



Cycle Parking Standards

TfL Proposed Guidelines

A. Summary

This document summarises recent research into London's cycle parking requirements and includes guidelines for identifying need appraising facilities, and accommodating future demand, in new developments and within existing structures and land use.

B. Introduction

"There is nowhere, or nowhere safe to leave the bike" are common reasons for not cycling, whatever the journey purpose. (LCAP Obj 3)

C. Capacity, Demand and Location

Typically eight bikes can be parked in the space of one car. Facilities should support the bike and, in public areas, allow for frame and both wheels to be locked to a fixture. Stands generally allow for parking on either side, and have a further advantage of appearing 'occupied' when 50% capacity is in use. Public railings often provide a good, if unofficial, alternative particularly in areas where space is limited.

Generally facilities that are more than 50m from the destination will not be used for short stay parking, or by anyone in a hurry. For the most seamless interchange to or from bike to foot, it is important to have the cycle parking as close as possible to the point where the cyclist has to stop cycling ie to keep the distance cyclists are required to wheel their bikes to a minimum. Relocating cycle parking to a more convenient location can have a significant effect on the cyclists' overall journey time, it may also

lessen the risk of conflict with pedestrians. In a situation such as a high street where there are a number of possible destinations, facilities should be arranged in small clusters at frequent intervals. This offers cyclists a high level of flexibility and convenience.

At stations and public buildings with more than one entrance, cycle parking facilities should be sited so as to be readily accessible from every entrance.



Public attitudes towards cycling are influenced by the 'success' of the facility: occupancy is probably the best single measure, but suitability of the arrangement and design; the state of the immediate environment, the condition of the facility and the bikes attached to it are all likely to contribute to the decision whether or not to park.

Work is underway to record the location and number of cycle parking spaces in each borough,

identify remaining gaps in provision and quality and establish effective programmes and management regimes.

D. Security of Parking

15,000 bikes are reported stolen each year in London. The Metropolitan Police believe that the real figure is nearer 60,000. National research indicates that of those who suffer the theft of a bicycle, 24% no longer cycle, and 66% cycle less often. There is anecdotal evidence that theft or vandalism of parts has a similar affect on use.

Some London boroughs have sought to address this issue by introducing more secure facilities, without making the environment where cycles are parked more secure. Often it is more effective to incorporate cycle parking within broader initiatives aimed at increasing personal security. There are a number of ways to increase security. These include lockable compounds, improved lighting and sightlines, camera surveillance, smart card technology, crime prevention audits community policing and patrols.

The Government, British Transport Police (BTP) and Crime Concern launched the Secure Stations Scheme in 1998. This is a national accreditation scheme recognising set standards of good practice in rail station, staff and passenger security. TfL plans to develop the scheme in a way that will recognise the specific security needs of cyclists, and different security requirements of different stations.

E. relevant types of parking

Table 1 shows a summary of the use of some of the different types of parking facility available.

The following websites provide some further information on different types of cycle parking.

The advantages and disadvantages of various types of parking:

http://www.nationalcyclingstrategy.org.uk/parking_and_security.html







Examples of good, mediocre and poor cycle parking facilities:





<http://www.camcycle.org.uk/resources/cycleparking/types/>



Wall attachments used at TfL offices

Table 1: The use of different types of parking facility

Type of parking	Description	Approx. cost	Best used for					Level of security					
			On-street/Open access	Off-street – Stations	Off-street – Schools	Off-street – Workplaces	Off-street – Residencies	Stand only	CCTV	Limited access	Security patrols		
<p>Butterfly Despite being unpopular because of possible damage to the front wheel, it is a cheap and adequate option where there is little risk of theft.</p>						🚲	🚲	🚲					
<p>Hooks and wall attachments A cheap and versatile option for areas with limited space and access but offers no security. The most modern varieties include lifting aids.</p>		From £3 per pair of hooks to £90 for a modern automatically sprung wall rack				🚲	🚲	🚲					
<p>Sheffield stand The most common form of facility, it is a simple tube with curved right angle bends and is available either singly or in multiples (toast racks). Offering good support to all types of cycle, it allows the cyclist to secure both the frame and two wheels without risk of damage. Correctly spaced, each stand can accommodate two bikes and supports the use of all types of common lock.</p>		£35-£100 per stand	🚲	🚲	🚲				🚲	🚲			
<p>Vertical stand A space saving option.</p>		£80-£100 for four cycles		🚲		🚲			🚲	🚲			
<p>Two-tier stand An expensive option, but enabling high density parking in a small area.</p>		£2500 for ten cycles, includes delivery and installation			🚲	🚲			🚲	🚲			
<p>Lockers A more expensive option that requires a good management and control system, but providing weather protection and high level security.</p>		£400-£1000 per unit		🚲	🚲		🚲		🚲	🚲			

Type of parking	Description	Approx. cost	Best used for				Level of security				
Copenhagen stand Aesthetically pleasing, simple to use, space saving, durable and suitable for all bicycle types. Both wheels and the cycle itself can be locked in a number of ways.		£100 per stand for the basic model									

F. Cycle parking at stations

Current cycle parking standards specify the minimum number of bicycle spaces required at various locations. However, those specified for transport locations are very vague, i.e. "meet local demand". Therefore TfL have investigated what standards should be put in place at stations across London.

LCC carried out a survey of both underground and overground stations across London in 2002/2003, documenting information such as number of stands provided, type of stand provided and number of stands that are actually used. TfL's CCE analysed the survey data and produced a set of guidelines for the provision of parking standards at various categories of station:

- Category A - Central London termini
- Category B - Zone 1 interchanges
- Category C - Strategic interchanges
- Category D - District interchanges
- Category E - Local interchanges*
- Category F - Zone 1 non-interchanges
- Category G - Tube termini/last 3 stations
- Category H - Other

*Limited station entry data for category E

Table 2 shows a comparison of current provision, comparing how many stands are occupied in each category as an average of all stations with the amount occupied in each category as an average of

the top 5 providers. It shows that stations that provide more spaces generally also have higher occupancy rates i.e. more spaces should be provided to encourage more cyclists.

Guidelines were established for each category, based upon a comparison of current provision of all station with that of the top 5 providers. The final recommendations are laid out in Table 3.

Table 2: Comparison of occupancy

Category	Occupancy	
	Average all stations %	Average top 5 providers %
A	50	60
B	16	38
C	30	54
D	34	24
E	2	3
F	21	42
G	25	62

G. Technical details for on-street parking

The following points should be considered when planning where to position cycle parking facilities where developments already exist, for example on a pre-established high street.

1. **Visibility:** ideally in a public area that is frequently observed
2. **Lighting:** important at night
3. **CCTV coverage:** (this would be installed on a high street already)
4. **Grouping:** Frequent small clusters of stands are preferable at places where they are used for short periods of time e.g. shops
5. **Safety:** is it safe for cyclist if they bend over to lock their cycle
6. **Positioning:** Sheffield stands located near a kerb should be located at least 0.6m from edge of kerb to ensure that the wheels of a cycle etc are preferable 0.5m behind kerblines and so do not overhang into road
7. **Obstruction:** parking should not
 - i. significantly obstruct pedestrian movement
 - ii. obscure view of car drivers at junctions or near zebra crossings
 - iii. block access to traffic signal controllers, lamp columns, illuminated boards etc
 - iv. prevent car doors from opening
 - v. prevent deliveries to shops etc
8. **Location:** ideally within 50m of destination (DETR)
9. **Appearance:** both with and without cycles. Sheffield stands ok which is what is most appropriate on high street
10. **Surface texture:** cycle parking areas need to be considered for the visually impaired, plus they are more visible if brightly coloured, have reflective tape etc

11. **Covering:** longer stay parking is more attractive if covered. Not relevant on the high street

H. Cycle parking at new developments

Secure cycle parking should be incorporated in new developments that have the potential to attract new cyclists. This can be ensured by making it a planning requirement that one cycle space be provided for a specified number of employees, bedrooms, area of retail floor space or number of seats in cinemas/halls, or percentage of visitors.

Cycle parking standards for new developments are shown in Table 3.

References	
DfT 11/97	DfT Leaflet TA 11/97 Cycling to work
Secure Stations	http://www.dft.gov.uk/stellent/groups/dft_mobility/documents/page/dft_mobility_504424.hcsp
Sustrans FS19	Sustrans Information Sheet FS19
TRL 1997	TRL Report 276 Cycle Parking Supply and Demand, Taylor & Halliday, 1997

Table 3: Cycle parking standards for new developments

Land Use Category	Location		Cycle Parking Standard * Minimum 2 spaces
A1	Shops	Food retail	Out of town 1/350m ^{2*} Town centre/Local shopping centre 1/125m ^{2*}
		Non-food retail	Out of town 1/500m ^{2*} Town centre/Local shopping centre 1/300m ^{2*}
		Garden centre	1/300m ^{2*}
A2	Financial and professional services	Offices, business and professional	1/125m ^{2*}
A3	Food and drink	Pubs, wine bars	1/100m ^{2*}
		Fast food takeaway	1/50m ^{2*}
		Restaurants, cafes	1/20 staff for staff + 1/20 seats for visitors
B1a	Business	Business offices	1/250m ^{2*}
B1b		Light industry	1/250m ^{2*}
B1c		R&D	1/250m ^{2*}
B2-B7	General industrial		1/500m ^{2*}
B8	Storage and distribution	Warehouses	1/500m ^{2*}
C1	Hotels	Hotels	1/10 staff
		Sui generis hostels	1/4 beds
C2	Residential institutions	Hospitals	1/5 staff + 1/10 staff for visitors
		Student accommodation	1/2 students
		Children's homes, nursing homes, elderly people's homes	1/3 staff
C3	Dwelling house	Flats	1/unit
		Dwelling houses	1/1 or 2 bed dwelling, 2/3+ bed dwelling
		Sheltered accommodation	1/450m ²
D1	Non-residential institutions	Primary schools	1/10 staff or students
		Secondary schools	1/10 staff or students
		Universities, colleges	1/8 staff or students
		Libraries	1/10 staff + 1/10 staff for visitors
		Doctor, dentist, health centres, clinics	1/50 staff + 1/5 staff for visitors
D2	Assembly and leisure	Theatres, cinema	1/20 staff for staff + 1/50 seats for visitors
		Leisure, sports centres, swimming pools	1/10 staff + 1/20 peak period visitors
Transport	Train stations	A Central London termini	1/600 entrants
		B Zone 1 interchanges	1/1000 entrants
		C Strategic interchanges	1/600 entrants
		D District interchanges	1/200 entrants
		E Local interchanges	Upon own merit
		F Zone 1 non-interchanges	1/200 entrants
		G Tube termini/last 3 stations	1/150 entrants
		H Other	Upon own merit
Transport	Bus stations		1/50 peak period passengers

