

C7 – Cycle Parking

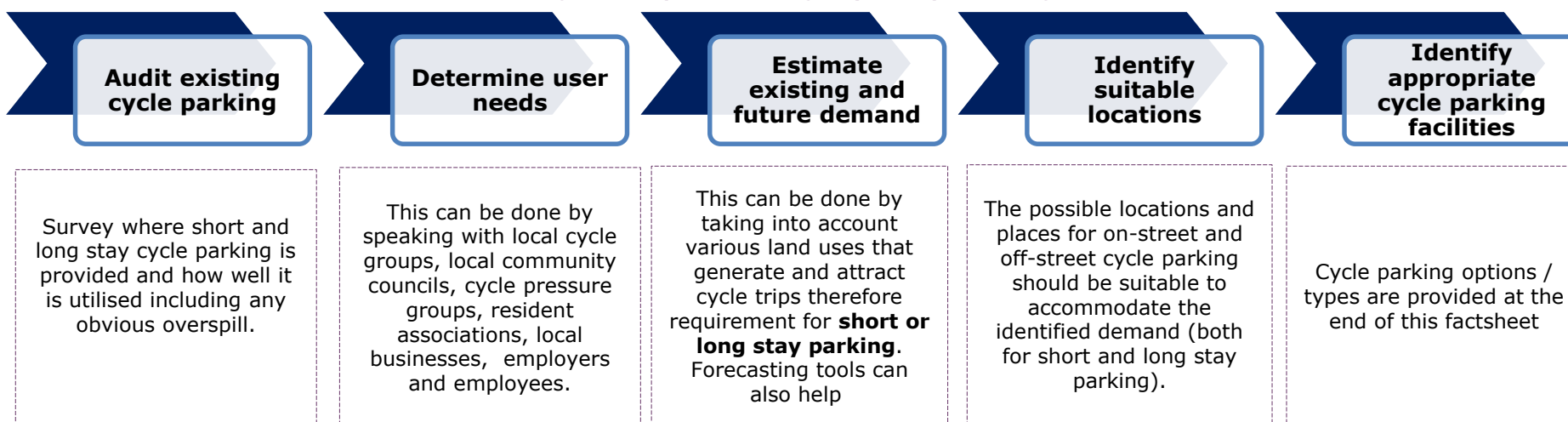
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Retro-fitting Cycle Parking

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.

Process to follow when assessing and providing cycle parking



Guidance is provided for identifying suitable locations for street types and uses listed below:

1. High streets – including town centres and neighbourhood shopping streets
2. Residential streets – in high and medium density residential areas
3. Employment streets / workplaces – including industrial areas
4. Community destinations – including libraries, museums, GP surgeries, sports centres, parks etc.
5. Educational institutions – including nurseries, primary and high schools, higher education etc.
6. Public transport hubs, stations and stops

Relevant Factsheets:

Footways (P3)

Street Furniture Layout (F1)

Designing Inclusive Streets (P2)

Minimising Street Clutter (P8)

Short and Long Stay Cycle Parking – Design Principles

This sheet provides general design principles for providing short and long stay cycle parking in existing streets. It should be used as an accompanying sheet for all street types and for individual land use types as described 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 etc.

To be effective, short stay cycle parking should:

- ❑ Be near destination entrances and more convenient than nearby car parking spaces.
- ❑ Be easy to use (no lifting or dragging), well sited, overlooked and lit.
- ❑ Not block or obstruct pedestrian movements and desire lines and vehicle access.
- ❑ Accommodate non-standard bicycles, particularly where 10 or more spaces are provided.
- ❑ Allow at least one wheel and frame to be locked.
- ❑ Minimise visual impact on surroundings and well integrated with public realms, especially in **Conservation areas and the World Heritage site**.
- ❑ Should not present an obstruction to mobility or visually impaired users.

Short stay cycle parking on footway



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Long stay cycle parking

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

To be effective, long stay cycle parking should:

- ❑ Include the principles set out above for short stay parking.
- ❑ Be secure (access controlled) and weather protected (covered).
- ❑ Be accessible for those with mobility impairments and include allowances for adapted or non-standard bikes.

Long stay cycle parking on carriageway



The City of Edinburgh Council

Short stay cycle parking			Long stay cycle parking	
Location	Preference	Type	Preference	Type
On carriageway	Most preferred where space within building curtilage not available	<ul style="list-style-type: none"> • Sheffield stands • Car-shaped stands or similar for temporary use 	Acceptable if off-street space unavailable	<ul style="list-style-type: none"> • Hinge top units • Roll top units • Individual lockers
On footway	Should be avoided. If used, minimum clear footway widths need to be maintained	<ul style="list-style-type: none"> • Sheffield stands • Cycle hoops and wall bars (for narrow footways) 	Not permitted	n/a
Off-street	Preferred for large premises with external space within curtilage e.g. schools, health centres, supermarkets and large employers	<ul style="list-style-type: none"> • Sheffield stands (covered) 	Most preferred	<ul style="list-style-type: none"> • Individual Lockers • Standalone storage units • Storage cages • Two-tier parking (only in constrained areas)

Cycle Parking on Carriageway (incl. Build outs) - Design Principles

Considerations	Short Stay <i>Sheffield stands</i>	Long Stay <i>Hinge and Roll top units, Individual lockers</i>
How many spaces?	Separate demand assessment required – see separate guidance.	
How many spaces per individual location?	2-20 spaces per location	Depends on demand assessment
	Provide at least 1 rack for non-standard bicycles, particularly where 10 or more spaces are provided	
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 if it cannot be located 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 if it cannot be located within the curtilage
Where to site?	As close as possible to junctions and crossings for accessibility, whilst maintaining visibilities required by the ESDG In “lee” (shelter) of existing footway buildouts and refuse bins. In converted car parking spaces on streets where car parking is permitted at all times Within new kerb buildouts	
	In “lee” (shelter) of central refuges, including signal-controlled crossings, where these refuges are at least 2.5m wide	Centre of road in converted parking spaces, where car parking is already permitted
Where not to site?	Within 10m of signal-controlled junction stop line or crossing Within 20m of bus stop and within 2m of bus boarders to avoid obstructing access or egress onto buses Utility access points Visibility splays at junctions Pedestrian movement and desire lines Waste and recycling collection access points Streets with 30 mph speed limit or above without a full footway build out	
How to make sure access/egress is safe and convenient?	Site adjacent to a kerb Where sited in centre of the road adjacent to a refuge, consider removing guard railing to permit direct access from cycle parking to refuge Where sited in centre of road in converted car parking space, select a car parking space adjacent to formal or informal crossing point.	Site parking adjacent to a kerb

Relevant Factsheets:

Designing Inclusive Streets (P2)

Street Furniture Layout (F1)

Equality Rights Impact Assessment (P2)

Minimising Street Clutter (P8)

Footways (P3)

Cycle Parking on Footways - Design Principles

Considerations	Short Stay <i>Sheffield stands</i>	Long Stay
How many spaces?	Separate demand assessment required – see separate guidance.	Not permitted
How many spaces per individual location?	2-10 spaces per location Provide at least 1 rack for non-standard bicycles, particularly where 10 or more spaces are provided	
How many locations per length of street?	On shopping streets – every 100-150m Elsewhere – adjacent to key trip generators but only if parking cannot be located within the building curtilage.	
Where to site?	Footways, providing the following effective widths can be maintained: <ul style="list-style-type: none"> • Strategic priority shopping / town centre streets: 3m • High density employment and residential / neighborhood shopping streets: 2.5m • Other streets: 2m As close as possible to junctions and crossings to maximise accessibility, whilst maintaining visibilities required by the ESDG In line 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 kerb buildouts (other than bus boarders) and very wide sections of footway in the “lee” of buildings are ideal locations	
Where not to site?	Where an effective clear footway width cannot be maintained for the street type in question Out of alignment with existing street furniture On pedestrian desire lines and crossings (or within 3m of tactile paving, at the closest point). At bus stops to avoid obstructing passenger access or egress On utility access points In visibility splays at junctions Where seasonal temporary street furniture is located e.g. dining facilities outside cafes At waste and recycling units access points Near loading spaces to avoid door openings and access points for goods vehicles	

Relevant Factsheets:

Designing Inclusive Streets (P2)
Street Furniture Layout (F1)

Equality Rights Impact Assessment (P2)
Minimising Street Clutter (P8)

Footways (P3)

Cycle Parking Off-street Design Principles

Considerations	Short Stay <i>Sheffield stands (covered)</i>	Long Stay <i>Individual Lockers, Standalone storage units, Storage cages, Two-tier parking (only in constrained areas)</i>
How many spaces?	Separate demand assessment required – see separate guidance.	
How many spaces per individual location?	Depends on visitor and employee numbers but for retail minimum 1 customer and 1 employee space should be provided.	
How many locations per length of street?	At every trip generator - should be located within the building curtilage.	
	As close as possible to main entrance to premises where above is not possible.	
Where to site?	Within the curtilage of premises (communal areas) or car parking places. Near entrances and more convenient than nearby car parking spaces. Overlooked and lit places Visual impact of facility should be considered and minimised.	
		Secure places where access can be controlled for security.
Where not to site?	Not easy to access places requiring lifting or dragging On pedestrian desire lines and crossings On utility access points At waste and recycling units access points Near loading spaces to avoid door openings and access points for deliveries	

Relevant Factsheets:

Designing Inclusive Streets (P2)
Street Furniture Layout (F1)

Equality Rights Impact Assessment (P2)
Minimising Street Clutter (P8)

Footways (P3)

C7 - Cycle Parking – Retro-fitting Cycle Parking

Factsheet

Cycle Parking in High Street, Town Centre and Neighbourhood Shopping St.

Likely users of cycle parking

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

Location and cycle parking option in order of preference

Location	Short stay	Long stay
On carriageway	<ul style="list-style-type: none"> • Sheffield stands • Car shaped stands or similar for temporary use 	<ul style="list-style-type: none"> • Hinge top • Roll top • Individual lockers
On footway	<ul style="list-style-type: none"> • Sheffield stands 	n/a
Off-street	<ul style="list-style-type: none"> • Sheffield stands (covered) 	<ul style="list-style-type: none"> • Individual Lockers • Standalone storage units • Storage cages



On-carriageway (or build out) cycle parking

- Where car parking is permitted 24/7, allocate 1-2 car parking places per location for cycle parking stands.
- Where on street parking is not permitted, locate cycle parking for short stay (1) and long stay (2) on side streets nearer to the shopping street.
- Stands on build outs (3) should be well sited to avoid pedestrian desire lines and crossings.
- Accommodate non-standard bicycles, particularly where 10 or more spaces are provided.

Footway cycle parking

- Only locate Sheffield stands (4) in perpendicular or echelon formation where clear footway width of 3m (busy) and 2.5m (less busy) in shopping streets is achievable.
- Stands (5) near building lines should be avoided unless in the "lee" of buildings or inline with permanent street furniture. They can be sited parallel to kerb (6) at busy building entrances or narrower footways.
- Stands should be 3m from bus stops (6) and dropped kerbs and not obstruct loading bays (7).
- Long stay cycle parking (8) should not be located on main shopping streets and can only be located on side street footways if clear footway width of 3m is achievable.

Off-street cycle parking

- Access controlled long stay cycle parking for employees (and residents) can be located in car parking places (9) and front or back gardens /communal areas (10).
- Sheffield stands (preferably covered) can be provided for short stay parking for shoppers / visitors (9) (11)
- Where this is not possible, they can be located on side street carriageway (or build out) (2) or footway (8) if clear footway width of 3m is achievable.

Relevant Factsheets:

Designing Inclusive Streets (P2)
Street Furniture Layout (F1)

Equality Rights Impact Assessment (P2)
Minimising Street Clutter (P8)

Footways (P3)
Cycle Parking Options (types)

Cycle Parking in High / Medium Density Residential Streets

Likely users of cycle parking

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

Location and cycle parking option in order of preference

Location	Short stay	Long stay
Off-street	<ul style="list-style-type: none"> • Sheffield stands (covered) 	<ul style="list-style-type: none"> • Individual Lockers • Standalone storage units • Storage cages
On carriageway	<ul style="list-style-type: none"> • Sheffield stands • Car shaped stands or similar for temporary use for assessing demand 	<ul style="list-style-type: none"> • Hinge top • Roll top • Individual lockers
On footway	<ul style="list-style-type: none"> • Sheffield stands 	n/a



Off-street cycle parking

- Access controlled long stay cycle parking for residents can be located in car parking places (1), front or back gardens (2) or other communal areas.
- Short stay cycle parking for visitors can be located in the same areas but without access control (3).

On-carriageway (or build out) cycle parking

- Where car parking is permitted 24/7 on street, locate long stay cycle parking on carriageway (4) (5) (6) or build out (7).
- Short stay cycle parking stands on carriageway (8) or build out (9).
- Where on street parking is not permitted, locate cycle parking on side street carriageway (6) or build out (7) (11).
- Cycle parking on build outs (3) should be well sited to avoid pedestrian desire lines and crossings.

Footway cycle parking

- Short stay visitor parking stands can be located on the footway if a clear footway width of 2.5m (high density) and 2m (medium density) on residential streets is maintained.
 - Stands can be sited parallel to kerb (12) on narrower footways but still need to achieve minimum clear footway widths.
- Stands should be 3m from bus stops and dropped kerbs and not obstruct loading bays.

Relevant Factsheets:

Designing Inclusive Streets (P2)
Street Furniture Layout (F1)

Equality Rights Impact Assessment (P2)
Minimising Street Clutter (P8)

Footways (P3)
Cycle Parking Options (types)

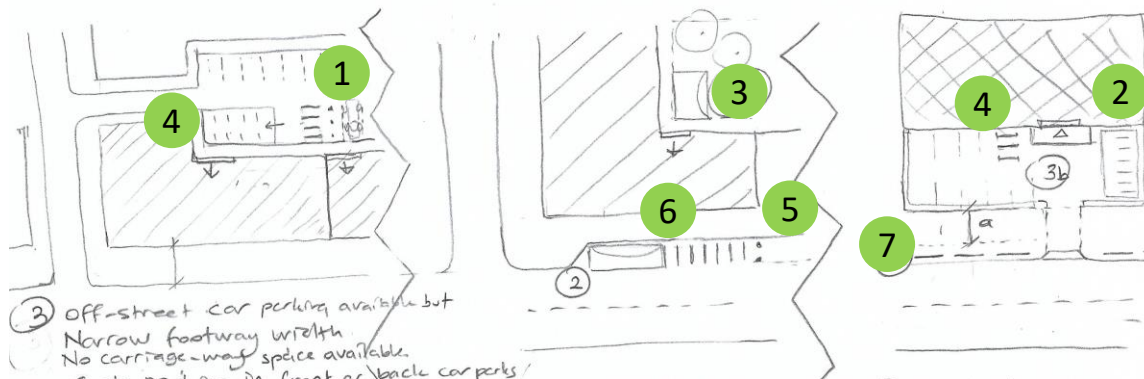
Cycle Parking for Community Destinations

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 and cycle parking option in order of preference

Location	Short stay	Long stay
Off-street	<ul style="list-style-type: none"> • Sheffield stands (preferably covered) 	<ul style="list-style-type: none"> • Individual Lockers • Standalone storage units • Storage cages
On carriageway	<ul style="list-style-type: none"> • Sheffield stands • Car shaped stands or similar for temporary use for assessing demand 	<ul style="list-style-type: none"> • Sheffield stands • Hinge top • Roll top • Individual lockers
On footway	<ul style="list-style-type: none"> • Sheffield stands 	<ul style="list-style-type: none"> • Sheffield stands



<p>Off-street cycle parking</p> <ul style="list-style-type: none"> • Access controlled long stay cycle parking for employees can be located in car parking places (1), front (2) or gardens (3) or other communal areas. • Short stay cycle parking for visitors should also be located in same areas near entrances but, for ease of use, without access control (4). 	<p>On-carriageway (or build out) cycle parking</p> <ul style="list-style-type: none"> • Where off-street cycle parking is not possible and car parking is permitted 24/7 on street, locate Sheffield stands for long and short stay parking on carriageway (5) (6) or on a build out. • Where on street parking is not permitted, locate cycle parking on side street carriageway or a build out within 50m. • Cycle parking on build outs should not hinder pedestrian desire lines and crossings. 	<p>Footway cycle parking</p> <ul style="list-style-type: none"> • Short and long stay cycle parking can be located on the footway if a clear footway width of 3m (strategic streets), 2.5m (secondary) and of 2m on all other streets is maintained. • Should be 3m from bus stops and dropped kerbs. • Stands near building line should be avoided unless in the "lee" of buildings or inline with permanent street furniture. • Can be sited parallel to kerb (7) on narrower footways but not obstruct parking / loading bays and seasonal street furniture, where minimum clear footway widths are maintained.
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Relevant Factsheets:

Designing Inclusive Streets (P2)
Street Furniture Layout (F1)

Equality Rights Impact Assessment (P2)
Minimising Street Clutter (P8)

Footways (P3)
Cycle Parking Options (types)

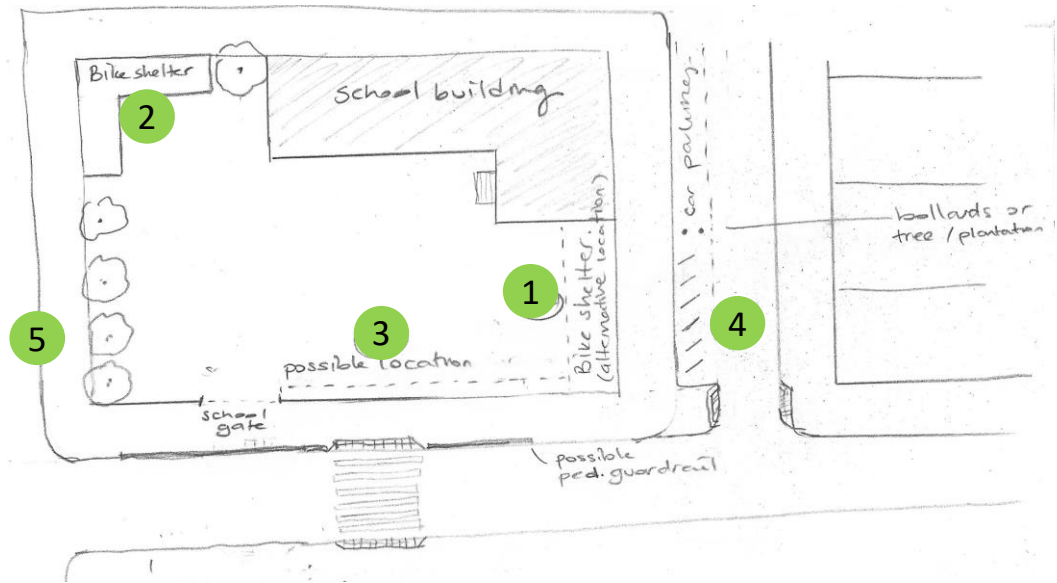
Cycle Parking for Educational Institutions (primary and high schools)

Likely users of cycle parking

Short stay for parents and visitors of nurseries, primary and high schools.
Long stay for teachers and pupils.

Location and cycle parking option (type) in order of preference

Location	Short stay	Long stay
Off-street	<ul style="list-style-type: none">Sheffield stands (covered)	<ul style="list-style-type: none">Individual LockersStandalone storage unitsStorage cagesSheffield stands (covered) All with non-standard bike parking
On carriageway	<ul style="list-style-type: none">Sheffield stands	<ul style="list-style-type: none">Sheffield stands With non-standard bike parking
On footway	<ul style="list-style-type: none">Sheffield stands	<ul style="list-style-type: none">Sheffield stands With non-standard bike parking



Off-street cycle parking <ul style="list-style-type: none">Long stay cycle parking for pupils can be located in car park areas(1) as well as front or back yards (2) of the school. No need for access control as long as they are in the school curtilage. Some spaces can be allocated for parents picking up or dropping off children and other visitors.Wall bars can be installed for quick drop off and pick ups (3) near the main gate.	On-carriageway (or build out) cycle parking <ul style="list-style-type: none">Where off-street cycle parking is not possible and car parking is permitted 24/7 on street, Sheffield stands for long and short stay parking can be located on side street carriageway (4) but preferably on a build out (5).Cycle parking on build outs should avoid hindering pedestrian desire lines and all formal and informal crossings in 'safer school' streets.	Footway cycle parking <ul style="list-style-type: none">Where off-street cycle parking is not possible and parking is not permitted 24/7, stands for short stay and long stay parking can be located on the adjacent side street footway if a clear footway width of 2.5m in is maintained.Should be 3m from bus stops and dropped kerbs.Stands near building line should be avoided unless in the "lee" of buildings or inline with permanent street furniture.Can be sited parallel to kerb on narrower footways but should not obstruct parking / loading bays.
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Relevant Factsheets:

Designing Inclusive Streets (P2)
Street Furniture Layout (F1)

Equality Rights Impact Assessment (P2)
Minimising Street Clutter (P8)

Footways (P3)
Cycle Parking Options (types)

Cycle Parking Options

This sheet provides cycle parking options that can be deployed when retro-fitting cycle parking on existing streets and land use types, along with locations suitable for each parking facility as well as an overview of cycle parking options for new developments.

Retro-fitting short stay parking			Retro-fitting long stay parking	
Location	Preference	Type of parking	Preference	Type of parking
On carriageway	Where space within building curtilage not available.	<ul style="list-style-type: none"> • Sheffield stands • Car shaped stands or similar for temporary use for assessing demand 	Acceptable if off-street space unavailable	<ul style="list-style-type: none"> • Hinge top units • Roll top units • Individual lockers
On footway	Should be avoided. If used, minimum effective footway widths should be maintained	<ul style="list-style-type: none"> • Sheffield stands (Cycle hoops and wall bars in only on narrow footways)	Not permitted	n/a
Off-street	Large premises with external space within curtilage e.g. schools, health centres, supermarkets and large offices	<ul style="list-style-type: none"> • Sheffield stands (covered) • Standalone storage units 	Most preferred	<ul style="list-style-type: none"> • Individual Lockers • Standalone storage units • Storage cages

Short stay parking in New Developments			Long stay parking in New Developments	
Location	Preference	Type of parking	Preference	Type of parking
On carriageway	Where space within building curtilage not available	<ul style="list-style-type: none"> • Sheffield stands with protection islands, trees or planters etc. 	Not permitted	n/a
On footway	Should be avoided. If used, minimum effective footway widths of 3m should be maintained in all street types.	<ul style="list-style-type: none"> • Sheffield stands (Cycle hoops and wall bars are not permitted)	Not permitted	n/a
Off-street	Large premises with external space within curtilage e.g. schools, health centres, supermarkets and large offices	<ul style="list-style-type: none"> • Sheffield stands (covered) • Standalone storage units 	Required	<ul style="list-style-type: none"> • Garages • Individual Lockers • Standalone storage units • Storage cages within fully enclosed area

Cycle Parking in New Developments

Cycle parking forms an integral part of any planning application. This should include details of location, type of parking (short or long term), numbers and access issues.

Cycle parking in new developments, including those altering existing buildings or spaces, should meet the appropriate **cycle parking standards in Edinburgh Street Design Guidance section 2.4** and requirements 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, the Council's targets for increasing cycle use, and the prevalence of cycling in the surrounding area.

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 users in terms of:

- Placement of facilities in public areas which may cause an obstruction or hazard for visually impaired users
- Access to and from facilities for those with mobility impairments who may be using adapted bikes

Confirm quantity required

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

Identify preferred location

Use table in Section 2.4 of the Edinburgh Design Guide - Parking standards for each relevant planning-use class (page 61)

Identify who will use cycle parking, for 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.

Identify the optimal location for each type of cycle parking e.g. within the property for residents, outside and overlooked for visitors.

Residential (includes ESDG Planning Use Classes 8 and 9)

Flats

Residents

Options in order of preference:

1. Fully enclosed, weather-protected communal parking in the building in secure parking area (residents' access only) at ground level.
2. General parking area which is accessed from a hallway area. Minimum dimensions (m) 1.85 x 1.25 x 1.5. This is only suitable above ground level with a cycle-friendly lift.
3. Cycle lockers – include a small number but not suitable as main cycle-parking type as they are unattractive, an inefficient use of space, prone to abuse, and require considerable ongoing management.

For larger developments, a combination of cycle-parking types is effective. Easy-access lower security provision often proves popular with many residents, as long as there is also the option of higher security (restricted access) provision for those with more expensive bikes or who use them less frequently.

Visitors

- Within 25m of entrance
- Weather protection - desirable
- Should have natural surveillance

- ✓ Cycle parking should be more conveniently located than car parking
- ✓ For visitors to houses, Sheffield stands on the edges of driveways and gardens have proved popular
- ✓ For visitors to flats, street-furniture hoops can provide an attractive and space-efficient parking facility, often easier to use than a Sheffield stand
- ✓ Anticipate some use by non-standard vehicles including e-scooters (if approved) and adapted bikes (more details at <https://wheelsforwellbeing.org.uk>)
- ✓ Consider the management requirements of any facility – racks with moving parts will require greater ongoing maintenance
- ✓ Where there is space to provide more extensive facilities, consider a blend of provision with some that can be accessed more quickly and conveniently but with a lower level of security
- ✓ Provision of Edinburgh Cycle Hire docking station within 50m of development will be an excellent complement to other cycle parking facilities.

Houses

- Dedicated parking essential where no garage or externally accessed private rear gardens. Should be part of main building.
- Sheffield stands on footway (below) useful for visitors but not residents



- Weather protected, access-controlled (above)
- Weather protected, open access (below) suited to a secure site (images: Cycle Hoop)



Educational Establishments (includes ESDG Planning Use Class 10)

Nursery and primary - pupils

- Provision for pupils to include a bar at 400mm to allow for small bicycles
- Weather protected
- Location determined to maximise personal safety

Secondary and further education - students

- All weather protected
- 75%, easy access (no key or pass required to enter parking area)
- 25% secured access (key or pass required to enter parking area)
- within 50m of main school/college building

Visitors (excluding pupils/students)

- Within 25m of entrance
- Weather protection desirable
- Should have natural surveillance, CCTV or be on the secure side of a car-park (or other) barrier

Staff

- Weather protection essential
- Controlled access (e.g. card-accessed area or past a car-park barrier)
- On same floor as entry point or with bike-carrying lift.
- Within 50m of workplace entry point

Images to be added

Images to be added

Retail Establishments (includes ESDG Planning Use Classes 1, 3 and 4)

Shoppers

Individual shops and small shopping precincts

- Cycle stands within 15m of shop
- Small clusters of stands better than one big group
- Weather protection desirable
- Security – overlooked and/or with CCTV

High streets, large shopping precincts and shopping centres

- Cycle stands within 25m of shopping area
- Weather protection essential
- Security – CCTV or overlooked
- Cycle parking can 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). Alert passing motorists to the availability of free cycle parking to encourage a mode switch.

Ground floors of multi-storey car parks can provide excellent opportunities for secure and weather-protected cycle parking (below left)



Cycle parking by the main entrance to a hypermarket provides good natural surveillance and minimal diversion from desire lines (above right)



Staff

- Weather protection essential
- Controlled access (e.g. card-accessed area or past a car-park barrier)
- On same floor as entry point or with cycle-friendly lift.
- Within 50m of workplace entry point

On wider footways (below) stands can be aligned diagonally or perpendicular to the carriageway.



On narrower footways (below) stands can be aligned parallel to the carriageway to maximise the remaining width for pedestrians



Workplaces (includes ESDG Planning Use Classes 2,4,5,6)

Employees

- Within 50m of workplace entrance
- Weather protection essential
- Controlled access (e.g. card-accessed area or past a car-park barrier)
- On the same floor as the main entrance or with a bike-carrying lift.
- Future-proof the initial provision i.e. choose a location where capacity can be increased as demand increases
- 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
- If located within a car park, ensure that cycle users can trigger any barrier, or provide a 1m-1.5m gap at the side of the barrier to enable them to pass safely and comfortably. Also, ensure that ramps are within acceptable gradients (a maximum of 5%).

Visitors

- Within 25m of workplace entrance
- Weather protection - desirable
- Natural surveillance, CCTV or on the secure side of a car-park (or other) barrier.

- ✓ Access controlled and weather protected facility for 100 bikes at new office development
- ✓ Employees should be able to cycle as close as possible to the cycle park e.g. through the use of dropped kerbs and dedicated cycling facilities
- ✓ Onward walk to workplace should be under cover
- ✓ Should be well lit and feel safe to use after dark
- ✓ Should also be located close to any changing/shower facilities



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



Health-related destinations

Employees (at all types of facility)

- Weather protection essential
- Controlled access e.g. card-accessed area or past a car-park barrier
- On floor of entry point or with bike-carrying lift
- Within 50m of entry point

Hospitals – patients and visitors

- Within 50m of entrance
- Weather protection essential
- Should have natural surveillance, CCTV or be on the secure side of a barriered car-park

Health care centres and GP clinics – patients

- Within 25m of entrance
- Weather protection desirable
- Should have natural surveillance, CCTV or be on the secure side of a barriered car-park

Add image e.g. GP clinic bike racks

Hospital cycle parking – includes weather-protected facilities suitable for parking durations of several hours

Open facilities suited to visitors and patients with shorter-stay appointments



Community destinations (includes ESDG Planning Use Classes 10 and 11)

Includes libraries, museums, concert venues, sport centres, stadia, parks

Employees

- Weather protection - essential
- Controlled access (e.g. card-accessed area or past a car-park barrier)
- On floor of entry point or with bike-carrying lift
- Within 50m of workplace entry point

Visitors – short stay (up to an hour)

- Within 25m of entrance
- Weather protection - desirable
- Should have natural surveillance, CCTV or be on the secure side of a barriered car-park.
- At large sites, e.g. parks, small numbers of stands should be scattered around the area if cycling is permitted throughout or concentrated at points where cycle routes end.

Visitors – long stay (over an hour)

- Within 50m of entrance
- Weather protection - essential
- Should have natural surveillance, CCTV or be on the secure side of a barriered car-park

People often travel to parks and open spaces by bike, and then go for a walk or a run once they've arrived. Sheffield stands at the entry point help facilitate these trips (below left)

Cycle stands provided next to a car park serving a large area of parkland (below right). The trees provide an element of weather protection for the parked bikes.



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



Tourist/visitor accommodation (includes ESDG Planning Use Class 7)

Includes hotels, guesthouses, hostels and camp sites

Employees

- Within 50m of entrance
- Weather protection - essential
- Controlled access (e.g. card-accessed area or past a car-park barrier)
- On floor of entry point or with bike-carrying lift
- 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 (i.e. for overnight stays)

- Within 50m of entrance
- Weather protection - essential
- Controlled access (e.g. card-accessed area or past a car-park barrier)
- Personal safety – visitors may arrive at accommodation in the evening. Ensure that cycle parking feels safe to access in hours of darkness.

Images

Add images

Public transport stations and stops

Bus stops

- Within 25m and on the same side of the road as the stop
- Weather protection – desirable
- Overlooked or with CCTV

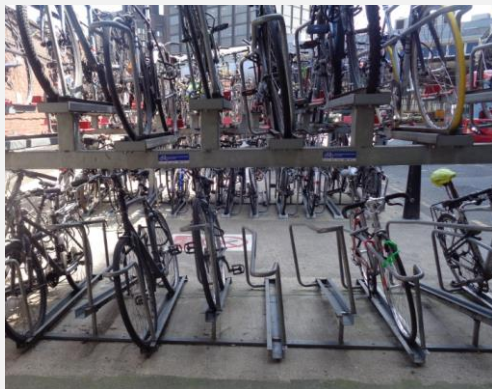
Tram stops

- Within 25m and ideally on both sides of tram tracks (or in the middle if an island platform)
- Weather protection – desirable
- Overlooked (by street/footpath/tram) or with CCTV

Railway and bus stations

- Within 50m of main station entrance
- On the secure side of any ticket barrier – desirable. Otherwise, overlooked by CCTV and/or natural surveillance
- Weather protection for longer stay - essential
- 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 types of cycle parking on the platform-side of the ticket barriers at a railway station (below right). A choice between double-decker or Sheffield stands – both attract similar levels of use. Double-decker racks (below left). A space efficient solution popular in stations. Latest versions provide spring assistance to help load bikes on top level. Bikes are kept apart (avoiding pedal and handlebar clash) more effectively than with Sheffield stands.



- Dundee Cycle Hub – weather protected, secure parking for 120 bikes (permission for image required)



Bus-stop cycle parking. Can attract good levels of use at stops with several high-frequency services.



Should be as close to the bus-stop as possible, and on both sides of the road (if there are two facing stops).



Sheffield Stands

Sheffield stands



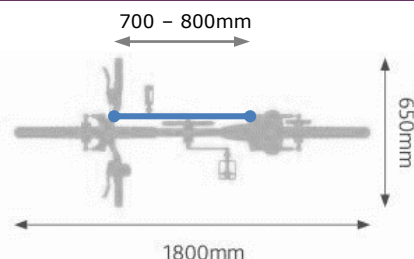
The City of Edinburgh Council

Custom Sheffield stand for cargo bikes



Cyclehoop

Dimensions of a parked bike



Key requirements and considerations

- Made from brushed stainless steel or match the street furniture standards.
- A minimum 2m (or wider – see overleaf) clear width should be left for pedestrians if installed on footway.
- They can be installed perpendicular, in echelon or in parallel but should be oriented at right angles to any slopes.
- Should contain reflecting banding and tapping rail (at the end a perpendicular run, or on all if echelon/ parallel) to assist visually impaired people.
- Should be an integral part of the footway or carriageway. Fixings should be retention sockets, surface fixings or cored into the footway/ carriageway.
- 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 other street furniture to avoid street clutter.
- Should not block pedestrian crossing or dropped kerbs, especially when provided parallel to kerb – this is a less efficient use of space and only suitable for narrow footways. *See page overleaf.*
- Parallel siting can replace the function of pedestrian guardrail in some places (except at school entrances).
- The visual impact can be reduced if placed between other items of street furniture, especially tree planting within an organised street furniture zone on-footway.

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 used on footway, carriageway and off-street locations.
- Can be oriented to suit location, space availability and street layout.
- Crossbar provided for smaller cycles.

Drawbacks

- When installed on carriageway requires a TRO and consultation with stakeholders.
- Can increase street clutter if installed inappropriately on footways.

Suitable for

Short stay parking

- On carriageway
- On footway
- Off-street cycleways

Long stay parking

(when used with covers and secured entry)

- Off-street

Residential areas

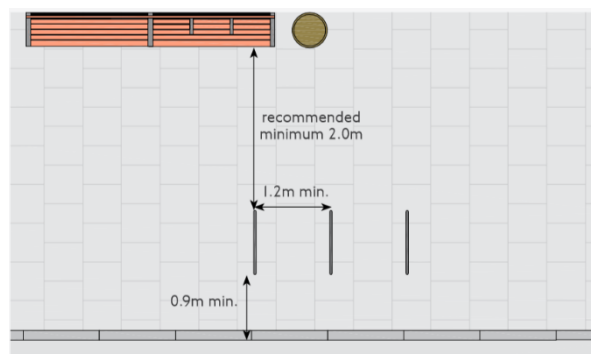
Non-residential areas

Not suitable for

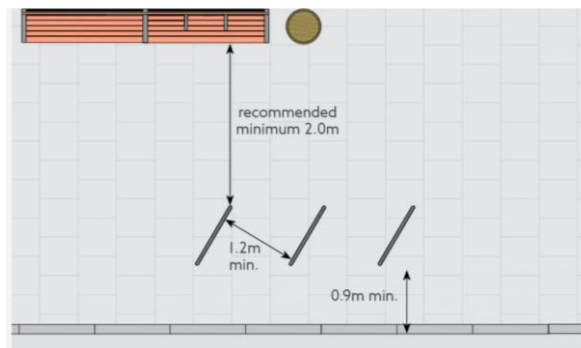
- Visually sensitive areas

Sheffield Stands – layout options

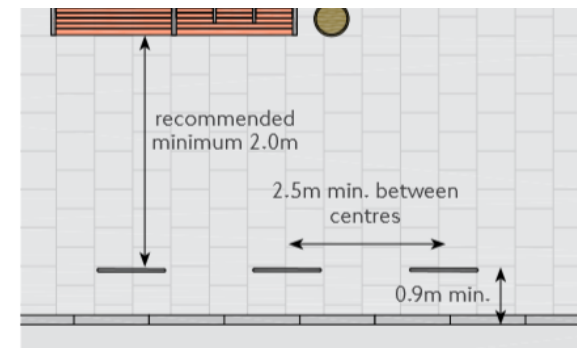
On footway perpendicular



On footway echelon

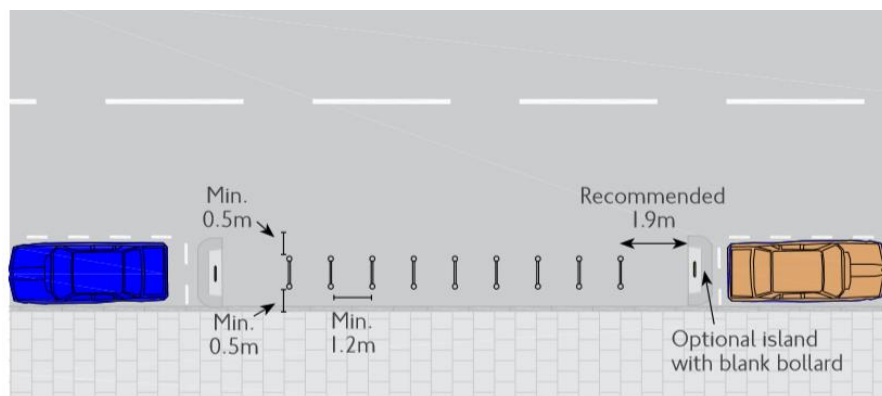


On footway parallel

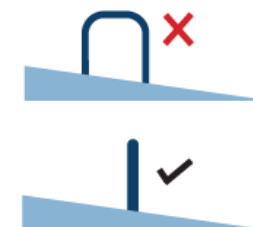
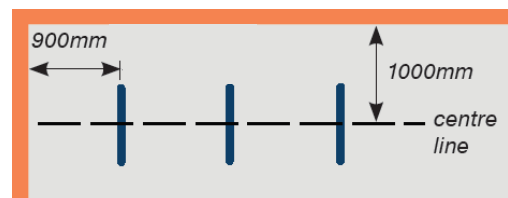


- Clear footway width should be min 3.0m on priority high / shopping streets; 2.5m on high density employment and residential streets; and 2m on all other streets (min 1.5m only in exceptional situations).
- Where longer (1m) adapted Sheffield stands for cargo and non-standard bikes are added to a group, minimum clear footway space is measured from those stands.

In carriageway perpendicular or echelon



Near building lines



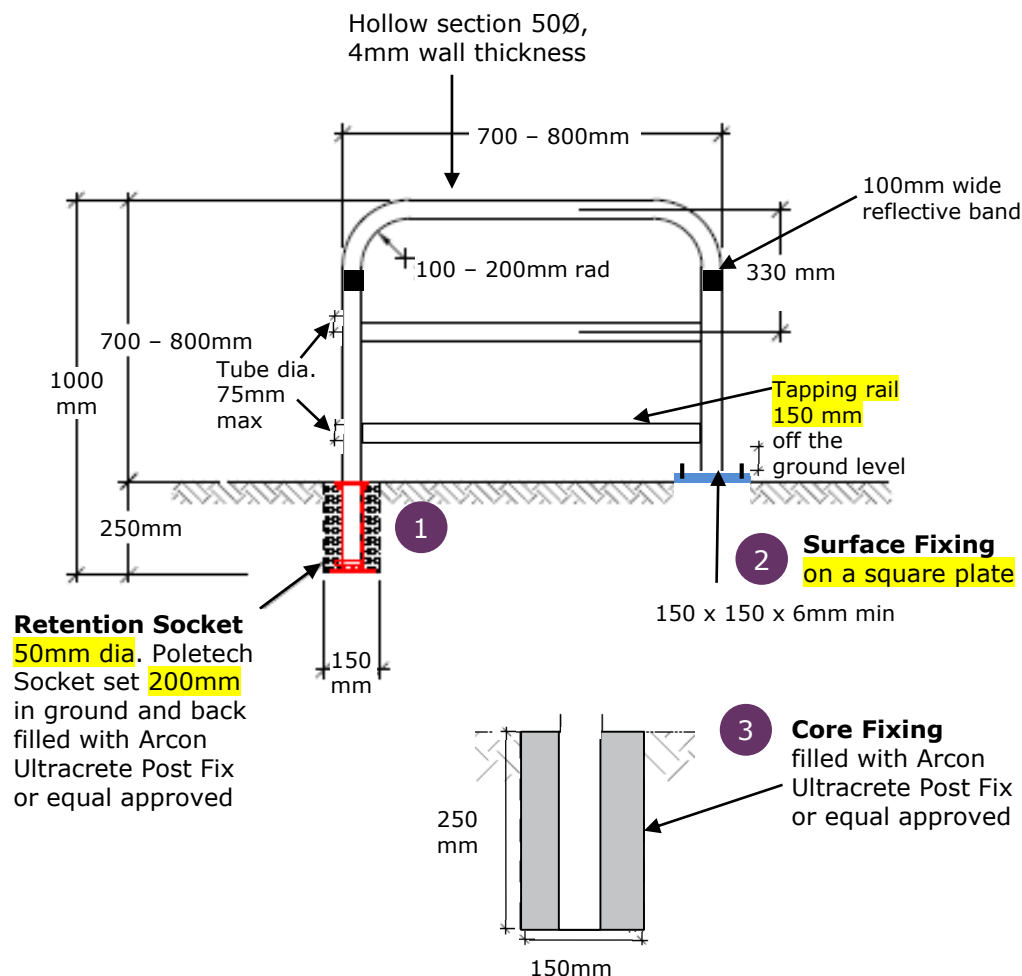
Stands should be oriented at right angles to any slopes

Relevant Factsheets:

P7 - Minimising Street Clutter

P3 - Footways – Footway Widths and Zones Minimum clear footway

Sheffield Stands – construction details and fixings



- Stand must be grade 304 304 ((BS 1449:Part 2:1983) 1.4301 (BS EN10088-1:1995)) dull polished stainless steel
- All joints shall be continuously welded with a minimum throat thickness of 5mm.
- To assist visually impaired people
 - Reflecting grey banding must be provided on black stands and black banding on stainless steel; and
 - tapping rail must be provided at the ends of a perpendicular layout, or on all stands if they are installed in echelon and parallel layouts
- Stands can be fixed into the footway or carriageway by using:
 1. retention sockets
 2. surface fixings and
 3. cored fixing

Hinge Topped Units



The City of Edinburgh Council

Key requirements and considerations

- The design of the unit, particularly any moving parts, which are particularly vulnerable to vandalism or leverage by thieves.
- Location should be accessible and visible to reduce attractiveness for vandals and thieves.
- Management and maintenance requirements should be minimised.
- Permissions required if the unit is to be located on the carriageway.

Benefits

- Provides secure and dry cycle parking for users.
- Suitable for long term cycle parking.
- Can be installed in the 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

- Use of carriageway reduces availability of car parking spaces.
- Can have a large footprint per cycle.
- Could be subject to vandalism/inappropriate use.
- Require management and maintenance.

Suitable for

Long stay cycle parking

- On carriageway

Residential areas

Non-residential areas

Not suitable for

Short stay cycle parking

- On footway

Roll Top Units

Roll Top Units, South Oxford Street



The City of Edinburgh Council

Key requirements and considerations

- The design of the unit, particularly any moving parts, which are particularly vulnerable to vandalism or leverage by thieves.
- Location should be accessible and visible to reduce attractiveness for vandals and thieves.
- Management and maintenance requirements should be minimised.
- Permissions required if the unit is to be located on the carriageway.

Benefits

- Provides secure and dry cycle parking for users.
- Suitable for long term cycle parking.
- Can be installed in the 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

- Use of carriageway reduces availability of car parking spaces.
- Can have a large footprint per cycle.
- Could be subject to vandalism/inappropriate use.
- Require management and maintenance.

Suitable for

Long stay cycle parking

- On carriageway

Residential areas

Non-residential areas

Not suitable for:

Short stay cycle parking

- On footway

Individual Lockers

Lockers, Warrender Park Terrace



The City of Edinburgh Council

Key requirements and considerations

- The design of the locker, particularly any moving parts, which are particularly vulnerable to vandalism or leverage by thieves.
- Location should be accessible and visible to reduce attractiveness for vandals and thieves.
- Management and maintenance requirements should be minimised.
- Permissions required if the unit is to be located on the carriageway.

Benefits

- Provide secure and dry cycle parking for users.
- Suitable for long term cycle parking.
- Can be installed in the 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

- Use of carriageway reduces availability of car parking spaces.
- Can have a large footprint per cycle.
- Could be subject to vandalism/inappropriate use.
- Require management and maintenance.

Suitable for

Long stay cycle parking

- On carriageway

Residential areas

Non-residential areas

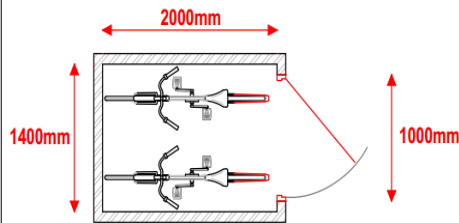
Not suitable for:

Short stay cycle parking

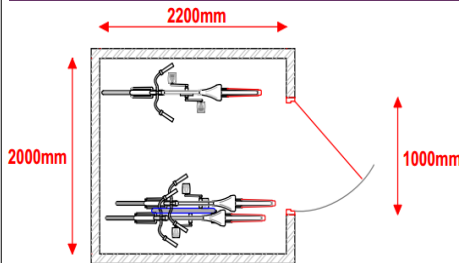
- On footway

Standalone Storage Units

Standalone storage units: two cycles



Standalone storage units: three cycles



Secure cycle parking with green roof,
Edinburgh Centre of Carbon



[Google Maps](#)

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.
- All facilities should be lockable with a mortice lock for security.
- Green rooves should be considered as part of the development's sustainable rainwater management strategy.

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 there is space to include them such as new developments.
- Relatively expensive to construct.

Suitable for

- Long stay parking
- Off-street locations

Residential developments
Offices

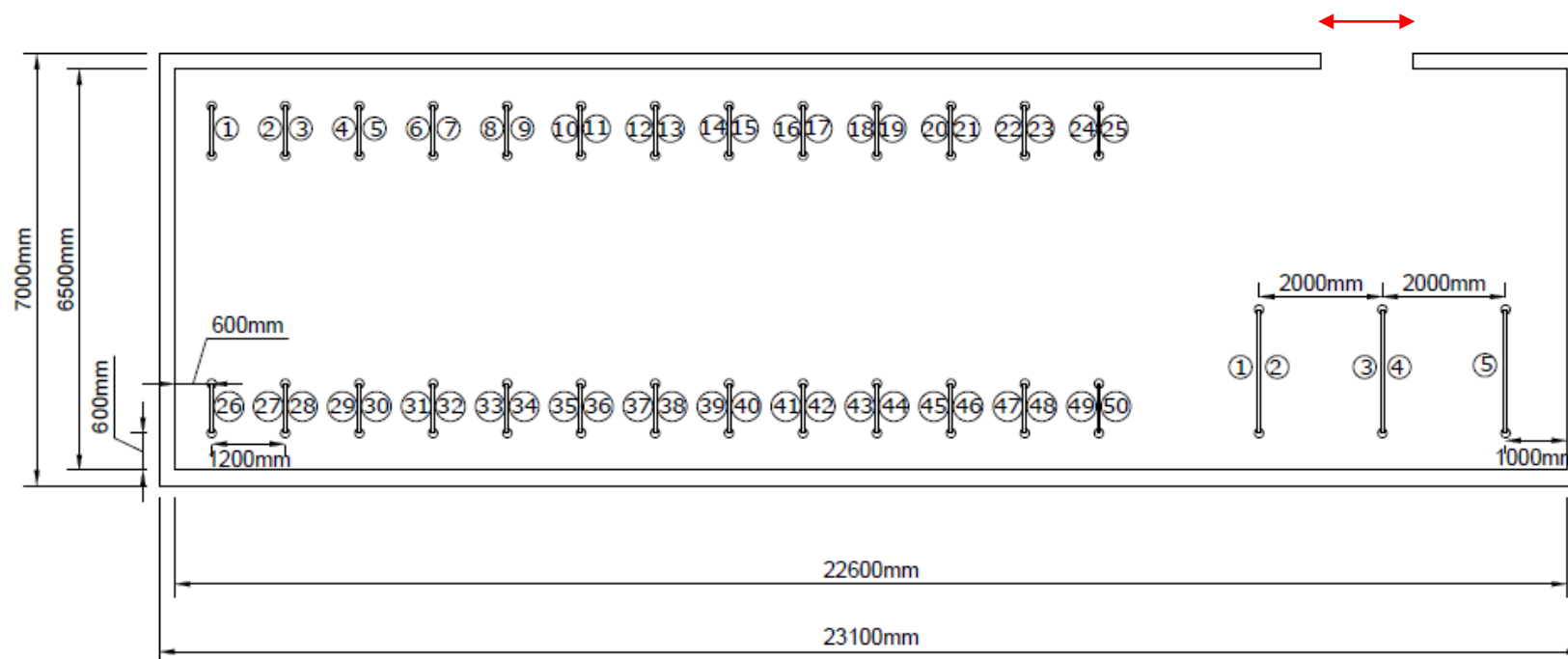
Not suitable for

- On-street locations

Standalone Storage Units – layout for larger units

The diagram below is provided to guide developers with the required dimensions to sufficiently store 50 bikes on Sheffield stands and 5 cargo bikes on custom Sheffield stands.

Where a developer has an alternative or bespoke proposal that meets the considerations discussed in the previous pages, these are welcome to be submitted for approval.



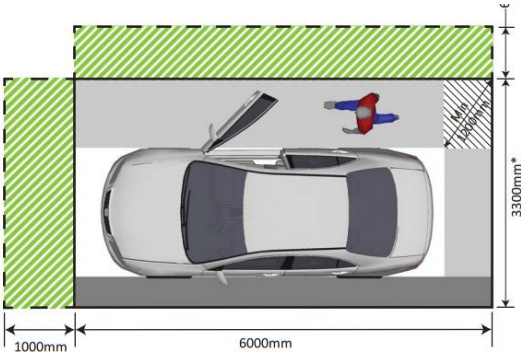





DWG Ref: 5145925-CP-DR-C-0001

Relevant Factsheets:

P7 - Minimising Street Clutter

P3 - Footways – Footway Widths and Zones Minimum clear footway

Garages

<div><p>The diagram shows a top-down view of a garage. The overall dimensions are 6000mm in width and 3300mm in depth. A 1000mm wide circulation space is shown on the left. A 450mm wide area is allocated for vehicle door opening. A green hatched area at the top is designated for cycle storage. A hatched area on the right shows the minimum circulation space required for access to cycles without removing the vehicle.</p></div> <div><div><p>Minimum dimensions of garage 3300mm x 6000mm</p></div><div><p>Circulation space (minimum width 1000mm) to allow cyclist pushing a bicycle past parked vehicle</p></div><div><p>Area allocated to allow vehicle door opening (minimum 450mm)</p></div><div><p>Minimum circulation space required to allow access to cycles without the need to remove vehicle</p></div><div><p>Area which could be used for the storage of cycles</p></div></div> <p>REFERENCE????</p>	<p>Key requirements and considerations</p> <ul style="list-style-type: none">• Minimum dimensions of 3.3 x 6m for single vehicle garage.• Cycle storage corridor of 0.65m (1 bicycle) to 0.75m (2 bicycles) parallel to vehicle or 1000mm added to length where width is constrained.• Secured with Mortice lock. <p>Benefits</p> <ul style="list-style-type: none">• Secure, long term storage of cycles.• Convenient, off-street location for users.• Potential for multiple bicycle storage.• Reduces on-street storage, so reduces clutter. <p>Drawbacks</p> <ul style="list-style-type: none">• Large units, so only suitable where there is space to include them such as new developments.• Relatively expensive to construct.	<p>Suitable for</p> <p>Long stay</p> <ul style="list-style-type: none">• Off-street Locations <p>Residential buildings Garage blocks</p> <p>This option is not suitable for:</p> <p>Short stay cycle parking</p> <ul style="list-style-type: none">• On street locations <p>Locations with limited space</p>
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Storage Cages

Storage cage (1+ cycles)



[FIND REFERENCE](#)

Key requirements and considerations

- Should be convenient and attractive to encourage use.
- Should be prioritised as misuse of other facilities such as bin stores can lead to detrimental impacts.
- Inappropriate placement can see bikes left in public areas with less security and negative impact on the public realm.

The benefits of this option are:

- 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.

The drawbacks of this option are:

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

Suitable for

- Off-street locations
- Residential developments
- Offices

Not suitable for:

- On-street locations

Two Tier Storage

Two-tier storage



Sustrans Design Manual, 2014 - [Replace](#)

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-tiered racks relative to Sheffield stands, for 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.
- Instructions on their safe operation should be provided for users.
- 2500mm should be provided beyond the lowered frame to allow cycles to be loaded and 3.5m spacing should be provided between racks.

Benefits

- High density storage.
- Enables long term storage that is generally more secure than hoops or stands.

Drawbacks

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

Suitable for

- Long stay storage
- Off-street or within the building cartilage
- Areas of high demand
Transport interchanges
Constrained space locations

This option is not suitable for:

- Short stay storage
- On-street locations

Portable Rack Units - Car Shaped Cycle Racks and others

Car shaped cycle racks



Sustrans Design Manual (2014) draft

Key requirements and considerations

- TRO is required but Temporary TRO can be used to assess cycle parking demand at locations.
- 2m minimum clear width should be provided between any part of parked cycle and rear of footway.
- 0.45m minimum clear width should be provided between any part of parked cycle and carriageway.
- The colour should be sympathetic to local environment, usually black or stainless steel.
- The installation should reflect the design principles.

Benefits

- Temporary TRO for temporary installations.
- Easy to move or relocate.
- Straightforward for users.
- Visual demonstration of cycling efficiencies over driving.
- High capacity single units.
- Can be used to respond to short term spikes in demand – festivals, events, summer etc.

Drawbacks

- TRO needed for permanent installation.
- The units require more space than other options and lack flexibility of shape.
- 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 suitable for

- Visually sensitive areas
- Locations with limited space

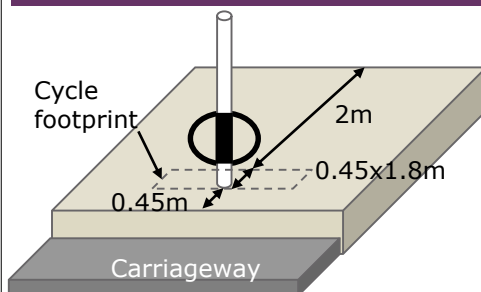
Cycle Hoops on Poles

Cycle Hoop

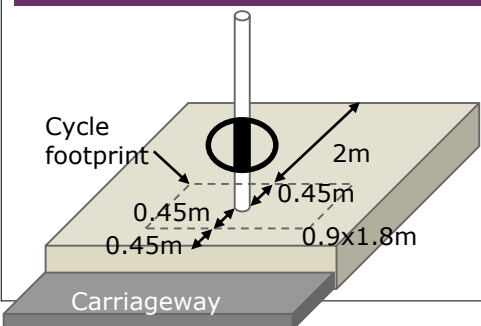


The City of Edinburgh Council - Replace

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.
- A minimum clear footway width of 2m should be provided.
- Minimum clearance of 0.45m should be provided to the edge of the kerb from the front of the cycle footprint.

Benefits

- **Easy, quick and inexpensive to install.**
- Flexible location requirements and makes use of existing street furniture.
- Straightforward for users.
- Accessible location on the footway.
- Can be used as a temporary measure.
- 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
- Streets with constrained footways and poles to attach hoops to

Visually sensitive areas

Not suitable for
Long stay cycle parking

Non-standard cycles

Wall Bars

Wall bars



City of Edinburgh

Key requirements and considerations

- Suitable if property owner owns the building but not the land around it.
- Specific consent is required for use on protected buildings.
- Minimum 2m of clear footway width needs to be maintained.

Benefits

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

Drawbacks

- Can increase street clutter.
- Can be unsightly if installed inappropriately, especially on historic buildings.
- Only appropriate for short term storage.

Suitable for

Short stay cycle parking

- On footway

Not suitable for

Long stay cycle parking

Aesthetically sensitive buildings
Narrow streets