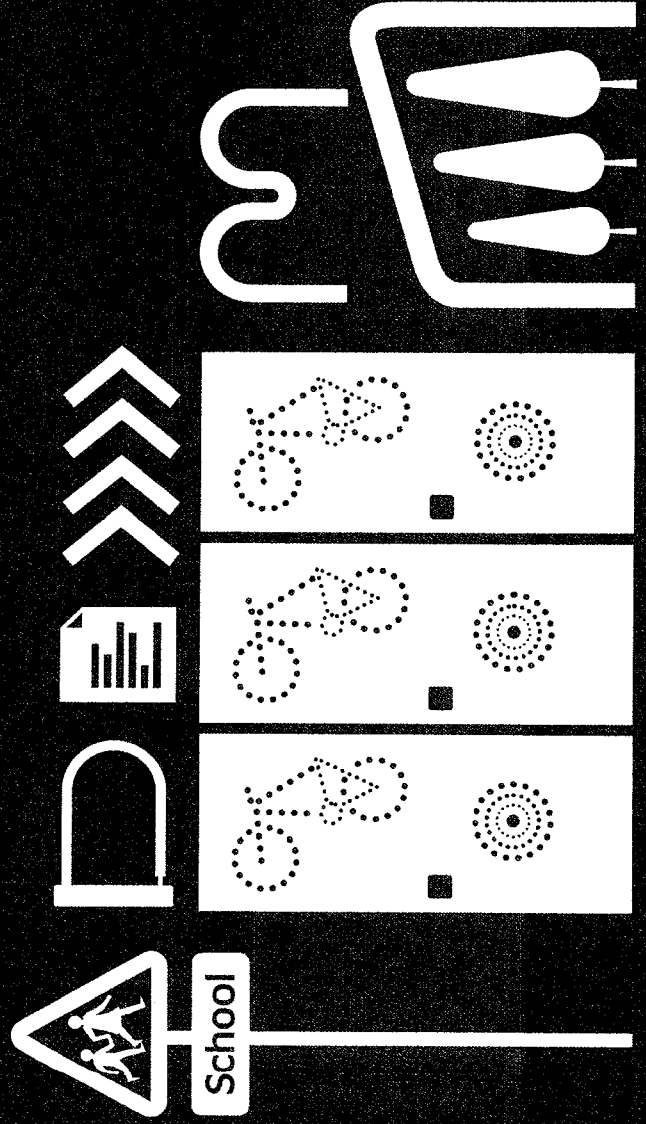


Land adjacent to No.1 Elsworthy Terrace,  
London NW3  
Appendix 15

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## 8. Cycle parking

This chapter focuses on the planning and design of high quality parking facilities for all cycle users – fit-for-purpose, secure and well located.



### Version control

Version 1 (Dec 2014) – Published

Version 2 (Sept 2016) – Minor amendments following publication of TSRGD (2016)

## 8.3 Secure cycle parking

### 8.3.1 Secure locations

Where it is in the public realm, cycle parking should be in a location that people feel safe using at all times of the day – visible, accessible, well-overlooked and well lit. Otherwise, the preference is for parking areas that can be secured and with controlled access, or where efforts have been made to address security concerns, such as installation of CCTV.

Users need to feel both that their cycle will be safe where it is parked, and that they will be safe accessing and using the parking.

A key consideration is the balance between long- and short-stay cycle parking. Long-stay is for residents, employees and others who may be leaving their cycle over a night or more, and normally has limited, controlled access. Short-stay is for visitors, customers and other, more flexible uses, and tends to be in the public realm with open access.

Long-stay cycle parking is best located in a building, for example in a basement parking area, provided the entrance is well overlooked and well lit. Access needs to be considered carefully, particularly for those using non-standard cycles, with clear signing from the main entrance of the

building to the parking area. It is recommended that external doors are a minimum of 2 metres wide. Refer to advice given on use of shallow ramps and lifts in section 8.2.1 above.

Where location in a building is not possible, bespoke shelters and lockers are an option, but consideration needs to be given to planning requirements. Cycle parking outside of buildings should be:

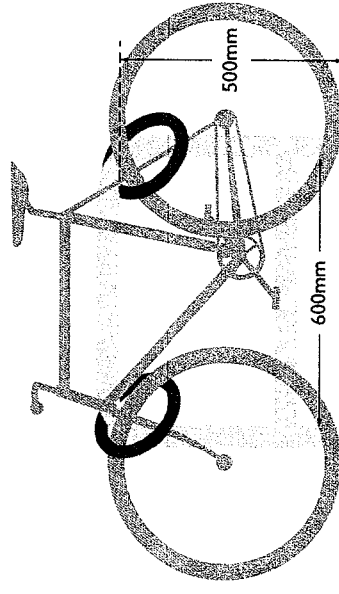
- Sited in locations that are clearly visible and well overlooked with high levels of natural surveillance, and CCTV where necessary
- Designed with consideration of sight lines into and out of the cycle cages, compounds or secure store
- Adequately lit and overlooked, particularly at night-time or where the parking is under cover

### 8.3.2 Secure locking

A wide range of cycle parking products are available, but the cycle parking design chosen, and the location of the cycle parking should, as far as possible: allow the frame and both wheels of the cycle to be secured, and provide support for any type of cycle without damaging it.

In order to allow for securing the cycle by the frame and both wheels, locking points should be approximately 600mm apart and 500mm above ground. The stand shape should provide locking within 100mm of these points to facilitate the use of two 'D' locks, ie a range of 400-800mm in

width and 400-600mm above ground. It should be noted that stands thicker than 75mm will stop the use of a 'D' lock.



#### Recommended double locking practice

Damaged or vandalised cycles left in public often signal the insecurity of cycle parking and, in some areas, cycle parking facilities are unlawfully occupied by motorcycles and scooters, sending a similar negative message. It is therefore important that cleaning and maintenance of areas of cycle parking is considered during the planning and design of new facilities. Regular inspections should be made by the managing authority to identify where maintenance of stands and parking areas is required, including the removal of damaged cycles after a suitable warning period.

## 8.4 Well located cycle parking

### 8.4.1 Serving destinations

A good location for on street cycle parking is essential so that facilities will be well used and integrated with other street functions as appropriate. Parking should be located in close proximity to user destinations and accessible to local services. Boroughs should consider advertising cycle parking locations on their websites and elsewhere.

The preferred way to integrate street cycle parking with other functions is to locate it in carriageway rather than footway space.

Proximity to a destination influences a cyclist's choice of where to park, so cycle parking should be convenient and well located. As a general rule, and bearing in mind the need to integrate with other user needs, cycle parking should be provided:

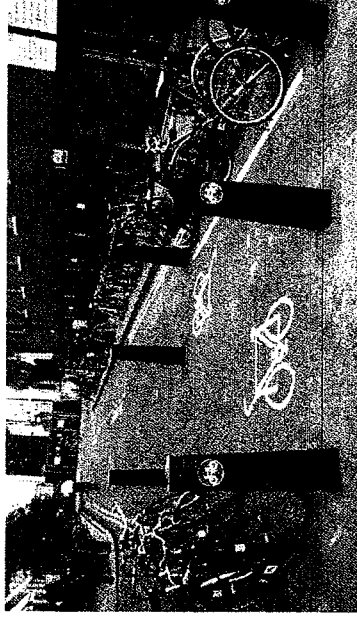
- As close as possible to the final destination
- Within 15 metres for short-stay parking serving a single destination
- Within 25 metres for short-stay parking serving multiple sites

- Within 50 metres for longer-stay parking
- In convenient locations for entrances to and exits from the destination
- Where there is step-free and comfortable access – eg through use of dropped kerbs, cycle routes and crossings
- In such a way as to allow for parking larger cycles

### 8.4.2 Cycle parking in the carriageway

In a street environment, cycle stands should be located in space taken from the carriageway wherever possible, inset or with island protection as necessary. This requires a Traffic Order and needs careful planning and consultation in relation to potential loss of car parking or carriageway space, but it is the best way to avoid taking up footway space and creating conditions that require mitigation for visually impaired people. It can work well in streets where access is closed or restricted for motorised vehicles.

Footway build-outs can serve a similar function without reducing footway space, although impacts on users of the carriageway need to be assessed (see chapter 3 for further details). Cycle parking on, or inset into, segregating islands for cycle infrastructure is also recommended.



On-street cycle parking in Hackney