

Introduction

This specification guidance note lists the main points to consider when you're installing cycle parking facilities. It will help you:

- Work with suppliers to identify appropriate product types.
- Think about areas to consider and assistance when procuring and selecting cycle parking.
- Ensure your new facilities will be fit-for-purpose and meet the needs of users and your organisation.

General points to consider

- **Cycle parking** is a facility to securely and conveniently lock a bike for a short duration (a number of hours and not overnight).
- **Cycle storage** is a secure and covered facility for conveniently storing bikes overnight e.g., resident cycle storage for high rise flats.
- Cycle facilities should be located as close as possible to the entrance of the establishment in order that convenience and security may be maximised.
- Where possible, facilities will be placed so that they may be overlooked by occupiers of the buildings and/or be in clear view of pedestrians.
- Cycle stands placed in dark recesses or at the rear of car parks should be avoided as these will not be used.
- Cycle stands should be placed carefully in relation to their surroundings. Users should be able to access the area with ease and without obstruction.
- Consideration should be given to utilising readily available hard standing surfaces and retaining valuable greenspace areas.
- The appearance of cycle parking may be enhanced by incorporating into wider environmental improvement schemes.
- Care should be taken to ensure that any parking provided does not obstruct pedestrian access or incorporate dangerous projections.

Shelter designs should aim to be:

- Secure
- Vandal resistant to an high standard
- Well lit
- Easy to use
- Accessible
- Covered where possible

Specific design and installation requirements:

- Bikes are protected from inclement weather.
- Bikes are easy to see.
- Make good use of the available space with provision for enough cycles following the spacing guidance given below.
- If installing cycle shelters, the structure should be gated with a hinged or sliding door which should incorporate a facility to secure the door open.
- The gate should be a minimum of 1,000 mm wide to allow easy access for cycles.
- Locking mechanism of a key, code or key-card type with a keypad/sensor on either side of the door as appropriate.
- Where a key or key-card type facility is installed, please include the need for keys or key-cards.
- The structure's supporting frame should be constructed from a suitable grade of galvanised and powder coated steel to satisfy at least British Standards.
- Powder coated to a specified colour, where required, which will be confirmed on award of contract.
- Cycle storage within the shelter should be of the cycle rack type and should provide sufficient storage for the capacity of stored cycles. These can be provided as individual racks or as a "toast rack" array. The racks should be approximately 800 mm high x 715 mm deep and formed from 3 mm galvanised tubular steel.
- In situation, racks should be placed a minimum of 800 mm from each other and should be a minimum of 400 mm from side wall of the shelter. The leading edge of the racks should be a minimum of 600 mm from the nearest perpendicular edge. These should be securely installed in a manner appropriate to the ground conditions.
- Structural drawings of the intended shelter and sample graphics must be supplied.
- Helmet lockers: if appropriate, give consideration to helmet lockers (small square lockers) and required minimum height as lockers can obstruct access for taller and longer bikes (e-bikes).
- Ensure, where possible, that the cycle parking is positioned away from smoking shelters and that clear signage communicates the purpose of the facility.

Price should include:

- Site survey to ensure no conflict with subsurface services and utilities.
- Include the cost of galvanising (subject to requirements) and coloured powder coating if desired.
- Delivery to end location.
- Required groundwork to make the site suitable for installation.
- All labour required to install.
- Reinstatement of any surface broken or disturbed as part of the installation as required.
- Removal of all extraneous materials and packing associated with the installation works.
- Provision of at least a 24-month warranty covering components, materials and installation.

In addition to the above, consider whether building warrants or planning permission are required and include related costs.

Design standards

Shelters should be designed in accordance with the appropriate current European and British Standards. CE Marking for all fabricated structural steelwork became a legal requirement in the United Kingdom on the 1st July 2014. From this date it became illegal to sell non CE Marked structural steelwork in the UK or the Republic of Ireland.

- **EN-1090 CE Mark Accreditation** is a Legal Requirement for Cycle Shelters in the UK.

The CE Mark standard demonstrates compliance with the appropriate manufacturing standard for a product, conforming to a European Technical Assessment

- **BS EN 1990:2002+A1:2005 Eurocode** – basis of structural design
- **BS EN 1993-1-1:2005 Eurocode 3** – Design of steel structures
- **BS EN 1991-1-3:2003 Eurocode 1** – Snow Loads
- **BS EN 1991-1-4:2005 Eurocode 1** – Wind Actions

Other British Standards

that should be used where appropriate include:

- **BS ISO 5950 Part 1** – Steelwork Design
- **BS EN ISO 13920:1997** – Welding Tolerances
- **BS 6399** – Loadings for Buildings and Structures
- **BS 5516** – Patent Glazing (sloped)
- **BS EN 12056** – Gravity drainage systems
- **BS EN ISO 1461:2009** – Hot-dip Galvanizing
- **BS EN 13438:2005** – Organic Powder Coating of galvanized steel components
- **ACR [M]001:2000** – Roof fragility testing
- **BS 5606:1990** – Accuracy in building
- Base plates/box sections: Steel plate to **BS 5950**, to be pre-drilled as required to take anchor bolts. Base plates to be suitable thickness to take units and be rust proofed.
- Units should be designed to withstand snow loading to design standards: **BS EN 1991-1-3:2003** and **UK NA BS EN 1991-1-3:2003** for the Glasgow area.
- Units should be designed to wind pressure design standards: **BS EN 1991-1-4:2005**.

Further reading:

www.camcycle.org.uk/resources/cycleparking/guide

www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf

<http://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf>

<http://content.tfl.gov.uk/Workplace-Cycle-Parking-Guide.pdf>

www.planningni.gov.uk/index/policy/supplementary_guidance/spg_other/parking/parking_standards_annexes/parking_standards_annexb.htm

Sample brief

When approaching suppliers you should specify:

- Name of your organisation.
- How many secure lockable free-standing cycle shelters/parking you require.
- The number of staff, volunteers and residents the shelters will provide secure cycle storage for.
- The minimum number of bikes per unit that require shelter/storage.

Example introduction for a cycle parking brief

We recognise that there is significant potential to encourage cycling as a mode of everyday travel and are currently progressing an ambitious programme of improvements to encourage walking and cycling.

With this in mind, we are proposing to install a number of externally sited cycle storage units that will provide multiple bike storage that will be managed by our organisation.

These require visually pleasing structures that complement and enhance the built environment whilst bearing in mind user safety and cycle security. Cycle parking should be attractive in terms of location and secure to ensure the facility will be used.

The proposed units should be of high aesthetic quality and be suitable for placement in an urban environment. This may include the use of novel materials for cladding where they can be shown to be effective.

The shelter structure and cladding should be robust and resistant to accidental and deliberate damage and should be constructed to satisfy current EU regulations as listed above.

The shelter should provide a facility that is secure and resilient, whilst allowing for multiple user access via a standard key, code or NFC (or similar) type lock.

The shelter should be of a serviceable modular design in order to ensure that maintenance and replacement of damaged or worn parts/section can be replaced at reasonable cost.

Examples of cycle parking



Sheffield stands*

Example shown: Cyclehoop Classic Sheffield stand

- * Sheffield stands are designed for short stay and ad hoc visitor parking. Covered and secure facilities should be used for overnight, residential and regular daily use.
- * Spacing and layout: 'toast-rack' style stands are a good alternative to individual stands and are simple to retrofit.

Covered stands

Example shown:
FalcoQuarter Cycle Shelter



Secure shelters

Examples shown:
Shetland Composites Double bicycle locker (left) and a green roof cycle shelter (right)

Tiered racks

Example shown:
FalcoRail Cycle Canopy



Supplier contacts

This represents a non-exhaustive list of frequently used suppliers by Cycling Friendly organisations. Accurate as of May 2022

Falco

www.falco.co.uk

Grease Monkey cycles

www.greasemonkeycycles.com

Cycle Hoop

www.cyclehoop.com

Broxap

www.broxap.com

Bike Dock Solutions

www.bikedocksolutions.com

Lock it Safe

www.lockit-safe.co.uk

Green Roof Shelters

www.greenroofshelters.co.uk

Further cycle parking suppliers include:

EcosseStreet

<https://www.ecossestreet.co.uk/>

CyclePods

<https://www.cyclepods.co.uk/>

Cyc-Lok <https://cyc-lok.ie/>