Free Cycle Parking in the South Downs Location and Installation Guidance

South Downs National Park Authority

Cycle parking - Good Practice Guidance

Cycle parking facilities must meet the following quality standards guidance	
Visible	• Parking facilities should be well signed and easy to find. • High quality facilities show that cyclists are welcome and valued customers. • Locate where there is good natural surveillance e.g. over-looked, busy areas. • Cycle parking should **not** be located out of sight of passers-by, people will not use racks if they feel unsafe or that their bike will not be secure.
Accessible & Attractive	• Parking should be located as close as possible to the final destination. • Good layout will make cycle parking easier to use i.e. sufficient spacing, not too close to walls, with no difficult ramps or awkward obstacles to navigate. • Design of cycle parking facilities should be sensitive to the surrounding area.
Safe & Secure	• Prominent stands within view of passers-by, retail activity, or windows can help to deter cycle theft and vandalism. • Use only stands which allows both the frame and wheels to be locked securely • Cyclists should feel confident that their bike will be there when they return.
Plentiful & Available	• Provide sufficient stands for existing demand with extra space for new cyclists. • Small clusters of stands at frequent intervals are better than large concentrations at fewer sites. • Single cycle hoops are not inviting to cyclists and can sometimes be confused with measures to stop cars from parking illegally. • Cycle stands should be publicly available when site is open and not require special access arrangements e.g. not in private areas of the site.
Easy to use	• Parking facilities should be easy to use by all members of the community, accept all types and size of bicycle, and adequately support the frame. • Cycle racks which are hard or inconvenient to use are often ignored in favour of locations requiring less effort, such as railings or street furniture. • Bikes parked too close together can cause cables and handlebars to snag.
Fit for purpose	• Racks which only grip the front wheel should NOT be used since they provide poor stability and do not allow the frame to be secured. • Also, if one bike falls it can damage not only itself but those next to it. • Cycle parking should not be sited where it will obstruct pedestrians, especially those with impaired vision.
Level	• Ensure the area for cycle parking is flat • If this is not possible orientate stands at right angles to the slope.
Coherent	• Link it to other local cycle infrastructure e.g. signed or promoted routes. • In areas with high numbers of cyclists e.g. adjacent to promoted cycle routes consider additional cycling infrastructure such as a 'Bike First Aid Kit' or 'Fix-it Station' (potentially available through SDNPA Sustainable Travel Grants).

Source: Cycling England Design Portfolio, Chapter 4.

Layout and Spacing Guide

Good location and layout of cycle parking is crucial to creating effective facilities which are easy to use and do not or restrict access. Cyclists will not use poor quality cycle parking and will find somewhere else or something else to lock their bike too.

Stands should be spaced at least 1m apart and preferably with at least 1.2m intervals, placing them closer together to increase capacity makes them difficult to use. Clothing and body parts can get easily get snagged especially when the racks are full and a bike has to be squeezed into a tight space,

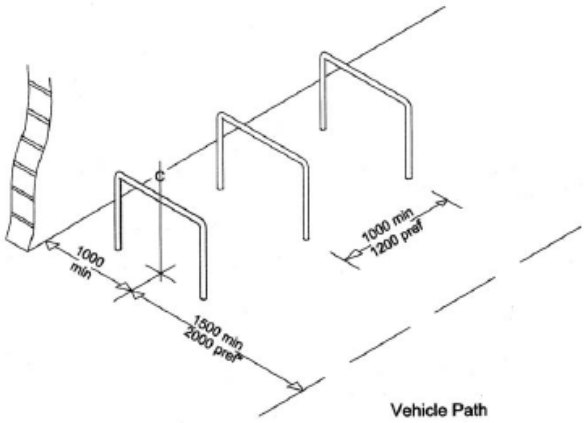
The diagrams below provide a guide to layouts and spacing based on the area available space. Cycle stands can be in a linear, diagonal or single file layout.

See the Information document for the dimensions of the A-stand & PlantLocks available through the Free Cycle Parking in the South Downs scheme.

Source: pages 21-24 Transport for London's Workplace Cycle Parking Guidance document. http://www.tfl.gov.uk/cdn/static/cms/documents/Workplace-Cycle-Parking-Guide.pdf

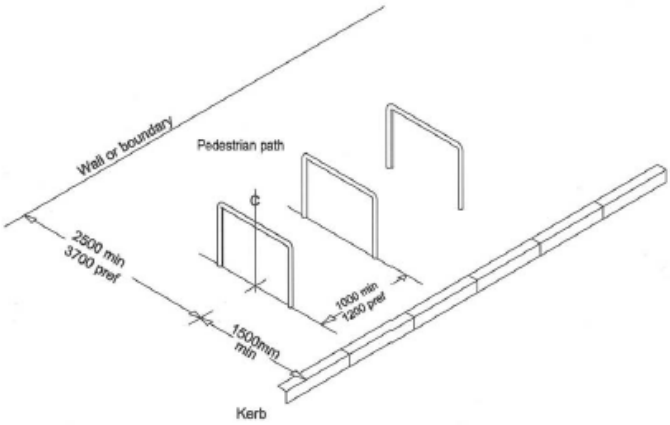
Please note: A-Stands and Sheffield stands are both variants of the same basic type of rack and the installation principles are the same.

Diagram 2: Sheffield stands at 90 degrees to wall or building line and passing vehicles



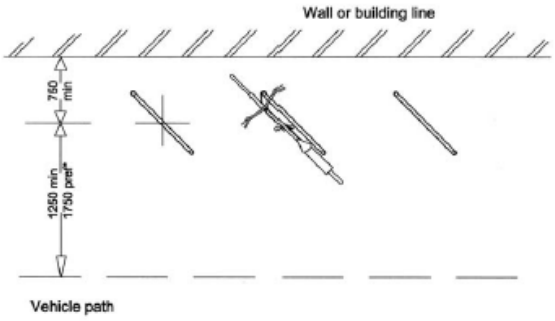
Note: The preferred distance is 2,000mm from passing vehicles. This may be reduced to 1,500mm where a kerb separates the cycle parking from site traffic.

Diagram 3: Sheffield stands at 90 degrees to pedestrian path and passing vehicles



Note: The preferred distance is 2,000mm from passing traffic where there is no kerb.

Diagram 4: Sheffield stands at 45 degrees to wall and passing vehicles



Note: The preferred distance is 1,750mm from passing vehicles. This may be reduced to 1,500mm where a kerb separates the cycle parking from site traffic.

Diagram 5: Sheffield stands at 45 degrees to kerb and pedestrian path

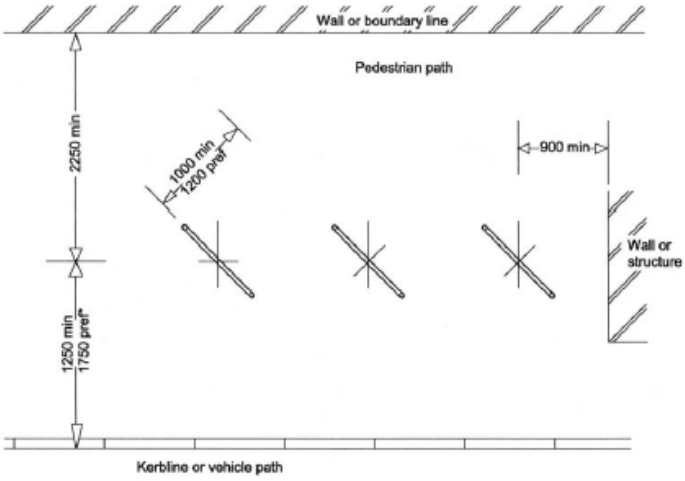
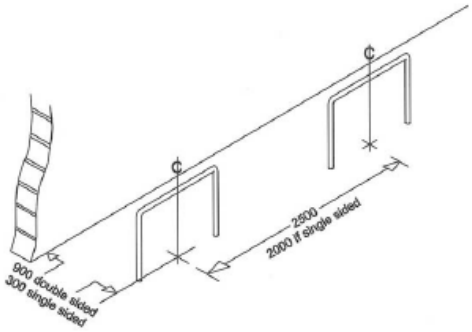


Diagram 6: Sheffield stands parallel to wall or boundary



Note: Distance to wall dimensions also apply when the stand is the last in a line of stands at right angles to the wall (ie each stand is parallel to the wall). The recommended minimum distance quoted allows cyclists to attach their locks more easily. Where single-sided parking along a wall is being considered, a cheaper alternative could be the use of wall bars or rings.

For more information or advice on locating and installing cycle parking contact:

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