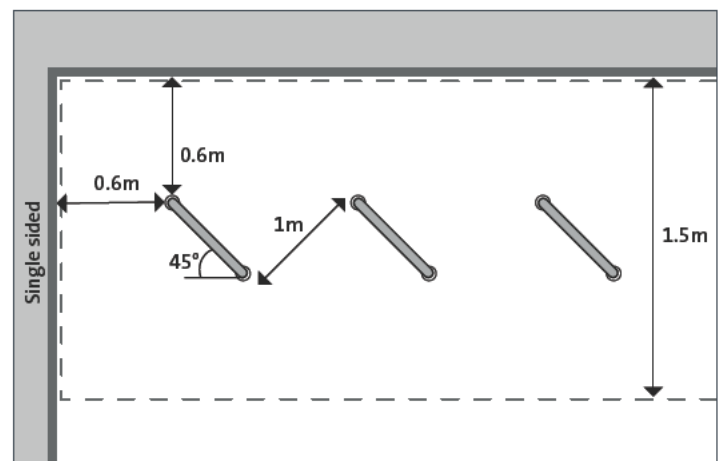
Corridors between standard spaces require a minimum width of 1.5m. Where larger spaces are proposed, these corridors shall be 3m width (but can be reduced to 1.8m where only on the outside of the aisle).

Stands shall be minimum of 0.6m from any wall.

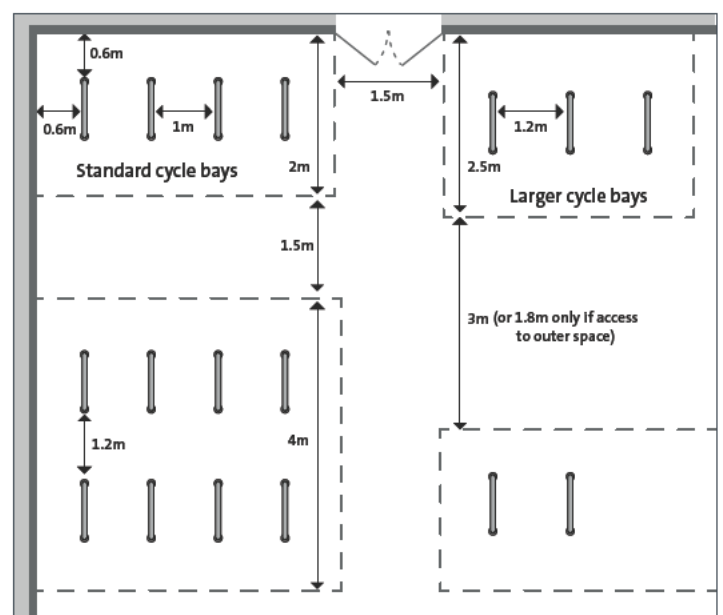
**Fig 3: Spacing against wall**



**Fig 4: Spacing of angled spaces against wall**



**Fig 5: Example of cycle parking layout for cycle shelter**

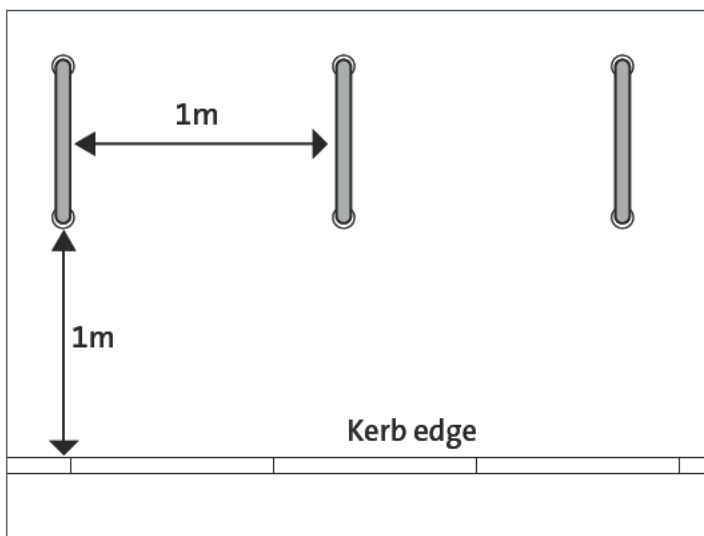


Where on-street cycle parking is proposed adjacent to the edge of carriageway or cycleway, stands shall be placed a minimum of 1m away from the kerb edge where perpendicular or parallel to the kerb. Adequate footway widths must be maintained.

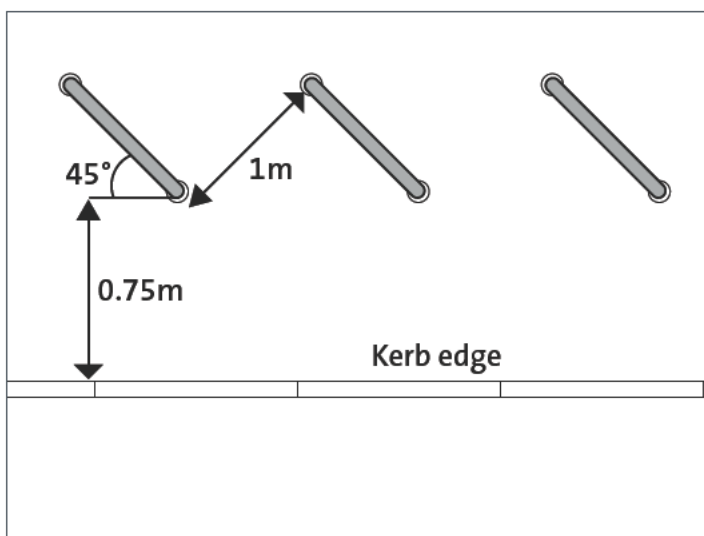
Where angled the minimum distance from the kerb edge shall be 0.75m.

Stands parallel to the kerb edge require a minimum 1.5m between the ends of the stands.

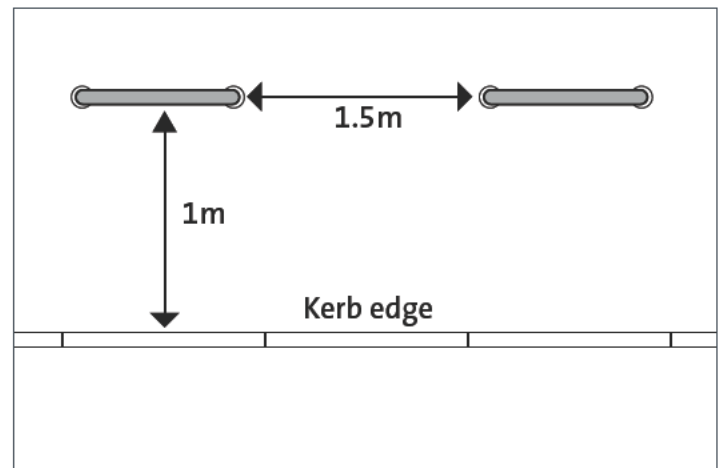
**Fig 6: Cycle stands against kerb line**



**Fig 7: Angled cycle stands against kerbline**



**Fig 8: Cycle stands parallel to kerbline**



### Stacker Unit Cycle Parking

In larger schemes, it is recognised that the space required for full provision of Sheffield type stand cycle parking storage can require a large amount of ground floor space. In recognition of this, good quality stacker type units can be used to save some space, and make up any shortfall of cycle parking provision over and above the ‘accessible’ provision.

It should be noted by designers that stacker units require adequate space to operate effectively, including space to allow cycles to be manoeuvred into the racks. Two-tier stands require a ceiling height of at least 2.7m. The manufacturer’s specification should set out the minimum required space for operation, and additional space may be needed to manoeuvre a bike into position to access the rack.

Developers should also be mindful of the need for the additional maintenance needed for mechanical based cycle parking facilities.

They may therefore not always an effective space or cost saving solution, particularly for smaller schemes.

## Alternative cycle parking provision

Under no circumstances are vertical, angled or hanging storage systems or single wheel stands acceptable. These are difficult to use, and can cause damage to cycles.

## Short stay cycle parking design

Short stay cycle parking should:

- Consist of Sheffield-type stands or similar, which should be positioned to ensure there is adequate clearance from any walls/structures.
- Be covered by natural surveillance or CCTV.
- Have no obstructions such as steps between cycle route and cycle parking.
- Be well signed.
- Covered for weather protection in larger developments.
- Allow for larger non-standard cycle spaces at the ends of cycle ranks.

*Fig 9: Short stay cycle parking on-street*



## Location

Cycle parking should be located either within the curtilage of the application site, or within the building itself

Cycle parking should be provided near to or at the main entrance to the building to allow convenient access.

Cycle parking should be kept separate from waste storage and should not have to be accessed via waste storage areas. These are unpleasant areas to use, and are not conducive to attractive cycle parking provision. There is also a risk that spills of refuse can cause damage, particularly to tyres.

## Long Stay Cycle Parking Location

All long term cycle parking should be enclosed, secure, and weatherproofed, well illuminated and overlooked and in a convenient and safe location.

- For non-residential developments cycle parking for employees should be enclosed, secure weatherproofed and in a convenient and safe location. Employers should provide lockers, showers and changing facilities.
- In large mixed use sites, communal cycle parking should be provided in enclosed, secure weatherproofed and a convenient and safe location within 50 metres of each facility.
- For residential purposes, cycle parking should be provided within an enclosed, secure weatherproofed with direct access from the frontage of the development.
- For house units, storage within a garage may also be acceptable subject to appropriate size and accessibility. In the case of access into rear gardens, with adequate side access and secure and weatherproofed cycle parking provision.
- Shed storage in rear gardens will only be acceptable if the sheds are secure and accessed directly from the highway by a consolidated footway of a minimum 1.2m width.

- For flats or student accommodation cycle stands within a lockable, covered enclosure are required. Internal communal cycle stores should be fitted with a secure door.
- It may be necessary to install covered by CCTV as a deterrent to vandalism or theft.

### Short Stay Cycle Parking Location

Most developments are expected to contain short stay cycle parking within the curtilage of the development.

For mixed use development, short stay cycle parking should be located as close as possible to the final destination's entrance:

- Within 15 metres for short-stay parking serving a single destination.
- Within 25 metres for short-stay parking serving multiple sites.

Where wider public realm improvements are proposed, on-street cycle stands can be located on buildouts or aligned with other footway street furniture such as bins, benches, sign posts etc. If additional cycle parking is required on the highway, a s171 licence would be required to allow for works to install cycle parking on the highway, where there is no other highway agreement in place.

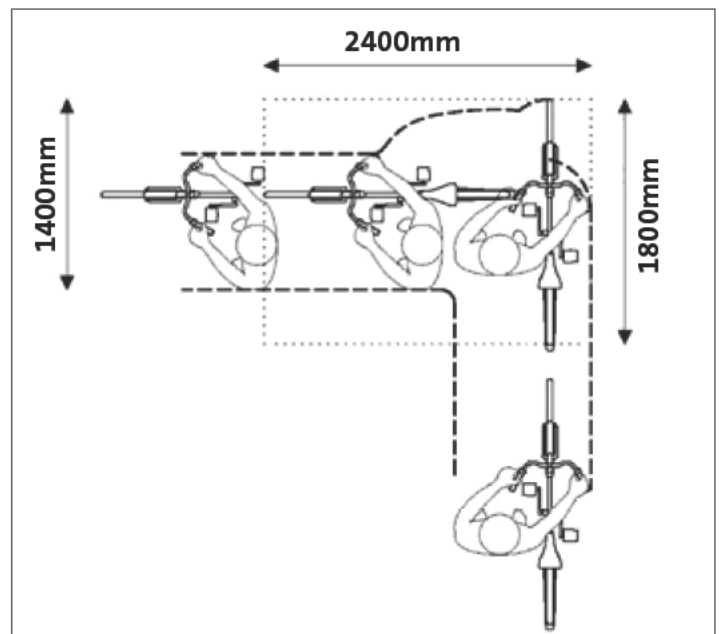
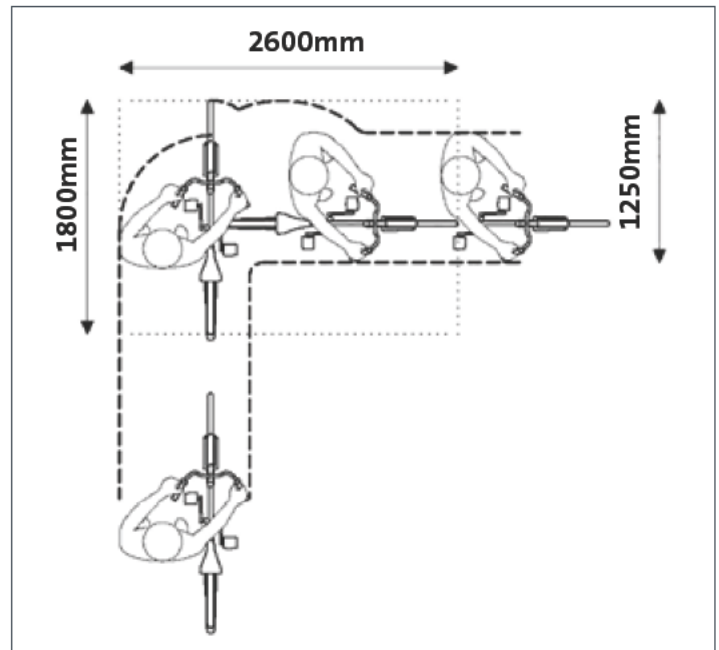
### Access

- All cycle parking should have step-free access, wide doorways and spacious corridors.
- For an individual dwelling, a minimum access width of 1.2m is required to allow for bicycles to be pushed to storage areas.
- Where communal cycle parking provision is made, a minimum straight corridor width of 2m is required.
- Cycles should not have to be carried / pushed through any part of a building other than lobbies where there is specific cycle parking access.
- Additional turning space for cycles will be required where there are corners.
- Accessing the parking area should involve passing through no more than two sets of doors, with a recommended minimum external door width of 2 metres. Any door to a communal cycle parking area should be automated – push button or pressure pad operated.
- Lifts or shallow gradient ramps should be provided to any basement cycle parking. To accommodate all types of cycle, lifts should have minimum dimensions of 1.2 by 2.8 metres, with a minimum door opening of 1.2m. Access to the lifts for cycles is expected to be maintained in perpetuity, so designers should avoid proposing shared lifts, to avoid these becoming dirty from wet or muddy bikes.
- Cycle ramps should only be provided where there is also a fully accessible alternative to accessing cycle parking spaces.

## Long Stay Cycle Parking Access

- Cycle parking must be accessed on the level and not involve the need to climb any steps/stairs or the need to carry cycles through a building.
- Cycle parking at any other level than the ground floor will only be allowed where there is a lift large enough to accommodate cycles, and it is made available to use by cyclists at all times.
- In rare circumstances on conversion or listed sites where a lift does not exist, and there is no feasible alternative, basement storage may be considered acceptable providing there is sufficient room to accommodate a straight wheeling ramp, push ramp or runnel.

Fig 10: Examples of swept paths of standard sized cycle being pushed (Drawings © Transport Initiatives)



## Security

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Opportunities for cycle theft can be reduced through the introduction of a number of simple design measures.

### General design principles include

- Surveillance of cycle storage areas (active / CCTV / natural surveillance)
- Enclosed external and internal storage facilities
- Secure door and access arrangements
- Reduction in size of communal storage areas – breaking up larger storage areas into smaller sections with separate accesses
- Secure locking points within storage areas, which allow the bicycles to be locked by both wheels and the frame.
- Robust storage facilities - designed to a satisfactory standard to withstand break-in

This guidance has been put together in consultation with Avon and Somerset Police. For advice and guidance on security for cycle storage in planning developments or commercial installations, Police Crime Reduction Design Advisors can be contacted using the following at: [CrimeReduction\(Bristol\)@avonandsomerset.police.uk](mailto:CrimeReduction(Bristol)@avonandsomerset.police.uk)

Cycle parking should be designed to Secured by Design Standards (SBD). SPD is a Police Crime Prevention Initiative, which provides a recognised standard and accreditation scheme for security products that can deter and reduce crime to the Police preferred specification.

Detailed information for development including for homes and commercial developments can be found in the [SBD Development Guides](#)

For product advice and advice on secure bike storage, please see [securedbydesign.com](https://securedbydesign.com)

Sold Secure is an accreditation scheme administered by the Master Locksmiths Association (MLA) and specifies levels of attack resistance in physical security by the assessment of security products through manual attack testing. It gives accurate advice regarding effective security products to Commercial Customers, the Insurance Industry, the Home Office, the Police and the Public. For more information please see the [Sold Secure website](#)