

Cambridge Cycle Parking Design Guide - Appendix

October 2008

Specifications

General	It must be possible to lock the frame and both wheels to the stand using D locks, a cable lock or a combination of the two.
Tool resistance	All parts of the stand used for locking the bike must withstand cutting by a 300mm, 24tpi hacksaw, at a rate of 1 cycle per second, for a minimum of 120 seconds.
Material	Galvanised mild steel plus nylon coating. Or stainless steel with brushed finish.
Tube size	50-75mm diameter tubing
Thickness of tube wall	2.5mm minimum
Base plate	150x150x6mm base plate welded to posts if bolted to surface
Bolts	Min two tamper proof high security bolts M10 minimum
Minimum service life	20 years (10 year minimum between repainting where appropriate).

Suppliers

Note: The inclusion of a supplier in this information does not mean that all of their products are suitable for general public use. Refer to the preceding guidance for advice on stand selection, dimensions and arrangement. Cambridge Cycling Campaign does not endorse any particular manufacturer.

Local Suppliers in Cambridge

Company	Address	Contacts	Notes
Mackays of Cambridge	85 East Road Cambridge CB1 1BY	T 01223 508222 www.mackay.co.uk	Can manufacture bicycle racks to your specification Can supply ready-made Sheffield stands but don't have them permanently in stock, and so pass on the delivery charge. Wide selection of proprietary shelters.
Ridgeons Ltd	Cromwell Road Cambridge CB13YB	T 01223 466000 www.ridgeons.com	Carries a stock of galvanised and black plastic coated Sheffield stands made by Velopa, in the Ironmongery Department.

National Suppliers

Arunhithe Ltd	Barnfield Close Barnfield Industrial Estate Leek Staffordshire ST13 5EG	T 01538 380080 sales@falco.co.uk www.falco.nl/uk	Very comprehensive range of stands and shelters from Holland. Very attractive shelters. Be wary of "wheel grip" stands.
Autopa	Autopa Ltd., Cottage Leap Rugby Warwickshire CV21 3XP	T 01788 550556 www.autopa.co.uk	Full range of stands and shelters
BikeAway Ltd	Bell Close, Newnham Ind Est Plympton Plymouth PL7 4JH	T 01752 202116 www.bikeaway.com	Vertical lockers and hanging systems. Not recommended for general public use but useful space saver for owner/user.
Broxap Ltd	Rowhurst Ind Estate Chesterton Newcastle-Under-Lyme Staffordshire ST5 6BD	T 01782 564411 www.broxap.com	Comprehensive range of stands, lockers, shelters and secure compounds.
Cycle-Works Ltd	2 Rances Way Winchester SO22 4PN	T 01962 855212 www.cycle-works.com	Comprehensive range of stands, lockers, shelters and secure compounds.
Dixon Bate Ltd	Unit 45, 1st Avenue Deeside Industrial Park Deeside CH5 1LG	T 01244 288925 www.dixonbate.co.uk	Sheffield stands. Includes the "Velotron" electronic swipe card control system for lockers, compounds and "Grippa" stands. Be wary of the latter as it does not fit many bikes.
External Solutions Limited	Unit 16 Queensway Business Centre Dunlop Way Scunthorpe DN16 3RN	T 01724 847770 www.externalsolutions.co.uk	Comprehensive range of stands, lockers, shelters and secure compounds.
Theme Bins International Ltd	The Dancer 8 Peterson Road Wakefield WF1 4EB	T 01924 217717 www.themebins.co.uk	Bykebins recycled plastic lockers
Front Yard Company	115 Bartholomew Road Kentish Town London NW5 2BJ	T 020 7485 7618 www.frontyardcompany.co.uk	Innovative small scale domestic cycle parking solutions

Local Authority Cycle Parking Standards

Description of Use	Cambridge City Council www.cambridge.gov.uk/ccm/cmsservice/download/asset/?asset_id=5489009		Occupants	Visitors
Residential - Dwellings				
One bedroom	1 per dwelling	+		Level of visitor parking to be agreed with planning authority.
1-3 bedrooms	1 per dwelling	+		
4 or more bedrooms	$N_{\text{dwellings}} - 1$	+		
Residential - Other				
Hotels and Guest Houses	1 per 2 staff (where staff work differing shifts use the number working at the same time)	+		1 per 5 bedrooms
Nursing Homes	1 per 2 staff	+		1 per 6 residents
Hospitals	Level of visitor parking to be agreed with planning authority.			
Student residences at schools, colleges and training centres				
Historic Core	1 per 2 bedspaces	+		1 per 5 bedspaces
Elsewhere in City	2 per 3 bedspaces	+		1 per 5 bedspaces
Retail, Culture, Leisure and Sports Use				
Retail - food and non-food	1 per 25m ² for the first 1500 m ² gross floor area and then 1 per 75m ² for any remaining floor area			
Professional and financial services	1 per 30 m ²	+		Visitor parking to be agreed with planners
Food and drink (cafes / bars)	1 per 10m ² dining area			
Public houses				
Museums, exhibitions	1 per 2 staff	+		Visitor parking to be agreed with planners
Swimming pools	1 per 10 m ² of pool area	+		1 per 15 spectator seats
Sports and recreational facilities	1 per 25 m ² net floor area	+		1 per 15 spectator seats
Places of assembly eg cinemas, theatres, stadia	1 per 3 seats			
Places of worship	1 per 15 m ² public floor area			
Office and Workplaces other than above				
Offices	1 per 30 m ² gross floor area		Includes some visitor parking	
General Industry	1 per 40 m ² gross floor area		Includes some visitor parking	
Storage and other class B uses	To be agreed with the planning authority			
Non-residential institutions				
Clinics and surgeries	1 per 3 professional staff	+		2 per consulting room
Schools (non-residential) Age 5-12	1 per 2 students			
Schools (non-residential) Age 12+	3 per 4 students			
Colleges (non-residential)	1 per student	+		1 per 2 staff
Creches and nurseries	1 per 5 children	+		1 per 2 staff

South Cambridgeshire District Council

www.camcycle.org.uk/resources/cycleparking/standards/southcamb

Occupants

Visitors

1 per dwelling	+
2 per dwelling	+
2 per dwelling	+

Level of visitor parking to be agreed with planning authority.

1 per 2 staff

1 per 2 staff

Level of cycle parking to be agreed with planning authority.

1 per bedspace

1 per 25m² gross floor area

1 per 25m² gross floor area

1 per 10m² dining area

1 per 1.5m² bar area

1 per 25 m ² net floor area	+	1 per 15 spectator seats
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1 per 25 m ² net floor area	+	1 per 15 spectator seats
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1 per 3 seats

1 per 7.5 m² floor area

1 per 30 m² gross floor area

1 per 40 m² gross floor area

1 per 40 m² gross floor area

2 per consulting room

30% of students

60% of students

1 per Student (present at any time)

Geometric requirements for access paths

From TA 90/05

Parameter	Recommended	Minimum not to be used unless it is to the users' clear advantage.
Maximum ramp gradient	3%	5% for no more than 3m climb
Width - cycle track only	3m (4m for ramps)	2m - do not use for ramps
Width - segregated shared use track	5m (3.0m cyclist, 2.0m pedestrian, 4m + 2m for ramps)	3m (1.5m cyclist, 1.5m pedestrian)
Tight bend radius	4m absolute minimum	4m
Visibility on bends and junctions	30m	20m
Design speed	30kph min	

How is it managed?

Most cycle parking requires little management other than to ensure that they are kept clean, well maintained and free of abandoned bikes. Access controls are often desirable at workplaces and residences. These can take the form of:

- 🚫 Key access. The simplest system where people use their door keys or a dedicated key to enter the cycle parking.
- 🚫 Coin release keys. For public lockers etc. Liability in the event of lost keys must be considered.
- 🚫 Swipe card electronic systems. See www.dixonbate.co.uk
- 🚫 Using the general building / car park security system. Gates and barriers designed for motor vehicles may pose hazards for people entering on bikes so they may need to be adapted or a separate entry provided. A separate entry will also make cycling much more pleasant than mixing with motor vehicles.

What else could I do ?

There are many other simple measures that you can take to make it easier and more attractive for people to cycle. Most important is to ensure that people who cycle to your development or business feel welcome and valued.

- 🚫 Employers can take advantage of the government's "Bike to work scheme". This allows employees to buy bikes and accessories under a tax free loan scheme, usually operated by a specialist third party. See: www.bikeforall.net/content/cycle_to_work_scheme.php
- 🚫 Provide somewhere for coats, helmets and lights.
- 🚫 People rarely need to change or shower after short commuter trips, but for people who travel further it is always nice to have a place to change and to wash or shower.

Useful references and further information

Cycle Parking Guidance Documents:

TfL Workplace Cycle Parking Guide: www.tfl.gov.uk/tfl/roadusers/sustainable-travel/docs/workplace/Workplace-Cycle-Parking-Guide.pdf

TfL Cycling Design Standards Chapter 8 - Cycle Parking: www.tfl.gov.uk/assets/downloads/businessandpartners/lcds_chapter8.pdf

Sustrans FF37 Cycle Parking: www.sustrans.org.uk/webfiles/Info%20sheets/cycle%20parking%20info%20sheet.pdf

DfT Key Elements of Cycle Parking Provision: www.dft.gov.uk/pgr/roads/tpm/tal/cyclefacilities/keyelementsofcycleparkingpro4085

Cycling England. Cycle Parking: www.cyclingengland.co.uk/documents/C.04.pdf

Planning Guidance:

Cambridge City Council: www.cambridge.gov.uk/ccm/navigation/planning/development-control/

South Cambs Council: www.scambs.gov.uk/environment/planning/

Householders' Guide to Planning. Department for Communities and Local Government: www.communities.gov.uk/publications/planningandbuilding/planningguidehouseholders



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