

OLDHAM CYCLING PARKING GUIDANCE NOTES

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Further advice can be obtained from the
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OLDHAM CYCLING PARKING GUIDANCE NOTES

1 Unsuitable Cycle Parking Facilities

Cycle Parking facilities that only allow the front or back wheel to be secured are not favoured by cyclists for a number of reasons, including:

- Wheels can be easily removed from a bicycle frame. Therefore securing only a wheel to a cycle parking device means that a thief can easily steal the main body of the bicycle leaving the wheel secured to the cycle parking device. (In some instances a thief will bring a spare wheel to attach to the stolen bike frame to allow a stolen bicycle to be ridden away);
- Cyclists favour securing the A-frame of their bicycle to a cycle parking device as this provides the best way to secure a bicycle. The devices below do not allow a cyclist to do this, particularly with U-locks or short cable locks;
- Bicycles can be easily pushed over causing damage to the bicycle; and
- Cyclists favour a cycle parking device, against which, the bicycle A-frame can be rested, making the cycle less likely to fall over. The devices below do not allow for this.

The following pictures give examples of cycle parking devices that only allow the front or back wheel to be secured. These facilities should not be used.





'Sheffield Stands' Toast Rack Configuration



Ornamental 'Sheffield Stands' (1.8m long)

These devices allow a bicycle to be rested against a steel frame and allows the A-frame of the bicycle to be secured.

SETTING OUT DETAILS

- Stands should be spaced at 1.0m intervals to allow two bicycles to use each stand.
- When the stand is less than 1.8m long, the stand should be located at least 650mm from a wall/fence to allow the bicycle wheel to overhang the stand and enable the A-frame of the bicycle to be secured to the stand.
- Cycle parking should be close to building entrances, otherwise cyclists will use other more convenient forms of street furniture.
- Cycle parking should be overlooked by public or staff, or at least CCTV cameras, to maximise the actual and perceived level of security.
- Cycle parking should be easily reached from the public highway.
- Location of stands should avoid conflict with pedestrians, particularly the visually impaired.
- Cycle parking should preferably be under cover and well lit.
- Appropriate cycle parking signing is required.

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2 Short Stay Cycle Parking Facilities

Short Stay facilities are provided where the user is likely to park their bicycle for a short period of time whilst they visit a shop, business, public building, fast food outlet, pub, medical/Health facility, flats, football ground, sports centre, church, etc.

Examples of the type of cycle parking devices that are suitable for use as short stay cycle parking facilities are shown below. These are commonly known as '**Sheffield Stands**'. They can be purchased either:

- Individually – these can be installed to allow 2 bicycles to use each stand (one bicycle on each side); or
- Toast rack configuration - whereby a number of stands are welded to a base frame. Depending on the spacing of the stands, either one or two bicycles can be secured to each stand.



'Sheffield Stands' (1.8m long)



'Sheffield Stands'

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3 Long Stay Cycle Parking Facilities

Long Stay facilities are provided where the user is likely to park their bicycle for a significant period of time, such as an employee who cycles to work, cyclists leaving their bicycle at a train station whilst they travel on the train, students who cycle to schools and colleges, etc.

Examples of the type of cycle parking devices that are suitable for use as long stay cycle parking facilities are shown below. The key requirements are as follows:

- provide shelter from the elements;
- allow the A-frame of the bicycle to be secured; and
- provide for the safe storage of cycle helmets, lights, etc.

The five basic types are as follows:

1) Individual Cycle Lockers allowing storage of bicycles and helmets, lights, etc;



2) Covered 'Sheffield' Stands (requires personal lockers for the safe storage of cycle helmets, lights, clothes, shoes, etc.);

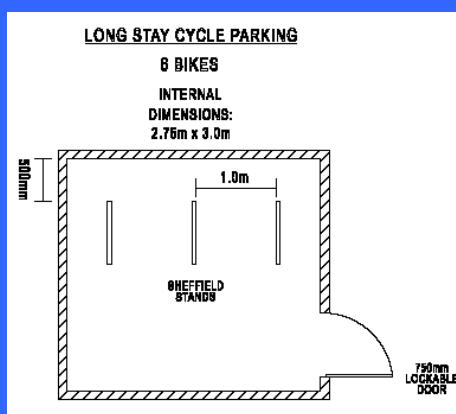


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3) Covered 'Sheffield' Stands with gated access (requires personal lockers for the safe storage of cycle helmets, lights, clothes, shoes, etc.);



4) 'Sheffield' Stands located in a secure room in a building (requires personal lockers for the safe storage of cycle helmets, lights, clothes, shoes, etc.); and



5) Covered 'Sheffield' located in a car park within a building (requires personal lockers for the safe storage of cycle helmets, lights, clothes, shoes, etc.).



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4 Long Stay Cycle Parking Facilities; Residential or Overnight Stay

Where there is need to secure a bicycle overnight such as in residential developments, hotels, university halls of residents, etc., then Long Stay cycle parking facilities need to have added security in the form of lockable access.

Examples of the type of cycle parking devices that are suitable for use as Long Stay cycle parking facilities are shown below. The key requirements are as follows:

- provide shelter from the elements;
- provide lockable access;
- cycles are hidden from passer-by; and
- allow the A-frame of the bicycle to be secured

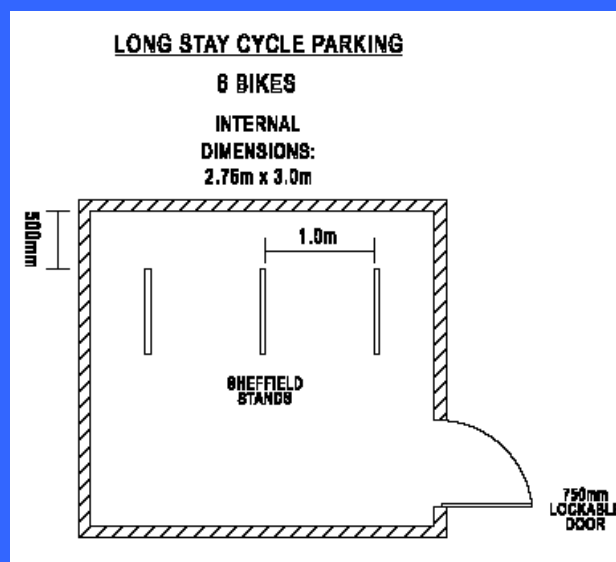
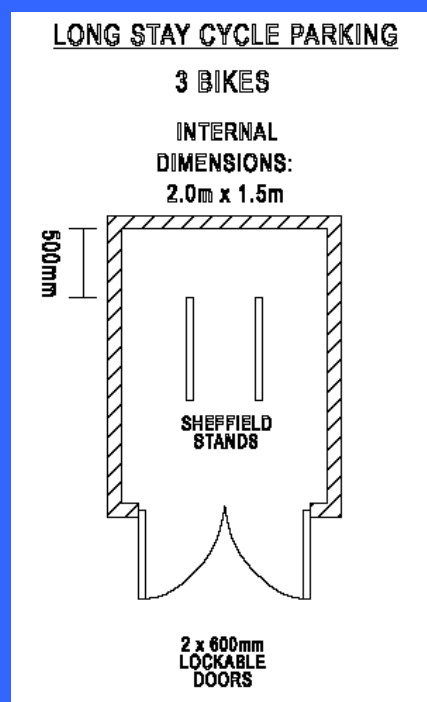
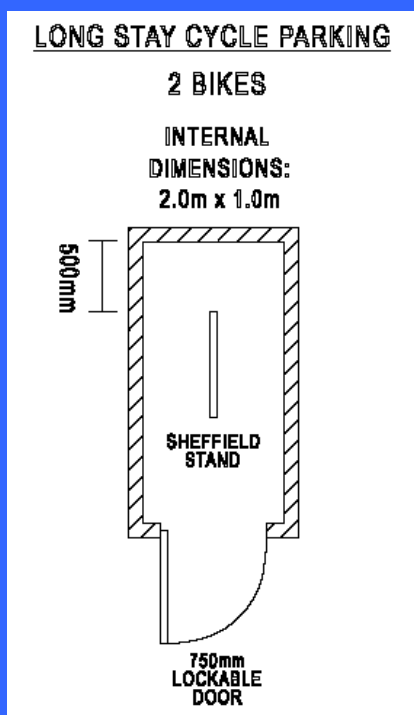
Two basic types are as follows:

- 1) Individual Cycle Lockers allowing storage of bicycles;



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2) 'Sheffield' Stands located in a lockable room dedicated for cycle parking.



In large residential developments where there is a requirement for a large number of cycles to be stored then the cycle storage area should be segregated in to smaller cells of no more than 6-8 cycles. In such instances 6-8 flats/apartments would be issued with a key to a particular cell.