C7 – Cycle Parking

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Short and Long Stay Cycle Parking – Design Principles

This sheet provides general design principles for providing short and long stay cycle parking in both existing streets (retro-fitting) and new developments. It should be used as an accompanying sheet for providing cycle parking of all types elsewhere in this factsheet.

Short Stay Cycle Parking

Should be provided for **visitors** to key destinations such as shops, community centres, museums, libraries, health centres and parks.

To be effective, short stay cycle parking should:

- ❑ Be near destination entrances and more convenient than nearby car parking spaces.
- ❑ Directly link to cycle routes and be provided on cycle desire lines.
- ❑ Be sited on a well-drained surface, overlooked and lit.
- ❑ Be easily accessible with a short route from the street with no steps and any doors easy to negotiate.
- ❑ Be easy to use (no lifting or dragging needed) and allow at least one wheel and frame to be locked.
- ❑ Not present an obstruction to mobility or visually impaired users and be suitable for their use.
- ❑ Not block or obstruct pedestrian movements and desire lines and vehicle access.
- ❑ Accommodate non-standard bicycles with a variety of locking points to support different bicycle types (preferably 20% of spaces).
- ❑ Minimise visual impact on surroundings and be well integrated with the public realm, especially in **conservation areas** and the **World Heritage Site.**
- ❑ Provide facilities for electric bicycle charging.

Long Stay Cycle Parking

Should be provided for **residents** at homes; **employees** at workplaces; **students** at educational institutions and **passengers** at transport interchanges.

To be effective, long stay cycle parking should:

- ❑ Include the principles set out for short stay parking.
- ❑ Be secure (access controlled) and weather protected (covered).

Additional Principles for New Developments

To be effective, cycle parking should:

- ❑ Include the principles set out for short stay and long stay parking.
- ❑ Be future-proofed. Locations chosen should have capacity to increase amount of cycle parking as demand increases.
- ❑ Accommodate non-standard bicycles (minimum 20% of all spaces; preferably higher).

Short stay cycle parking on footway within building curtilage – Sheffield stands in echelon

The City of Edinburgh Council

Long stay cycle parking on carriageway – hinge top units

The City of Edinburgh Council

Relevant Factsheets:

Key Parameters (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)

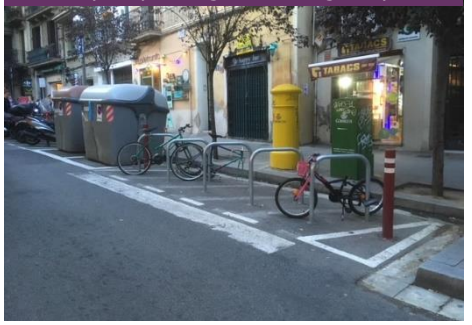
Cycle Parking Options for Short Stay

This sheet provides an overview of the short stay cycle parking options suitable for different locations, both for retro-fitting cycle parking on existing streets and for cycle parking in new developments.

Details of the cycle parking types are provided on the subsequent pages. The table is not exhaustive, with different options than those identified in this table potentially more appropriate depending on the situation.

	Short stay cycle parking	
Location	**Preference**	**Type of cycle parking preferred**
On carriageway (incl. build outs)	Preferred if space within building curtilage not available	**Retro-fitting** • Sheffield stands [pg 23-25] • Portable rack units for temporary use for assessing demand [pg 33]
		New developments • Sheffield stands with protection islands, trees or planters [pg 23-25]
On footway	**Retro-fitting** Not preferred If used, minimum footway widths shall be maintained	• Sheffield stands [pg 23-25]
	New developments Not permitted unless located on a purpose built footway extension or kept within the furniture zone	
Off-street	Preferred for new developments and large premises with external space within curtilage e.g. schools, health centres, supermarkets and large employers	• Sheffield stands (preferably covered) [pg 23-25] • Standalone storage units [pg 28-29]

Cycle parking on carriageway



Barcelona, Nazan Kocak

Cycle parking in car space

The City of Edinburgh Council

Short stay cycle parking in tree planting zone

Umea, Nazan Kocak

Cycle Parking Options for Long Stay

This sheet provides an overview of the long stay cycle parking options suitable for different locations, both for retro-fitting cycle parking on existing streets and for cycle parking in new developments.

Details of the cycle parking types are provided on the subsequent pages. The table is not exhaustive, with different options than those identified in this table potentially more appropriate depending on the situation.

	Long stay cycle parking	
Location	**Preference**	**Type of cycle parking preferred**
On carriageway (incl. build outs)	Not preferred, but acceptable if off-street space unavailable	• Hinge top units [pg 26-27]
	New developments Not permitted *	
On footway	**Retro-fitting** Not preferred Only allowed where there is an existing footway build-out or a new footway extension is built to accommodate it	• Hinge top units [pg 26-27]
	New developments Not permitted *	
Off-street	**Retro-fitting** Most preferred	**Retro-fitting** • Hinge top units [pg 26-27] • Standalone storage units [pg 28-29] • Two tier storage where space is constrained [pg 32]
	New developments Required [pg 13-22]	**New developments** • Garages [pg 30] • Standalone storage units [pg 28-29] • Storage cages [pg 31] • Two tier storage where space is constrained [pg 32]

* Long-term cycle parking for new developments cannot be met on existing or new streets. In exceptional circumstances where it is impossible to provide cycle parking in the new development the Council may seek a contribution towards a public secure cycle parking hangar.

Hinge top units

The City of Edinburgh Council

Off street parking

The City of Edinburgh Council

Retro-fitting Cycle Parking

It is essential to provide appropriate and attractive cycle parking at key origins and destinations to encourage cycling as a means of transport, to show non-cyclists that it is a viable option and that cyclists are welcomed.

The flow chart below summarises the overall process to assess the need for and retro-fit cycle parking in various street types and land uses (trip generators and attractors). When installing new cycle parking in a street, any existing cycle parking that does not fit with the current guidance should be improved.

Audit existing cycle parking	**Determine user needs**	**Estimate existing and future demand**	**Identify suitable locations**	**Identify appropriate cycle parking facilities**
Survey where short and long stay cycle parking is provided and how well it is utilised, including any obvious overspill.	Speak to existing and possible users, for example local cycle groups, local community councils, cycle advocacy groups, resident associations, local businesses, and employees.	Consider the various land uses that generate and attract cycle trips, to determine the requirements for **short and long stay parking**. Use table in Section 2.4 of the Edinburgh Design Guide and advice in Section 6.2 of Cycling by Design. Forecasting tools can also help.	The potential locations and places for on-street and off-street cycle parking should be suitable to accommodate the identified demand (both for short and long stay parking). See pages 1-3, 5-12	Cycle parking options / types are provided at the end of this factsheet. See pages 2-3, 23-34

Guidance is provided in the form of illustrative examples for identifying suitable locations for the following street types and uses:

- High streets – including town centres and neighbourhood shopping streets
- Residential streets – in high and medium density residential areas
- Employment streets and workplaces – including industrial areas
- Community destinations – including libraries, museums, GP surgeries, sports centres, parks etc.
- Educational institutions – including nurseries, primary and high schools, higher education etc.

Relevant Factsheets:

Designing for Cycling (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)

Cycle Parking on Carriageway (incl. new build outs) – Design Principles

Table below should be used in conjunction with the design principles on page 1 of this factsheet. TRO and/or Redetermination Orders will be required for locating cycle parking on carriageway or new build outs.

Considerations	Short Stay *Sheffield stands; Portable rack units;*	Long Stay *Hinge top units*
How many spaces per individual location?	2-20 spaces per location	Depends on demand assessment (see page 4 for advice)
	At least 20% of cycle parking spaces should be able to accommodate non-standard cycles, particularly where 10 or more spaces are provided. For information on non-standard bikes see https://wheelsforwellbeing.org.uk/	
How many locations per length of street?	Shopping streets – every 100-150m Other streets – adjacent to demand generators (schools, libraries, community centres, major employers, major shops, corner shops), but only where cycle parking cannot be accommodated within the curtilage	Every 150-200m in areas with identified level of general demand. Otherwise, adjacent to specific building(s) where demand has been identified, but only where cycle parking cannot be accommodated within the curtilage
Where to site?	As close as possible to junctions and crossings for accessibility, whilst maintaining visibilities and safe distances required by the ESDG (see G6 and G4 factsheets) and/or Traffic Sign Manual Chapter 6 In converted car parking spaces on streets where car parking is permitted at all times In "lee" (shelter) of existing footway build outs and within new purpose built footway build outs.	
Where not to site?	Within intervisibility zones at junctions or within controlled area of crossings (as required by G6 and G4 factsheets and/or Traffic Sign Manual Chapter 6) Within 'Bus Box' area at bus stops and bus boarders (see PT2 factsheet) to avoid obstructing access or egress onto buses Where likely to impact on Public Transport, particularly in bus lanes (see PT3 factsheet) On utility access points On pedestrian desire lines and crossings At waste and recycling collection access points Streets with 30 mph speed limit or above (except within footway build out) At a location where the first logical move away from the parking is along the tram tracks	
How to make sure access/egress is safe and convenient?	Site adjacent to a kerb	

Relevant Factsheets:

Key Parameters (C1)
Footway Widths and Zones(P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
De-cluttering Assessment (P7)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
Zigzags (G4)
Visibility (G6)
Bus Lanes (PT3)
Bus Box and Bus Border (PT2)

Cycle Parking on Footways (incl. existing build outs)– Design Principles

Table below should be used in conjunction with the design principles on page 1 of this factsheet.

Considerations	**Short Stay** *Sheffield stands*	***Long Stay*** *Hinge top units*
How many spaces per individual location?	2-10 spaces per location Depends on demand assessment (see page 4 for advice)	Not preferred Should only be used where there is an existing footway build-out or a new footway extension is built to accommodate it
	Where possible, 20% of cycle parking spaces should be able to accommodate non-standard cycles, particularly where 10 or more spaces are provided. For information on non-standard bikes see https://wheelsforwellbeing.org.uk/	
How many locations per length of street?	On shopping streets – every 100-150m Other streets – adjacent to demand generators (schools, libraries, community centres, major employers, major shops, corner shops) but only where cycle parking cannot be accommodated within the curtilage	
Where to site?	Footways, provided clear effective footway widths can be maintained As close as possible to junctions and crossings for accessibility, whilst maintaining visibilities and safe distances required by the ESDG (G6 and G4 factsheets) and/or Traffic Sign Manual Chapter 6 Aligned with existing street furniture, particularly in "lee" ("shelter") of large elements of street furniture such as phone and utility boxes, fixed litter bins, and downstream of bus shelters Existing build outs can provide good locations where sufficient/clear space is available.	
Where not to site?	Where an effective clear footway width for the street type cannot be maintained Out of alignment with existing street furniture On pedestrian desire lines and crossings (or within 3m of dropped kerb or tactile paving, at the closest point) At bus stops, to avoid obstructing passenger access or egress On utility access points Within visibility splays at junctions Where seasonal temporary street furniture is located, e.g. dining facilities outside cafés At waste and recycling units access points Near loading spaces to avoid conflict with vehicle door openings and blocking access points for goods vehicles At a location where the first logical move away from the parking is along the tram tracks	

Relevant Factsheets:

Key Parameters (C1) Pedestrian Desire Lines (P2) Designing Inclusive Streets (P2) Bus Stops (PT2)
Footway Widths and Zones(P3) De-cluttering Assessment (P7) Zigzags (G4)
Street Furniture (F1) Reduced Clear Kerb Zone (F1) Visibility (G6)

Cycle Parking Off-Street – Design Principles

Table below should be used in conjunction with the design principles on page 1 of this factsheet.

Considerations	Short Stay *Sheffield stands (preferably covered);*	Long Stay *Hinge top units; Standalone storage units; Two tier storage (in constrained areas only)*
How many spaces per individual location?	Depends on demand assessment (see page 4 for advice) but for retail a minimum of 1 customer and 1 employee space should be provided At least 20% of cycle parking spaces should be able to accommodate non-standard cycles, particularly where 10 or more spaces are provided. For information on non-standard bikes see https://wheelsforwellbeing.org.uk/.	
How many locations per length of street?	At every trip generator (schools, libraries, community centres, major employers, major shops, corner shops), located within the building curtilage	
	As close as possible to main entrance to premises, where provision for cycle parking within building curtilage is not possible	
Where to site?	Within the curtilage of premises (communal areas) In car parking places Near entrances, and be more convenient than nearby car parking spaces Overlooked and lit places and preferably covered by the premises CCTV if available Visual impact of facility should be considered and minimised	
		Secure places where access can be controlled for security purposes (e.g. through issuing keys, passes or codes)
Where not to site?	Places that require lifting or dragging of bikes to access On pedestrian desire lines and crossings On utility access points At waste and recycling units access points Near loading spaces to avoid conflict with vehicle door openings and blocking access points for goods vehicles At a location where the first logical move away from the parking is along the tram tracks	

Relevant Factsheets:

Key Parameters (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)

High Streets and Neighbourhood Shopping Streets

Likely users of cycle parking

- Short stay for shoppers and visitors
- Long stay for employees and residents

Location	Short stay options	Long stay options
On carriageway	• Sheffield stands • Portable rack units	• Hinge top units
On footway	• Sheffield stands	*Not permitted – see notes in page 6*
Off-street	• Sheffield stands (preferably covered)	• Hinge top units • Standalone storage units

On carriageway (or build out) cycle parking	Footway cycle parking	Off-street cycle parking
• Where car parking is permitted 24/7, allocate 1-2 car parking places per location for cycle parking. • Where cycle parking is not possible on the main street, locate cycle parking for short stay (1) and long stay (2) on nearby side streets. • Stands on build outs (3) should be well sited to avoid pedestrian desire lines and crossings.	• Only locate Sheffield stands (4) where clear footway width can be maintained. • Cycle parking on the footway near building lines (5) should be avoided, unless in the "lee" of buildings or aligned with existing permanent street furniture. • Stands may be sited perpendicular (6), in echelon (4) or parallel (7) to the kerb at busy building entrances, providing footway widths are maintained. • Stands should be at least 3m from bus stops (7) and dropped kerbs, and not obstruct loading bays (6). • Long stay cycle parking (8) should not be located on the footway in main shopping streets, and should only be located on side street footways if clear footway width is achievable.	• Access controlled long stay cycle parking for employees (and residents) can be located in car parking places (9), front or back gardens, or communal areas (10). Note additional permissions may be required for cycle parking in front gardens, particularly for listed buildings or in conservation areas. • Sheffield stands (preferably covered) can be provided for short stay parking for shoppers / visitors (9) (11).

Relevant Factsheets:

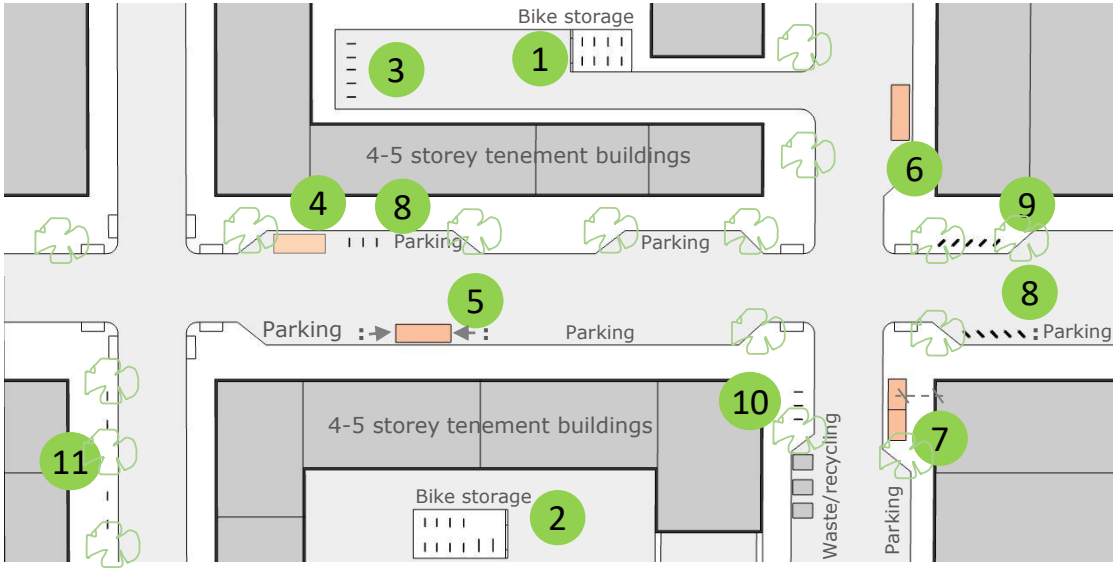
Key Parameters (C1)
Footway Widths and Zones(P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
De-cluttering Assessment (P7)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
Zigzags (G4)
Visibility (G6)
Bus Lanes (PT3)
Bus Box and Bus Border (PT2)

High and Medium Density Residential Streets

Likely users of cycle parking

- Long stay for residents
- Short stay for visitors

Location	Short stay options	Long stay options
Off-street	• Sheffield stands (preferably covered)	• Hinge top units • Standalone storage units
On carriageway	• Sheffield stands • Portable rack units	• Hinge top units
On footway	• Sheffield stands	*Not preferred – see notes in page 6*



Off-street cycle parking	On carriageway (or build out) cycle parking	Footway cycle parking

• Access controlled long stay cycle parking for residents can be located in car parking places (1), front or back gardens (2) or communal areas. Note additional permissions may be required for cycle parking in front gardens, particularly for listed buildings or in conservation areas.
• Short stay cycle parking for visitors can be located as above, but for ease of use without access control (3).
	• Where car parking is permitted 24/7 on street, locate:
	  • long stay cycle parking on carriageway (4) (5) or build out (7).
	  • short stay cycle parking stands on carriageway (8) or build out (9).
	• Where cycle parking is not possible on the main street, locate cycle parking on side street carriageway (6) or build out (7) (10).
	• Cycle parking on build outs (7) (9) (10) should be well sited to avoid pedestrian desire lines.
		• Short stay visitor parking stands can be located on the footway only if a clear footway width is maintained.
		• Stands may be sited perpendicular, in echelon or parallel to the kerb (11), providing footway widths are maintained.
		• Stands should be 3m from bus stops and dropped kerbs and not obstruct loading bays.

Relevant Factsheets:

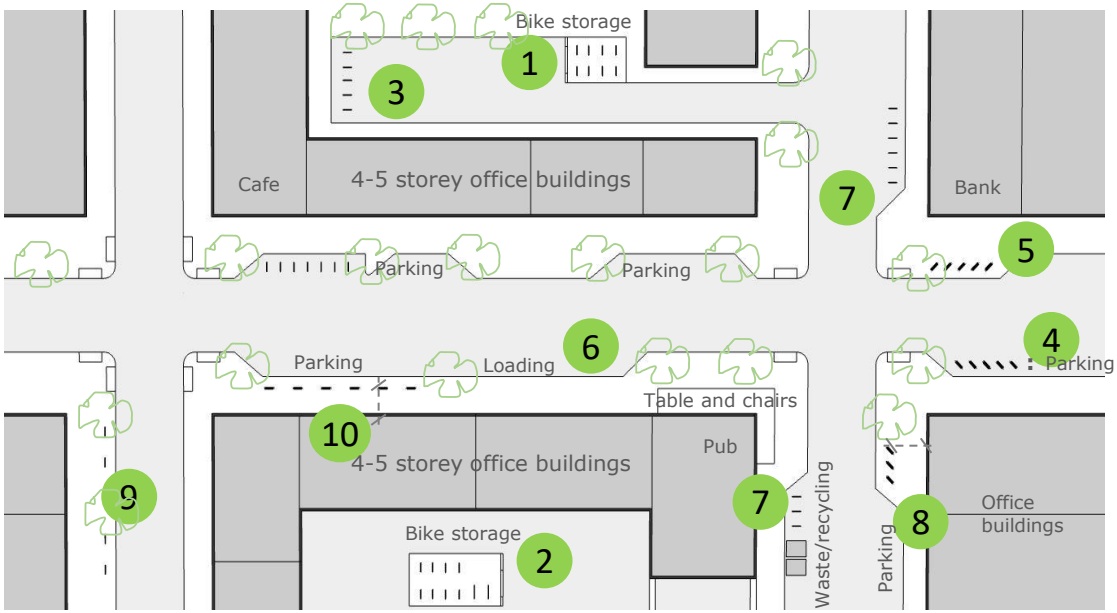
Key Parameters (C1)
Footway Widths and Zones(P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
De-cluttering Assessment (P7)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
Zigzags (G4)
Visibility (G6)
Bus Lanes (PT3)
Bus Box and Bus Border (PT2)

Employment Streets

Likely users of cycle parking

- Long stay for employees
- Short stay for shoppers and visitors

Location	Short stay options	Long stay options
Off-street	• Sheffield stands (preferably covered)	• Hinge top units • Standalone storage units
On carriageway	• Sheffield stands • Portable rack units	• Hinge top units
On footway	• Sheffield stands	*Not permitted – see notes in page 6*



Off-street cycle parking	On carriageway (or build out) cycle parking	Footway cycle parking
• Access controlled long stay cycle parking for employees can be located in car parking places (1), front or back gardens (2) or communal areas. Note additional permissions may be required for cycle parking in front gardens, particularly for listed buildings or in conservation areas. • Short stay cycle parking for visitors can be located as above, but for ease of use without access control (3).	• Locate Sheffield stands for long and short stay parking on carriageway (4) or on a build out (5) (6). • Where cycle parking is not possible on the main street, locate cycle parking on side street carriageway (7) or build out (8). • Cycle parking on build outs (5) (6) (8) should be well sited to avoid pedestrian desire lines and crossings.	• Short stay visitor can be located on footway only if a clear footway width can be maintained. • Stands should be 3m from bus stops and dropped kerbs and not obstruct loading bays. • Cycle parking on the footway near building lines should be avoided, unless in the "lee" of buildings or aligned with existing permanent street furniture. • Stands may be sited perpendicular, in echelon or parallel (10) to the kerb, providing footway widths are maintained.

Relevant Factsheets:

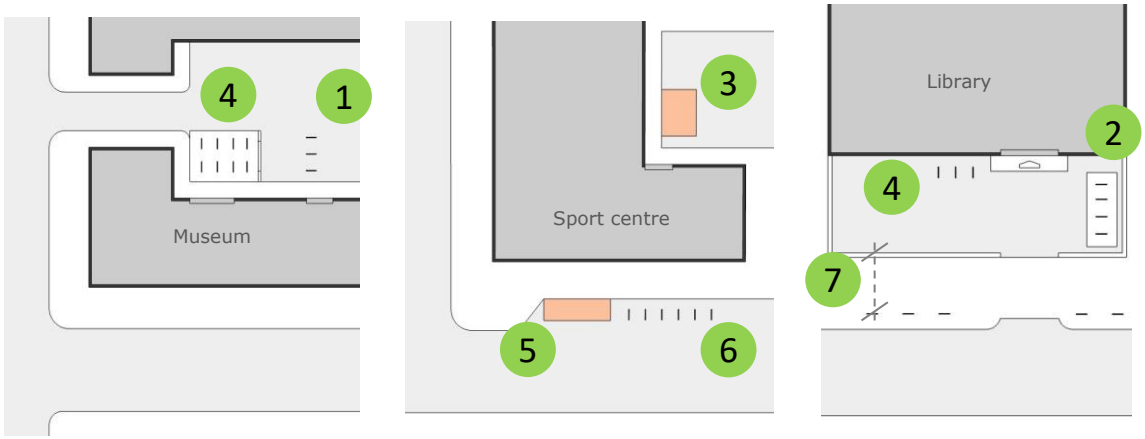
Key Parameters (C1)
Footway Widths and Zones(P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
De-cluttering Assessment (P7)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
Zigzags (G4)
Visibility (G6)
Bus Lanes (PT3)
Bus Box and Bus Border (PT2)

Community Destinations

Likely users of cycle parking

- Short stay for visitors of community destinations such as libraries, museums, GP surgeries, sports centres, parks etc.
- Long stay for employees

Location	Short stay options	Long stay options
Off-street	• Sheffield stands (preferably covered)	• Hinge top units • Standalone storage units
On carriageway	• Sheffield stands • Portable rack units	• Hinge top units
On footway	• Sheffield stands	*Not permitted – see notes in page 6*



Off-street cycle parking	On carriageway (or build out) cycle parking	Footway cycle parking
• Access controlled long stay cycle parking for employees can be located in car parking places (1), front (2) or back gardens (3) or communal areas. Note additional permissions may be required for cycle parking in front gardens, particularly for listed buildings or in conservation areas. • Short stay cycle parking for visitors should also be located in the same areas near entrances but for ease of use without access control (4).	• Locate hinge top units (5) for long and Sheffield stands (6) short stay parking on carriageway or on a build out. • Where cycle parking is not possible on the main street, locate cycle parking on side street carriageway or a build out within 50m of the main street. • Cycle parking on build outs should avoid pedestrian desire lines and crossings.	• Short cycle parking can be located on the footway only if a clear footway width is maintained. • Stands should be 3m from bus stops and dropped kerbs and not obstruct loading bays. • Cycle parking on the footway near building lines should be avoided, unless in the "lee" of buildings or aligned with existing permanent street furniture. • Stands may be sited perpendicular, in echelon or parallel (7) to the kerb, providing clear footway widths are maintained.

Relevant Factsheets:

Key Parameters (C1)
Footway Widths and Zones(P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
De-cluttering Assessment (P7)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
Zigzags (G4)
Visibility (G6)
Bus Lanes (PT3)
Bus Box and Bus Border (PT2)

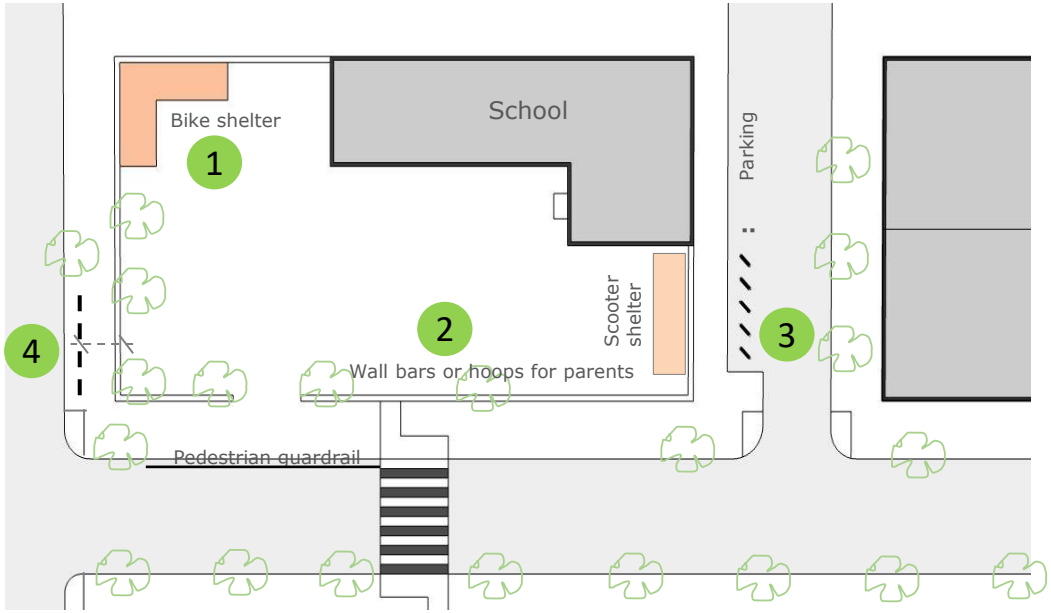
Educational Institutions

Likely users of cycle parking

- Long stay for students, teachers, lecturers and other staff.
- Short stay for parents and visitors of nurseries, primary schools, high schools and universities.

See page 16 for more information.

Location	Short stay options	Long stay options
Off-street	• Sheffield stands (preferably covered)	• Hinge top units • Standalone storage units
On carriageway	• Sheffield stands • Portable rack units	• Hinge top units
On footway	• Sheffield stands	*Not permitted – see notes in page 6*



Off-street cycle parking *Most preferred*	On carriageway (or build out) cycle parking	Footway cycle parking *Least preferred*
• Long stay cycle parking for pupils can be located in car park areas as well as in front or back yards (1) of the educational institution building(s). • At schools, cycle parking should be located within the educational institution's secure grounds, so additional access control measures are not required. • Some spaces can be allocated for parents picking up or dropping off (2) children and other visitors.	• Locate Sheffield stands for long and short stay parking on side street build out; or on-carriageway (3) if there is no build out. • Cycle parking on build outs should avoid pedestrian desire lines and all crossings, including informal crossings in 'safer school' streets.	• Stands for short stay parking can be located on adjacent side street footway only if a clear footway width is maintained. • Stands should be 3m from bus stops and dropped kerbs and not obstruct loading bays. • Cycle parking on the footway near building lines should be avoided, unless in the "lee" of buildings or aligned with existing permanent street furniture. • Stands (4) may be sited perpendicular, in echelon or parallel to the kerb, providing clear footway widths are maintained.

Relevant Factsheets:

Key Parameters (C1)
Footway Widths and Zones(P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
De-cluttering Assessment (P7)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
Zigzags (G4)
Visibility (G6)
Bus Lanes (PT3)
Bus Box and Bus Border (PT2)

Cycle Parking in New Developments

Cycle parking forms an integral part of any planning application. This should include details of where the cycle parking will be located, type of parking, purpose (short or long term), number of spaces and access considerations.

Cycle parking in new developments, including those altering existing buildings or spaces, should meet the appropriate **cycle parking standards in Edinburgh Design Guidance Section 2.4** and guidance set out in this factsheet.

Cycle parking should be considered at the Masterplan stage and major developments should submit a transport assessment and travel plan, detailing required off-street long term parking facilities as well as on-street short term visitor parking. It should accommodate any target levels of cycling and have scope to increase provision if necessary.

The assessment of cycle parking numbers should take into account the location and nature of the development, the ease of reaching it by cycle, including the planned future network and the Council's targets for increasing cycle use.

The flow chart below summarises the overall process to assess the need for cycle parking in various new development types and land uses. Individual pages provide specific advice and design principles for each new development type.

When considering cycle parking for new developments, it is important to assess and understand the implications for mobility impaired and visually impaired users in terms of:

- Placement of facilities in public areas which may cause an obstruction or hazard
- Access to/from facilities for those who may be using adapted bikes

Determine quantity of cycle parking required

Use table in Section 2.4 of the Edinburgh Design Guide - Parking standards for each relevant planning-use class.

Identify type of cycle parking required (through assessment of likely users and length of stay)

Identify who will use cycle parking, how long they will need to park, and appropriate levels of weather and theft protection. Specify ratio of long to short stay e.g. 90% long stay for residents, 10% short stay for visitors.
See pages 1-3 and 14-22.

Identify preferred location

Identify the optimal location for each type of cycle parking, e.g. within secured area for residents, outside and overlooked for visitors.
See pages 14-22 and 23-36 for cycle parking options.

Relevant Factsheets:

Designing for Cycling (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)

Residential Cycle Parking for Flats

Cycle parking should be provided for:

- Residents for long stay
- Visitors for short stay

Long stay for residents

All residents should have access to secure **long stay cycle parking** (access restricted, only for residents issued with keys, passes or codes)**.**

It should meet the appropriate cycle parking standards in Edinburgh Design Guidance Section 2.4 and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

Options in order of preference:

- Level accessed, fully enclosed, weather-protected communal parking within the building in secure parking area (residents' access only) at ground level. This is only acceptable above or below ground level if there is a cycle friendly lift provided.
- Cycle stores, accommodated within the footprint of the new development and directly accessed from street and/or dedicated active travel infrastructure.
- Cycle parking within secure car parks is acceptable, if suitable dedicated cycle access and egress provision is made. It should be on the ground floor (or the floor where you enter the car park) and near the lifts and stairs. Cycle users should be able to trigger any car parking barrier, or a gap of at least 1.5m to the side of the barrier is provided. Any ramps should be a maximum of 5% gradient.

Electric bicycle charging should be available in the main cycle parking area.

For larger developments, a combination of cycle-parking options and locations which support different bicycle types will be required. A maximum of 80% of all cycle parking spaces can be one type. At least 20% of cycle parking shall be suitable for use by non-standard bicycles (such as adapted bikes, tandems, cargo bikes and bike trailers).

How bike security, assess control and its maintenance will be sustained over the years should be addressed in a long-term site management plan/proposals.

Short stay for visitors

Short stay cycle parking should be provided in addition to secure access restricted long stay cycle parking, and never as a replacement. As well as visitors, lower security cycle parking often proves popular with residents, for example for short stops at home or for new residents that have not yet gained access to the secure cycle parking area.

Short stay cycle parking should be:

- Sheffield stands (see pg 23-25) or similar, located within the development
- Within 25m of the main building entrance for flats
- Overlooked by nearby buildings for natural surveillance
- Preferably weather protected (covered)

Visitor cycle parking may be provided in access free ground level car parking areas, on-carriageway, but not on footways unless located on a purpose build footway extension or between a furniture or planting zone.

The need to lift and drag; negotiate steps; long convoluted routes between bike stores and the street; and doors that are difficult to open when wheeling a bike must be avoided.

Weather protected, accessed controlled parking for residents

Cycle Hoop

Short stay cycle parking in tree planting zone

Umea, Nazan Kocak

Relevant Factsheets:

Key Parameters (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)

Residential Cycle Parking for Houses

Cycle parking should be provided for:

- Residents for long stay
- Visitors for short stay

Long stay for residents

All residents should have access to **secure long stay cycle parking.**

Cycle parking should meet the appropriate cycle parking standards in Edinburgh Design Guidance Section 2.4 and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

When a house has a garage, this should accommodate cycle parking area (see pg 30 for details).

Otherwise, cycle parking may be provided in externally accessed private rear gardens.

Short stay for visitors

Short stay cycle parking should be provided in addition to secure access restricted long stay cycle parking, and never as a replacement. Short stay parking may be used by visitors or for cycle-based deliveries.

Short stay cycle parking should be:

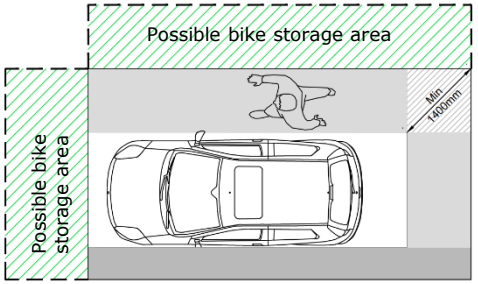
- Sheffield stands (see pg 23-25), located within the development
- Overlooked by nearby buildings for natural surveillance
- Preferably weather protected (covered)

Visitor cycle parking may be provided in access free ground level car parking areas**,** on-carriageway, but not on footways unless located on a purpose build footway extension or between a furniture or planting zone.

Cycle parking on footway for visitors outside terraced houses in the furniture zone

Atkins

Cycle parking area in a garage or driveway



The City of Edinburgh Council

Relevant Factsheets:

Key Parameters (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)

Educational Institutions

Cycle parking should be provided for:

- Students and staff for long stay
- Visitors and parents for short stay

All students and staff should have access to secure long stay cycle parking.

Short stay parking should be provided for parents, visitors and students.

Cycle parking should meet the appropriate cycle parking standards in Edinburgh Design Guidance Section 2.4 and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

Scoter stands within bike parking area

The City of Edinburgh Council

Pupils / Students

All pupils should have access to **weather protected cycle parking**, located within the school, college or university premises.

For nursery and primary school pupils:

- Sheffield stands should include a bar at 0.4m above ground to allow for small bicycles
- Scooter stands should be provided alongside bike stands
- Location determined to maximise personal safety with natural surveillance

For secondary and further education students:

- 75% of cycle parking should be easy access (no key, pass or code needed to enter) with natural surveillance and preferably CCTV
- 25% of cycle parking should be security controlled (key, pass or code needed to enter), preferably a mixture of parking types (see pg 23-34 for options)
- Located within 50m of entrance to school/college building

Staff

Members of staff should have access to long stay secure cycle parking.

Cycle parking should be:

- Access-restricted (key, pass or code needed to enter)
- Weather protected – essential
- Within 50m of workplace entrance
- On the same floor as workplace entrance, or with cycle-friendly lift provided if above or below ground floor
- Located close to any changing / shower facilities

The parking type provided is dependent on demand.

Visitors

Visitors do not include pupils but may include parents dropping off children.

Cycle parking should be:

- Within 25m of main entrance to school, college or university
- Preferably covered (weather protected)
- Overlooked with natural surveillance, and/or with CCTV

Visitors cycle parking may be provided in access free ground level car parking areas**,** on-carriageway, but not on footways unless located on a purpose build footway extension or between a furniture or planting zone.

The University of Edinburgh cycle parking facilities

Emma Crowther, Edinburgh University

Relevant Factsheets:

Key Parameters (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)

Retail Establishments

Cycle parking should be provided for:

- Visitors (shoppers and deliveries) for short stay
- Employees for long stay

Cycle parking should meet the appropriate cycle parking standards in Edinburgh Design Guidance Section 2.4 and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

Cycle parking outside shopping centre access provides good natural surveillance and minimal diversion from desire lines

Atkins

Visitors

Cycle parking at **high streets, large shopping precincts and shopping centres** should be:

- Cycle stands located within 25m of shopping area, near entrances
- Weather protected - essential
- Overlooked with natural surveillance, and/or with CCTV

Cycle parking may be provided within multi-storey car parks if suitable access and egress provision is made. This should be on the ground floor (or the floor where you enter the car park). Cycle users should be able to trigger any car parking barrier, or a gap of at least 1.5m to the side of the barrier is provided. Any ramps should be a maximum of 5% gradient. Passing motorists should be alerted to the availability of free cycle parking to encourage a mode switch.

Cycle parking at **individual shops and small shopping precincts** should be:

- Located within 15m of shop entrance
- Provided as small clusters of stands rather than one big group
- Preferably weather protected
- Overlooked with natural surveillance, and/or with CCTV

Two tier racks should not be used at retail establishments as most visitors tend to only park for a short amount of time, and two tier racks may discourage users as they are inconvenient.

Cargo Bikes

At retail outlets, there is the potential for a large number of cargo bikes undertaking deliveries. Therefore, new retail establishments should provide a greater amount of non-standard cycle spaces than the minimum 20% suggested. Cycle parking for delivery bikes should be located conveniently, depending on the loading / unloading requirements.

Employees

All employees should have access to **secure cycle parking**. This should be:

- Access-restricted (key, pass or code needed to access)
- Weather protected - essential
- Within 50m of workplace entrance
- On same floor as workplace entrance, or with cycle-friendly lift if within building
- Located close to any changing / shower facilities

Cycle parking on ground floor of car park provides weather protection and natural surveillance

Atkins

It is essential that car parking does not impact on cycle parking and there is sufficient space to manoeuvre a bike.

Relevant Factsheets:

Key Parameters (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)
Visibility (G6)

Workplaces

Cycle parking should be provided for:

- Employees for long stay
- Visitors for short stay

Cycle parking should meet the appropriate cycle parking standards in Edinburgh Design Guidance Section 2.4 and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

Employees

All employees should have access to **secure cycle parking**. This should be:

- Access-restricted (key, pass or code needed to enter)
- Weather protected - essential
- Preferably internal, directly connected to workplace; or, located within 50m of workplace entrance with onward route to entrance under cover, lit and feel safe to use after dark
- On same floor as workplace entrance or with cycle-friendly lift, if within building
- Located close to any changing / shower facilities

Workplaces that attract shift work may have a particularly high demand for cycle parking with employees arriving and leaving at times when public transport is scarce.

Employees should be able to cycle as close as possible to the cycle parking e.g. through the use of dropped kerbs and dedicated cycling facilities. 'Cyclists dismount' signs should be avoided.

They should have access to e-bike charging facilities.

Cycle parking may be located in a secure car park if cycle users can trigger the barrier or or a gap of at least 1.5m to the side of the barrier is provided. This should be on the ground floor (or the floor where you enter the car park). Ramps should be within acceptable gradients (a max. 5%).

Visitors

Cycle parking for visitors to workplaces should be:

- Located within 25m of workplace main entrance
- Weather protected - desirable
- Overlooked with natural surveillance, and/or with CCTV

Visitors cycle parking may be provided in access free ground level car parking areas, on-carriageway, but not on footways unless located on a purpose build footway extension or between a furniture or planting zone.

Dedicated, secure site entrance (from public highway) for cycle commuters

Atkins

Secure parking for both cycles and cars provided by the use of two gates

Cambridge Council

Access-controlled and weather protected stand-alone storage unit immediately outside main workplace entrance

Atkins

Relevant Factsheets:

Key Parameters (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Minimum Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)

Health-Related Destinations

Cycle parking should be provided for:

- Employees and patients for long stay
- Visitors and day care patients for short stay

Cycle parking should meet the appropriate cycle parking standards in Edinburgh Design Guidance Section 2.4 and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

Employees (at all types of facility)

All employees should have access to **secure cycle parking**. This should be:

- Access-restricted (key, pass or code needed to access)
- Weather protected - essential
- Located within 50m of workplace entrance
- On same floor as workplace entrance or with cycle-friendly lift, if within building
- Located close to any changing / shower facilities

Cycle parking may be located in a secure car park if cycle users can trigger the barrier or or a gap of at least 1.5m to the side of the barrier is provided. This should be on the ground floor (or the floor where you enter the car park). Ramps should be within acceptable gradients (a max. 5%).

Patients and Visitors to Hospitals

Cycle parking should be:

- Located within 50m of main entrance (25m for health centres and GP clinics)
- Weather protected (not all needs to be, but essential that at least some covered spaces for long stay are provided)
- Overlooked with natural surveillance, and/or with CCTV

Visitors cycle parking may be provided in access free ground level car parking areas, on-carriageway, but not on footways unless located on a purpose build footway extension or between a furniture or planting zone.

Mixture of weather protected and open cycle parking for short and long stay cycle parking

Atkins

Off-street units (eg located in car parks) should be weather protected. For better protection and natural surveillance, three sides should be enclosed with transparent material.

Relevant Factsheets:

Key Parameters (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Minimum Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)

Community Destinations

Cycle parking should be provided for:

- Short stay for visitors of community destinations such as libraries, museums, sports centres, parks etc.
- Long stay for employees and visitors

This should meet the appropriate cycle parking standards in Edinburgh Design Guidance Section 2.4 and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

A cluster of stands beside tennis courts – sufficient provision for shorter stays

The City of Edinburgh Council

Employees

All employees should have access to **secure cycle parking**. This should be:

- Access-restricted (key, pass or code needed to access)
- Weather protected - essential
- Located within 50m of workplace entrance
- On same floor as workplace entrance or with cycle-friendly lift, if within building
- Located close to any changing / shower facilities

Cycle parking may be located in a secure car park if cycle users can trigger the barrier or or a gap of at least 1.5m to the side of the barrier is provided. This should be on the ground floor (or the floor where you enter the car park). Ramps should be within acceptable gradients (a max. 5%).

Visitors – Long Stay (over an hour)

Cycle parking for long stay visitors should be:

- Located within 50m of workplace main entrance
- Weather protected - essential

Visitors – Short Stay (up to 1 hour)

Cycle parking for short stay visitors should be:

- Located within 25m of workplace main entrance
- Preferably weather protected

Overlooked with natural surveillance, and/or with CCTV

Visitors cycle parking may be provided in access free ground level car parking areas, on-carriageway, but not on footways unless located on a purpose build footway extension or between a furniture or planting zone.

At large sites, e.g. parks, minimum 20 stands should be scattered around the area if cycling is permitted throughout, or concentrated at points where cycle routes end.

People often travel to parks by bike, and then go for a walk or a run once they've arrived. Sheffield stands at entry points help to facilitate these trips.

Relevant Factsheets:

Key Parameters (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Minimum Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)

Tourist Accommodation

Cycle parking for tourist accommodation sites should be provided for:

- Visitors and employees for long stay

Tourist accommodation sites includes (but is not limited to) hotels, guesthouses, hostels and camp sites.

Cycle parking should meet the appropriate cycle parking standards in Edinburgh Design Guidance Section 2.4 and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

Employees

All employees should have access to **secure cycle parking**. This should be:

- Access-restricted (key, pass or code needed to access)
- Weather protected - essential
- Located within 50m of workplace entrance
- On same floor as main entrance or with cycle-friendly lift, if within building
- Located close to any changing / shower facilities

Cycle parking will be particularly appreciated by shift workers for whom public transport may not be available when shifts start/finish late at night or early in the morning.

Visitors (long stay – overnight)

Accommodation premises should provide access to **secure cycle parking** for visitors staying over night. This should be:

- Access-restricted (key, pass or code needed to access)
- Weather protected - essential
- Located within 50m of workplace entrance
- On same floor as the main entrance or with cycle-friendly lift, if within building

Visitors may arrive at accommodation in the evening. Ensure that cycle parking feels safe to access in hours of darkness.

Cycle parking for employees and visitors may be located in a secure car park if cycle users can trigger the barrier or or a gap of at least 1.5m to the side of the barrier is provided. This should be on the ground floor (or the floor where you enter the car park). Ramps should be within acceptable gradients (a max. 5%).

Relevant Factsheets:
Key Parameters (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Minimum Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)

Cycle Parking at Public Transport Stations and Stops

Cycle parking should be provided for:

- Public transport users and employees for long stay
- Public transport users and visitors for short stay

Cycle parking should meet the appropriate cycle parking standards in Edinburgh Design Guidance Section 2.4 and the design principles set out for short and long stay parking on pages 1-3 of this factsheet.

Cycle Parking at Bus Stops

Cycle parking at bus stops should be:

- Located within 25m of bus stop and on the same side of the road as the stop it is serving
- Preferably weather protected
- Overlooked with natural surveillance, and/or with CCTV

Cycle Parking at Tram Stops

Cycle parking at tram stops should be:

- Located within 25m of tram stop and preferably on both sides of tram tracks not in the middle island platform
- Preferably weather protected
- Overlooked with natural surveillance, and/or with CCTV
- Designed so that the most logical move away from the cycle parking is not along the tram tracks

Cycle Parking at Railway Stations and Bus Stations

Cycle parking at railway stations and bus stations should be:

- Located within 50m of main station entrance
- Overlooked with natural surveillance, and/or with CCTV
- Weather protected (not all needs to be, but essential that at least some covered spaces for long stay are provided)

At new bus or train stations with ticket barriers, a combination of short-stay easy-access parking (e.g. at the station entrance) and longer-stay more protected parking (platform side of ticket barriers) is ideal.

Two tier storage parking (see pg 32) may be used in combination with other parking option, to a total of 50% of all cycle parking spaces. Two tier parking is efficient where space is limited, however may discourage some cycle users.

Cycle parking located close to bus stop can attract good level of use at stops with high-frequency services

Atkins

Two tier parking used in combination with Sheffield stands

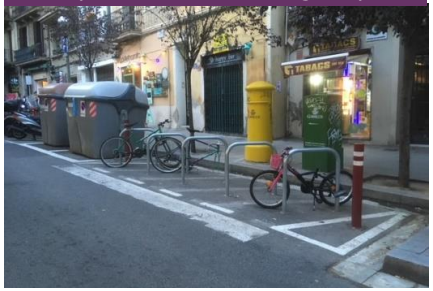
Atkins

Relevant Factsheets:

Key Parameters (C1)
Footway Widths (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
Footway Zones(P3)
Minimum Kerb Zone (F1)
Designing Inclusive Streets (P2)
De-cluttering Assessment (P7)
Bus Stops (PT2)

Sheffield Stands

Cycle stands on carriageway



Barcelona, Nazan Kocak

Sheffield stands on footway (parallel)

The City of Edinburgh Council

Custom (long) Sheffield stand for non-standard bikes

The City of Edinburgh Council

Key requirements and considerations

- Preferred location is on carriageway. Can also be located footway, but only where clear minimum footway widths are maintained (see overleaf), and off-street locations when covered.
- Made from brushed stainless steel or match the street furniture standards.
- Can be installed perpendicular, in echelon or in parallel, but should be oriented at right angles to any slopes.
- Stands on carriageway should have a bollard at both ends of the stand run to protect parked cycles from cars.
- Should contain reflecting banding and tapping rail to assist visually impaired people (at the end a perpendicular run, or on all if echelon/parallel).
- Should be an integral part of the footway or carriageway. Fixings should be a cored fixing into the footway/carriageway (see pg 25 for exceptions).
- On footways, should be placed in 'furniture zone' adjacent to the kerb. Occasionally they can be located at the back of the footway in "lee" of existing street furniture to avoid street clutter.
- Should not block pedestrian crossing or dropped kerbs, especially when provided parallel to kerb.
- Parallel stands could be used where recommended footway width cannot be maintained with perpendicular or echelon orientation.
- Parallel siting can replace the function of pedestrian guardrail in some places (except at school entrances). Consult **P5 Pedestrian Guardrail factsheet** before replacing any guardrail with stands.
- Visual impact can be reduced if placed between other items of street furniture, especially tree planting within an organised street furniture zone on-footway.
- Off-street units (eg located in car parks) should be weather protected (covered). For better protection and natural surveillance, three sides should be enclosed with transparent material. These units will have larger footprints.

Benefits

- Can be installed as a run with as many or as few stands as required at the location.
- End stand of the run can accommodate non-standard cycles.
- Can be oriented to suit location, space availability and street layout.
- Crossbar provided for smaller cycles.

Drawbacks

- When installed on carriageway, a TRO may be required as well as consultation with stakeholders.
- Can increase street clutter if installed inappropriately on footways.

Suitable for

Short stay parking:

- On carriageway
- On footway
- Off-street

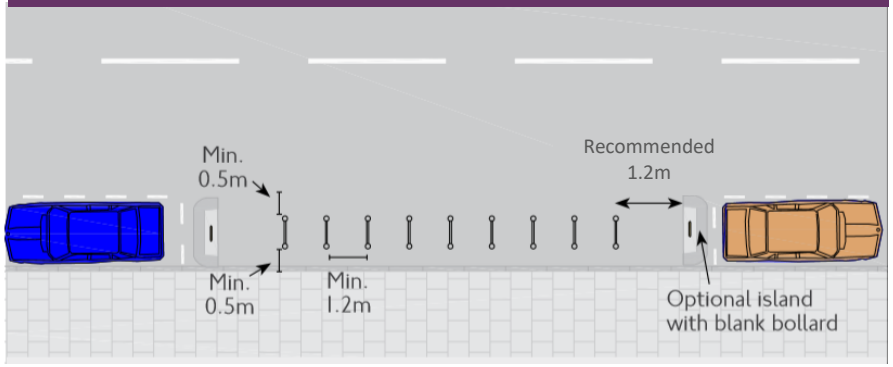
Long stay parking when used with covers and secured entry

Residential areas

Non-residential areas

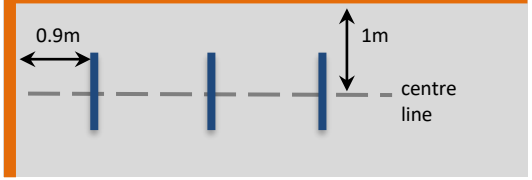
Sheffield Stands – Layout Options

In carriageway – perpendicular stands with bollards at each end of the run



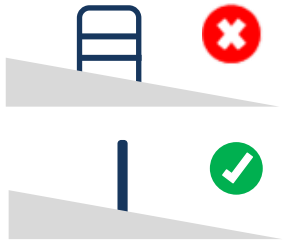
London Cycle Design Standards, 2016 (Edited)

Stands near building lines



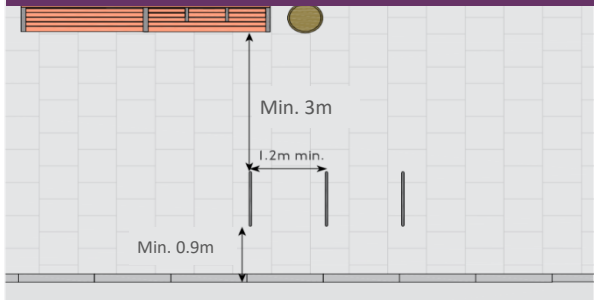
Stands should **preferably** be located on carriageway (perpendicular or echelon), with bollards at both ends of the run of stands.

Stands should be oriented at right angles to any slopes



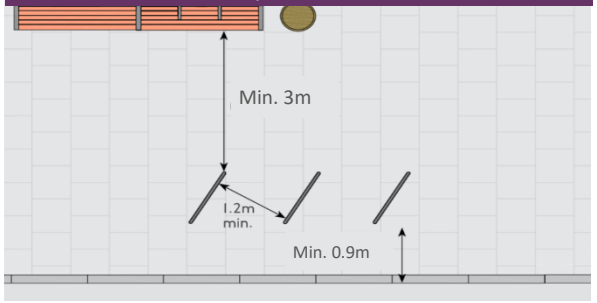
Stands can be located on wider footways on new development streets in the furniture zone without compromising the minimum desired footway widths (see P3 Footways).

On footway – perpendicular stands



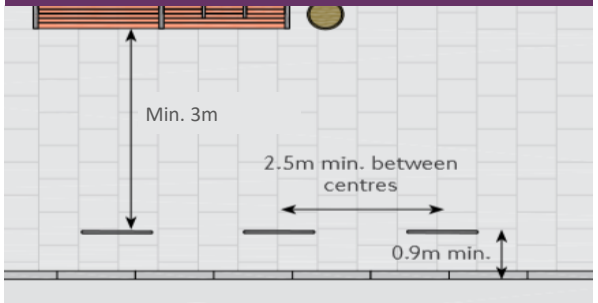
London Cycle Design Standards, 2016 (Edited)

On footway – echelon stands



London Cycle Design Standards, 2016 (Edited)

On footway – parallel stands



London Cycle Design Standards, 2016 (Edited)

When located on footways, **minimum clear footway width** should be **3m** on high streets, neighbourhood shopping streets and strategic streets; **2.5m** on employment streets, high density residential streets and secondary streets; and **2m** on other streets.

Where more then 2 units of longer Sheffield stands for non-standard bikes are present (see next page for details), minimum clear footway space should be measured from those stands.

Relevant Factsheets:

Key Parameters (C1)
Footways (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
De-cluttering Assessment (P7)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
Pedestrian Guardrail (P5)
Visibility (G6)

Sheffield Stands – Construction Details and Fixings

Standard Sheffield stands with a tapping rail should be built to the dimensions specified in the drawing to the right. For Sheffield stands designed for use by longer, non-standard cycles, the length of the stand should be increased to 1.5m.

Stand shall be fabricated from Grade 304 dull polished stainless steel or from mild steel, galvanized to BS EN ISO 1461:2009.

All joints shall be continuously welded with a minimum throat thickness of 5mm.

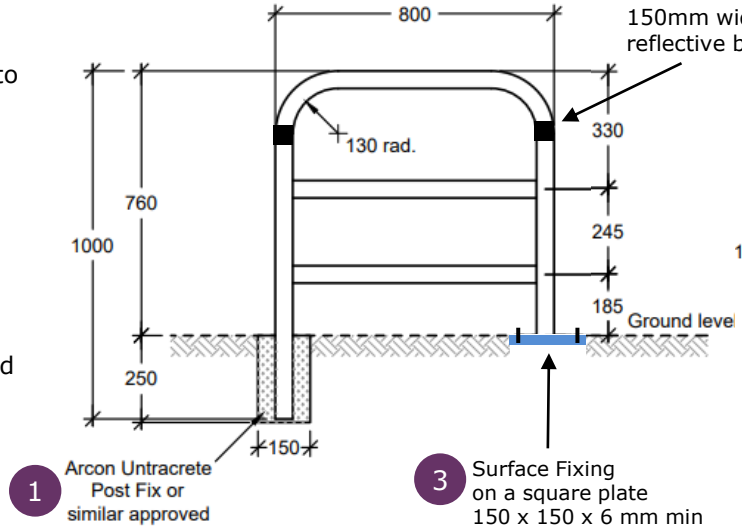
To assist visually impaired people, stands should have 150mm wide contrasting colour banding, used on TRANSPORT SS bollards by Furnitubes or similar approved.

It is preferred that stands are installed using a core fixing (1).

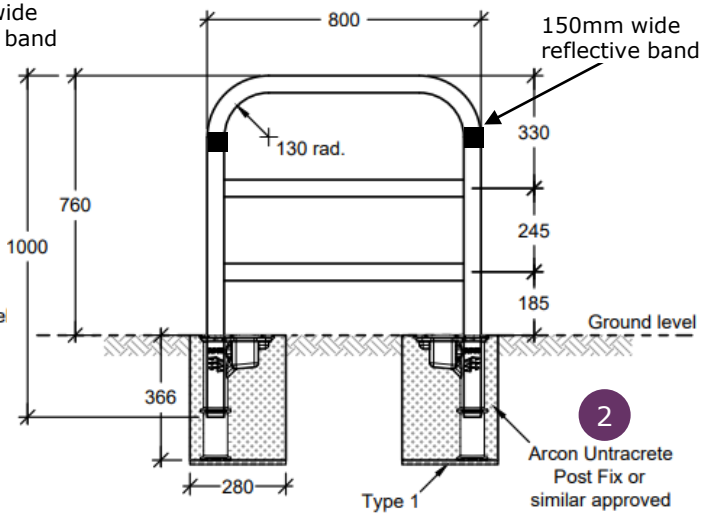
Retention sockets (2) are most appropriate for locations where cycle parking is temporary or seasonal, or where the cycle parking may need to be removed to allow street activities.

Foundations (1,2) shall be 150mm Ø Arcon Ultracrete Post Fix or similar approved.

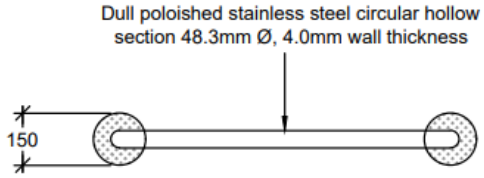
Surface fixing (3) is permittable only in exceptional circumstances where utilities in the ground do not allow core fixing or retention sockets.



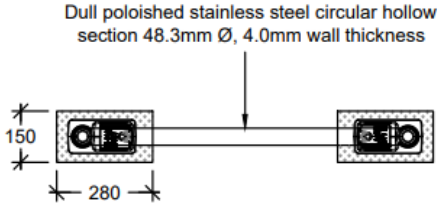
ELEVATION



ELEVATION



PLAN



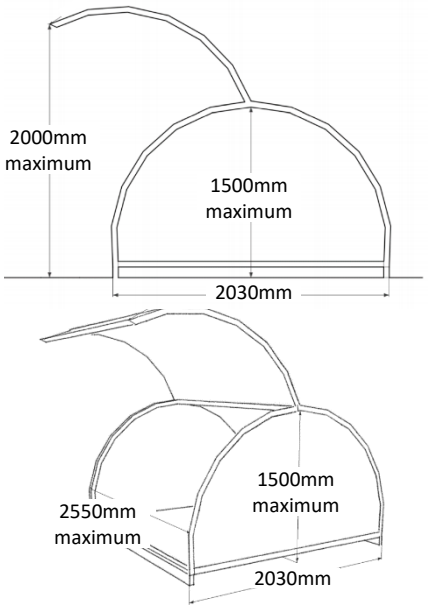
PLAN

Hinge Top Units

Hinge top units

The City of Edinburgh Council

Dimensions of a standard hinge top unit



Key requirements and considerations

- For hinge-top units retrofitted into the street, agreement in advance must be made with the Active Travel team. All Council-installed hinge-top units must be part of the Council's ongoing contract for the maintenance and running of secure on-street cycle parking hangars.
- Employers may retrofit hinge-top units into their private car parks (not onto public carriageway) but will be responsible for managing these units, not CEC.
- A standard unit fits 6 bicycles and it preferred that two units are provided at each location facing each other 'hub-style', as long as a 2 metre gap between units can be provided. See next page for standard layout.
- Where clear footway width for the street type can be maintained (see overleaf), access may be provided from the footway.
- Location should be overlooked (preferably from main windows) by the destination served, to deter theft or vandalism. If possible, position units by wall or hedge to avoid interfering with views from main windows.
- Units shall be securely fixed to the carriageway. Avoid units jutting out beyond line of parking into the carriageway. Units should not be removed or placed on green space.
- Where possible avoid siting near frontages of listed buildings; ideally find a non-listed building in the same street or a building obscured by a front wall/hedge.

Benefits

- Provides secure and dry cycle parking for users. Suitable for long term cycle parking.
- Can be installed on carriageway or in designated areas to avoid obstructing footways.
- Can accommodate larger cycle types.
- Can be combined with other infrastructure such as on-street bin stores to make more efficient use of allocated road space.

Drawbacks

- Can have a large footprint per cycle.
- Could be subject to vandalism or inappropriate use. Require management and maintenance.
- Cannot be placed on private land. TROs may be required when locating on carriageway.

Suitable for

Long stay cycle parking on carriageway

Residential areas

Non-residential areas

Not permitted for

Short stay cycle parking on footways

On new streets and/or any adopted areas within new developments

Hinge Top Units – Layouts

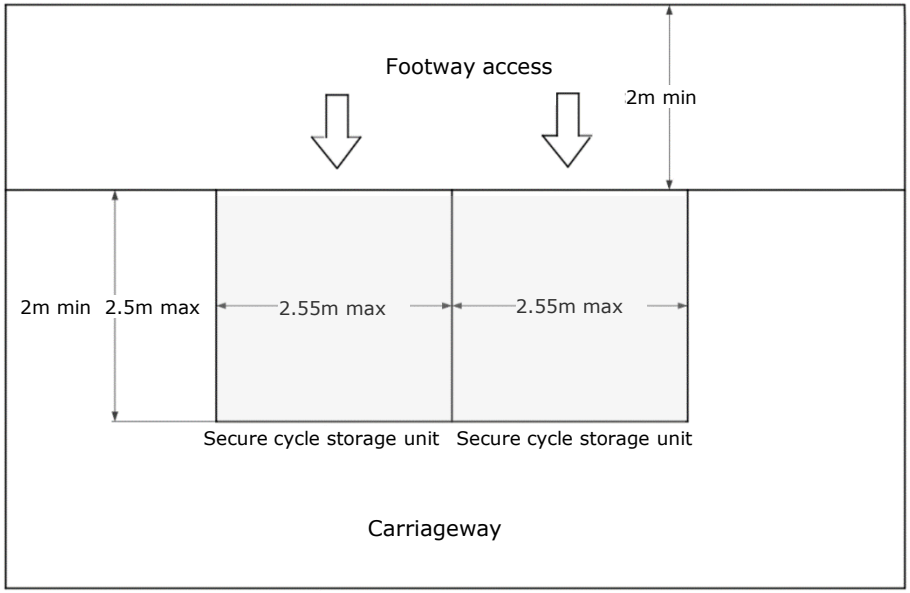
It is preferred that two hinge top units are provided at each location.

The preferred layout is face to face 'hub-style', as long as a gap of 2 metres between units is provided.

If face to face is not possible, access to the units may be provided from the footway, providing the following minimum footway widths similar to Sheffield stands in page 24 are maintained. **Minimum clear footway width** should be **3m** on high streets, neighbourhood shopping streets and strategic streets; **2.5m** on employment streets, high density residential streets and secondary streets; and **2m** on other streets.

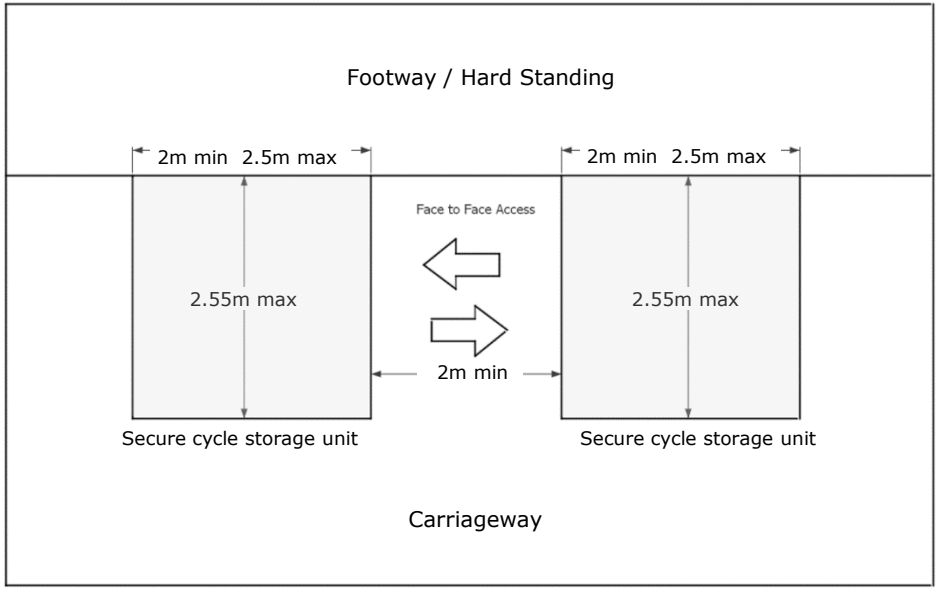
If clear footway width cannot be not maintained, access to the unit from the carriageway may be acceptable but only in exceptional circumstances, where road safety has been carefully considered.

Access from the footway – standard layout



The City of Edinburgh Council

'Hub style' (face to face) – standard layout



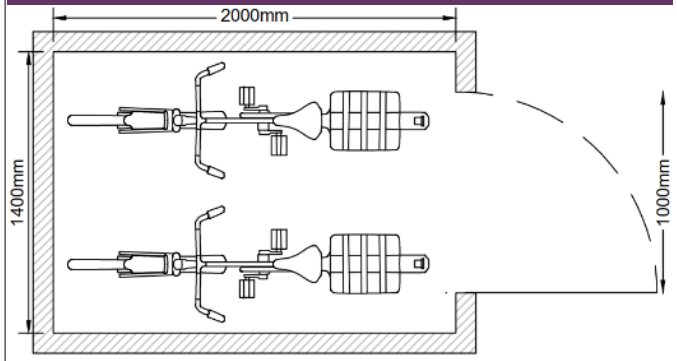
The City of Edinburgh Council

Relevant Factsheets:

Key Parameters (C1)
Footway and Zones (P3)
Street Furniture (F1)
Pedestrian Desire Lines (P2)
De-cluttering Assessment (P7)
Reduced Clear Kerb Zone (F1)
Designing Inclusive Streets (P2)
Pedestrian Guardrail (P5)
Visibility (G6)

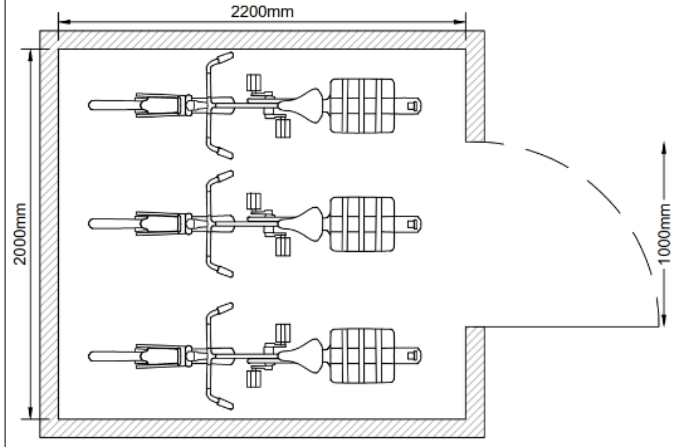
Standalone Storage Units

Standalone storage units: two cycles



DWG Ref: 5145925-CP-DR-C-0002

Standalone storage units: three cycles



DWG Ref: 5145925-CP-DR-C-0002

Key requirements and considerations

- Large enough to accommodate demand.
- Can be accommodated within the main dwelling, such as in the porch or as a unit in the garden. Note additional permissions may be required in front gardens, particularly for listed buildings or in conservation areas.
- All facilities should be lockable.
- Green roofs should be considered as part of the development's sustainable rainwater management strategy.
- At least 20% of cycle parking, particularly in new developments, should be able to accommodate non-standard bikes, such as adapted bikes, tandems, cargo bikes and bike trailers.
- Could include two tier parking in certain situations (see pg 32 for details).

Benefits

- Secure, long term storage of cycles.
- Convenient, off-street location for users.
- Potential for multiple bicycle storage.
- Reduces on-street storage, so reduces clutter.
- May also be used for storing mobility scooters, scooters and trailers.

Drawbacks

- Large units, so only suitable where these is space to include them (i.e. more suited in new developments).
- Relatively expensive to construct.

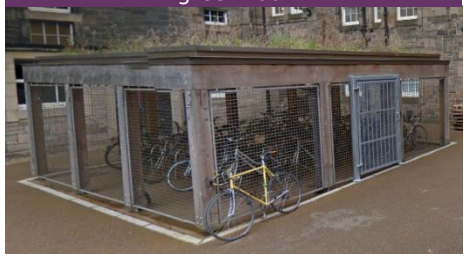
Suitable for

Off-street long stay parking

Residential developments

Offices

Large standalone storage unit with green roof



Cycle parking at the University of Edinburgh (Google Maps, 2016)

Not permitted for

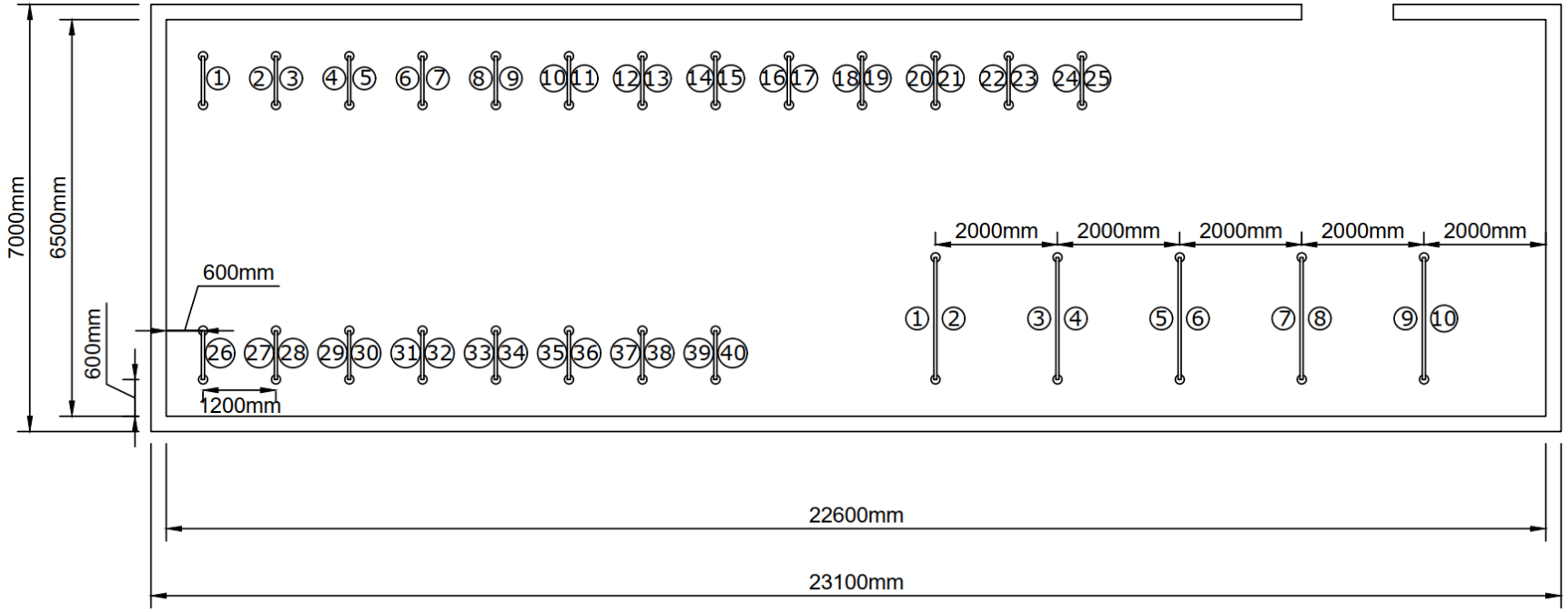
Short stay parking on footways

On new streets and/or any adopted areas within new developments

Standalone Storage Units – Layout for Larger Units

The diagram below is provided as a guide for a larger standalone storage unit, with the required dimensions to sufficiently store 50 bikes on Sheffield stands and 10 non-standard bikes on custom Sheffield stands.

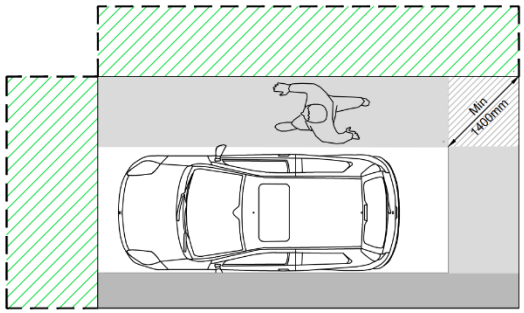
Alternative or bespoke proposals need to meet the considerations discussed in the previous pages.



DWG Ref: 5145925-CP-DR-C-0001 P02

Garages

Garage standard dimensions



Minimum dimensions of garage 3300mm x 6000mm

Circulation space (minimum width 1000mm) to allow cyclist pushing bicycle past parked vehicles

Area allocated to allow vehicle door opening (maximum 450mm)

Minimum circulation space required allow access to cycles without need to remove vehicle

Area which could be used for the storage of cycles

DWG Ref: 5145925-CP-DR-C-0003

Key requirements and considerations

- Minimum dimensions of 3.3m x 6m for single vehicle garage.
- Cycle storage corridor of 0.65m (1 bicycle) to 0.75m (2 bicycles) parallel to vehicle or 1.0m added to length where width is constrained.
- Secured with Mortice lock.

Benefits

- Secure, long term storage of cycles.
- Convenient, off-street location for users.
- Potential for multiple bicycle storage.
- Reduces on-street storage, so reduces clutter.

Drawbacks

- Large units, so only suitable where these is space to include them such as new developments.
- Relatively expensive to construct.

Suitable for

Long stay cycle parking:

- Off-street

Residential buildings

Garage blocks

Not preferred for

Short stay cycle parking

Locations with limited space

Storage Cages

Cages within communal area assigned to individual dwellings

Cycle parking guide for new residential developments (2010), Cambridge Council

Key requirements and considerations

- Should be convenient and attractive to encourage use.
- Inappropriate placement can see bikes left in public areas with less security and negative impact on the public realm.

Benefits

- Secure, long term storage of cycles.
- Convenient, off-street location for users.
- Potential for multiple bicycle storage.
- Reduces on-street storage, so reduces clutter.
- Can be retrofitted into existing spaces and buildings.

Drawbacks

- Large units, so only suitable where there is building space to include them.

Suitable for

Off-street locations

Residential developments

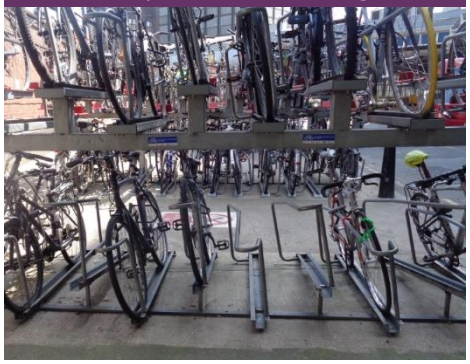
Offices

Not preferred for

On-street locations

Two Tier Storage

Example of two tier storage



Atkins

Edinburgh University bike storage, Emma Crowther

Key requirements and considerations

- Should be provided along with more lower level cycle parking facilities to cater for users who may have difficulty with the two tier system.
- Due to the future maintenance requirement of two tier racks relative to Sheffield stands, for new developments providing <50 storage spaces, these should all be provided as single-storey Sheffield stands. Where >50 bikes on Sheffield stands are required, at least 50% of the capacity should be met by single storey racks.
- Two tier racks should only be used in combination with other cycle parking types. No more than a maximum of 50% of cycle parking at a location should be two tier storage.
- Instructions on their safe operation should be visible to all users.
- Clear space for the cycle to be wheeled (rather than lifted) onto the ramp.
- Reasonable horizontal and vertical spacing to allow access for locating and locking cycles easily.
- Should be in line with Cycling by Design standards stated in section 6.2.

Benefits

- High density storage.
- Enables secure, long term storage.

Drawbacks

- Not as secure as lockers or cages.
- More difficult for users to operate.
- Often not suitable for non-standard cycles.

Suitable for

Off-street long stay cycle parking

Areas of high demand

Transport interchanges

Constrained space locations

Not preferred for

Short stay cycle parking on street

Retail establishments

Portable Rack Units for assessing cycle parking demand

Car shaped cycle racks

Malmo, Nazan Kocak

Portable cycle racks for assessing demand

Katowice, Nazan Kocak

Key requirements and considerations

- When located on carriageways, experimental TRO can be used to assess cycle parking demand at locations.
- 0.45m minimum clear width should be provided between any part of parked cycle and carriageway.
- Minimum clear width should be provided between any part of parked cycle and rear of footway (see Sheffield Stands page 24 for required widths).
- The colour should be sympathetic to local environment, usually black or stainless steel.

Benefits

- Offers a visual demonstration of cycling efficiencies over driving.
- High capacity single units.
- Can be used to respond to short term spikes in demand – festivals, events, seasonal demand, etc.
- Experimental TRO can be used for their temporary installations.
- Easy to move or relocate.
- Straightforward for users.

Drawbacks

- TRO is needed for permanent installation.
- The units may require more space than other options and lack flexibility of shape.
- The units are less secure if they are not cored into the ground.
- The size and aesthetic of the units may make them inappropriate in visually sensitive areas such as the World Heritage Site.

Suitable for

Short stay cycle parking:

- On carriageway

High demand locations

Short term demand (e.g. festivals)

Locations with space

Long stay cycle parking to assess demand:

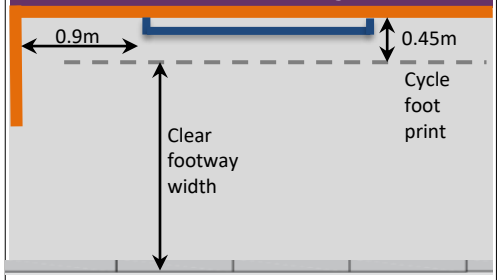
- On carriageway in shopping and employment streets

Not preferred for

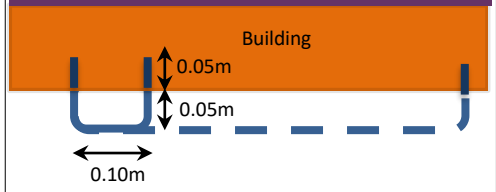
Locations with limited space

Wall Bars and Loops

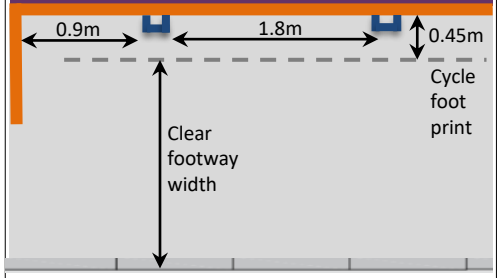
Wall bars near building lines



Wall fitting of bars or loops



Wall loops near building lines



Key requirements and considerations

- Made from brushed stainless steel or match the street furniture standards.
- Suitable if property owner owns the building but not the land around it.
- Specific consent is required for use on protected buildings.
- **Minimum clear footway width** should be **3m** on high streets, neighbourhood shopping streets and strategic streets; **2.5m** on employment streets, high density residential streets and secondary streets; and **2m** on other streets.
- Wall Bars (and Loops) will be installed at 0.75m height to avoid confusion with pedestrian handrails.
- should not be installed in locations where pedestrian handrails may be required
- should not obstruct possible desire line of a blind or partially sited pedestrian

Benefits

- Makes use of existing streetscape.
- Low cost and easy to install.

Drawbacks

- Less secure if it doesn't allow both cycle wheel and frame to be locked together
- May not be suitable for non-standard cycles.
- Can increase street clutter.
- Can be unsightly if installed inappropriately, especially on historic buildings. Listed building consent will be required for extensions or additions to listed buildings. Planning permission may also be required, depending on the proposal. It is strongly advised that specialist advice be sought prior to carrying out any works to a listed building.
- Only appropriate for short term storage.

Suitable for

Short stay cycle parking on footway

Not suitable for

Long stay cycle parking

New Developments unless they are part of the building design and kept within the building line

Wall bars in front of a shop

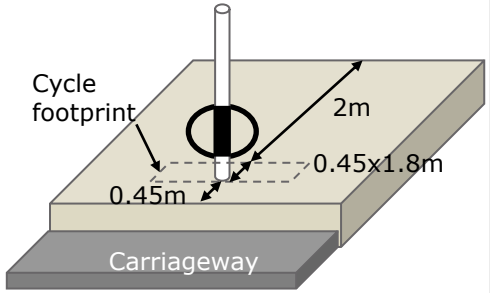
Nazan Kocak

Cycle Parking Hoops on Poles

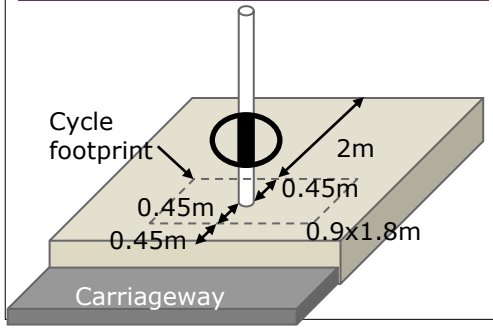
Cycle Parking Hoop

The City of Edinburgh Council

Single sided hoop layout



Double sided hoop layout



Key requirements and considerations

The key requirements and considerations for this option are:

- The colour should match the street furniture standards, in general powder coated black is preferred for cycle hoops.
- The hoop diameter should be circa 0.4m.
- The fixing for signage poles should have a diameter of 0.76m.
- The hoops should be fitted to existing sign posts and bollards. Appropriate permission must be gained from CEC before installing hoops on existing infrastructure.
- The fixing should be cylindrical and be fixed with secure or shearing nuts.
- Cycle hoops can be provided in a single or double sided arrangement.
- A 0.45m x 1.8m footprint should be allowed for per cycle.
- **Minimum clear footway width** should be **3m** on high streets, neighbourhood shopping streets and strategic streets; **2.5m** on employment streets, high density residential streets and secondary streets; and **2m** on other streets.
- Minimum clearance of 0.45m should be provided to the edge of the kerb from the front of the cycle footprint.
- Places where on street car parking is allowed, single sided hoops should be used.
- They should not be installed adjacent to designated disabled bays.

Benefits

- Easy, quick and inexpensive to install.
- Makes use of existing street furniture.
- Less visually intrusive design.

Drawbacks

- Can increase street clutter if there is a high concentration of cycle hoops.
- Inappropriate installation can damage existing infrastructure.
- Less secure.
- Not appropriate for long term parking.

Suitable for

Short stay parking

Visually sensitive areas because hoops are less intrusive within the streetscape

Not suitable for

Long stay cycle parking

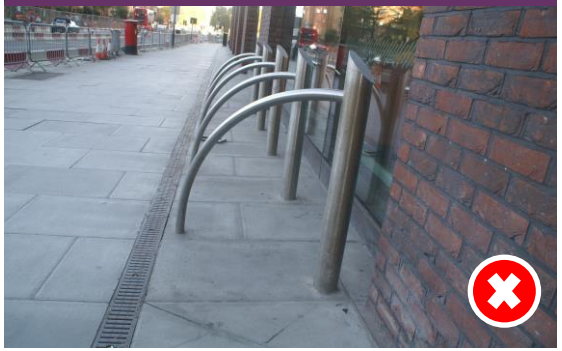
Non-standard cycles

New Developments

Unsuitable Cycle Parking Examples

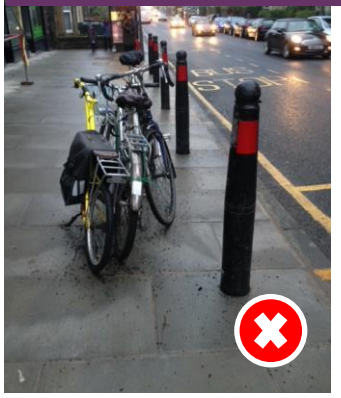
The Council will not approve non-standard units, layouts or sittings of cycle parking when they are retro-fitted on existing streets or provided in new developments if they are deemed as not fit-for-purpose and/or comply with the requirements of this factsheet. Some of such examples are illustrated here.

Too close to building line



John Parkin

Causing street clutter and obstruction



Nazan Kocak

Nazan Kocak

Near the shop entrance but too close to building line and no tapping rail

John Parkin

Sub-standard racks don't support bikes

Nazan Kocak

Wheel benders

Nazan Kocak

Image References

Short and Long Stay Parking
All images: The City of Edinburgh Council

Cycle Parking Options for Short Stay
Cycle parking on carriageway: Barcelona, Nazan Kocak
Cycle parking in car space: The City of Edinburgh Council
Short stay cycle parking in tree planting zone: Umea, Nazan Kocak

Cycle Parking Options for Long Stay
All images: Nazan Kocak

Residential Cycle Parking for Flats
All images: Nazan Kocak

Residential Cycle Parking for Houses
Cycle parking on footway: Atkins
Cycle parking area in a garage or driveway: The City of Edinburgh Council

Educational Institutions
Scoter parking: The City of Edinburgh Council
The university of Edinburgh cycle parking: Emma Crowther, Edinburgh University

Retail Establishments
Cycle parking outside shopping centre: Atkins
Off-street parking: The City of Edinburgh Council
Cycle parking on ground floor of car park: Atkins

Work Places
Secure parking for both cycles and cars: Cycle parking guide for new residential developments (2010), Cambridge Council
Dedicated secure parking: Atkins
Access controlled and stand-alone storage unit: Atkins

Health Related Destinations
All images: Atkins

Community Destinations
All images: The City of Edinburgh Council

Cycle Parking at Public Transport Stations and Bus Stops
All images: Atkins

Sheffield Stands
Cycle stands on carriageway: Barcelona, Nazan Kocak
Cycle stands on footway : The City of Edinburgh Council
Custom made stands for non-standard bikes: The City of Edinburgh Council
Layout options (edited): Transport for London: London Cycling Design Standards 2016 [ONLINE]. Available at: https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-2 [Accessed 02 February 2017]

Hing Top Units
All images: The City of Edinburgh Council

Standalone Storage unit
Image: Google Maps [ONLINE]. Available at: https://goo.gl/maps/jxrMno7bZ24YAMFB9 [Accessed 19 July 2021]

Storage Cages
Image 1: Cycle parking guide for new residential developments (2010), Cambridge Council. Available at: https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf [Accessed 19 July 2021]

Portable Rack Units
All images: Nazan Kocak

Two Tier storage
Image 1: Atkins
Image 2: Emma Crowther, Edinburgh University

Wall Bars and Loops
Wall bar: Nazan Kocak

Cycle Hoops on Poles
Cycle hoop: The City of Edinburgh Council

Unsuitable Cycle Parking
Image 1-2: John Parkin
Image 3-6: Nazan Kocak

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