

City of York Council

City Centre Cycle Parking Design Guidance

1. Introduction and Purpose

- 1.1 As part of City of York Council's Active Travel Programme, a project has been mandated which will address issues regarding the provision, layout, accessibility and suitability of cycle parking infrastructure in and near the foot streets area of the city centre and extending out as far as the city walls.
- 1.2 The purpose of this document is to establish design guidance which will be utilised for both the revision of existing cycle parking locations and the establishment of new cycle parking provision to be delivered as part of this project. It is proposed that as well as being a key document for the Principal Designer of this specific project, the guidance should also be considered for formal adoption in future cycle parking installations within the City of York Council area.

2. Principles

- 2.1 The composition of this design guidance is informed by guidance provided in 'Local Transport Note 1/20 – Cycle Infrastructure Design' (2020) alongside additional considerations proposed in the 'Wheels for Wellbeing Guide to Inclusive Cycling' (2020 4th Edition) and 'Inclusive Mobility: A Guide to best practice on access to pedestrian and transport infrastructure' (2021.)
- 2.2 Cycle parking locations should be sited in visible, accessible and convenient locations and should include layout options suitable for a range of cycle types including adapted and cargo cycles.
- 2.3 Cycle Parking locations should be installed on level ground where possible. If installation of parking stands is required in a location which has an incline, then orientation of the cycle parking stand should run perpendicular to the direction of any slope.

- 2.4 Cycle parking should be safe and secure with regards to both the bike when in situ and for the owner in terms of access to the parking location therefore lighting and CCTV provision should be reviewed wherever cycle parking is installed.
- 2.5 Where possible cycle parking provided for cargo/adapted cycles should:
- be provided at ground level or provide step free access via either dropped kerb or ramp
 - provide an ability for cyclists to ride into and out of the space provided, removing the need for reversing, turning or lifting of a cycle.
- 2.6 Designation should be used to clearly indicate where cycle parking is intended for use by cargo and adapted cycles, with stands and the parking area both carrying appropriate markings / signage.

3. Stand Option/Iconography

- 3.1 As identified within LTN1/20, the preferred and most common form of cycle parking is a tubular metal stand anchored into the ground at two points, known as a “Sheffield stand.”
- 3.2 Sheffield stands should be installed as part of this design guidance, providing opportunity for two point locking of both the cycle wheel and the cycle frame for increased security. Two different sized variants of Sheffield Stands should be used to provide clear differentiation between the types of cycles which the stand is primarily intended for use by.
- 3.3 Sheffield Stands primarily intended for use by generic 2 wheeled cycles should measure 750mm wide x 750mm tall and have the option for a low level tapping rail to be installed at a height of 150mm from the ground surface. Where installed, the tapping rail should be either cylindrical or flat with rounded edges and should be accompanied by Yellow high visibility markings across both the legs and the top of the stand.
- 3.4 Sheffield stands primarily intended for use by cargo and adapted cycles should measure 300 mm wide x 870mm tall with two stands located within each parking area to support the parked cycle and provide multiple locations for locks to be attached. These stands are referred to as “trombone” standards for the rest of the document.
- 3.5 All Trombone stands for use by cargo and adapted cycles should have a low level tapping rail at a height of 150mm from the ground surface to provide an additional option for attaching a cycle lock. The tapping rail

should be either cylindrical or flat with rounded edges to avoid potential damage being caused to the cycle or cyclist.

- 3.6 To identify an adapted or cargo bike stand, vinyl stickers carrying the recognised disabled parking logo and a proposed cargo bike icon should be applied to the low level tapping rail to accompany line markings and signage which should be located in close proximity to the stand. Yellow high visibility markings across both the legs and the top of the stand should also be included to make them easier to identify for pedestrians with visual impairments.
- 3.7 All stands should be of stainless steel construction, preferably powder coated to a black finish and use sub fixed (sunken concrete) installation in preference to bolt down variants.

Fig 3-1 Cycle Stand Dimensions

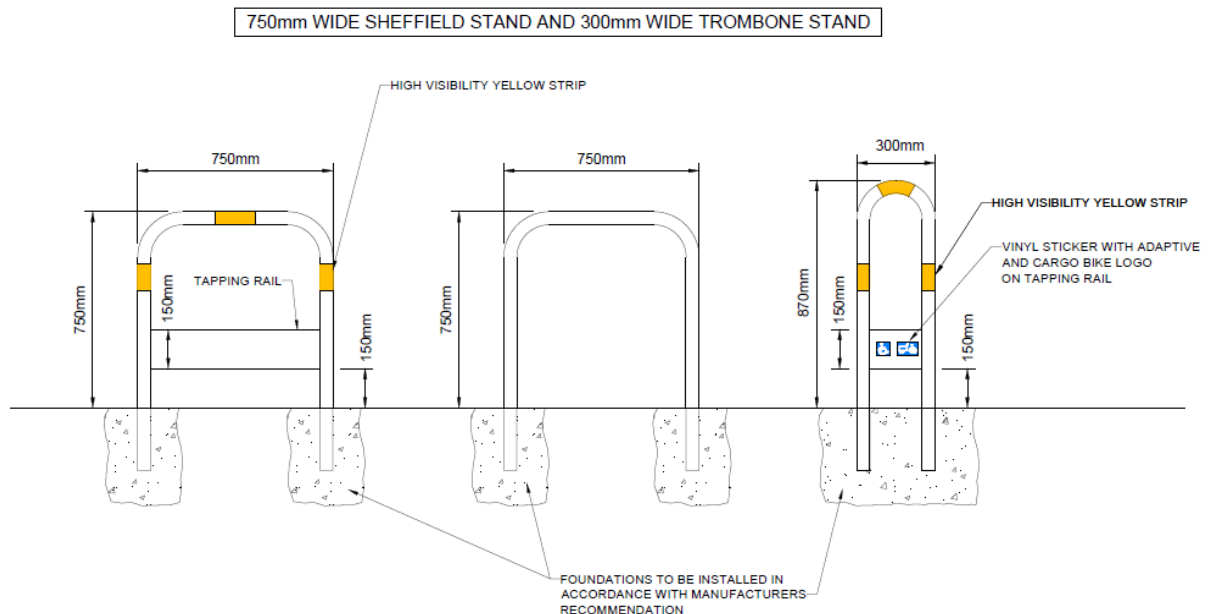


Fig 3-2 Cycle Stand Design

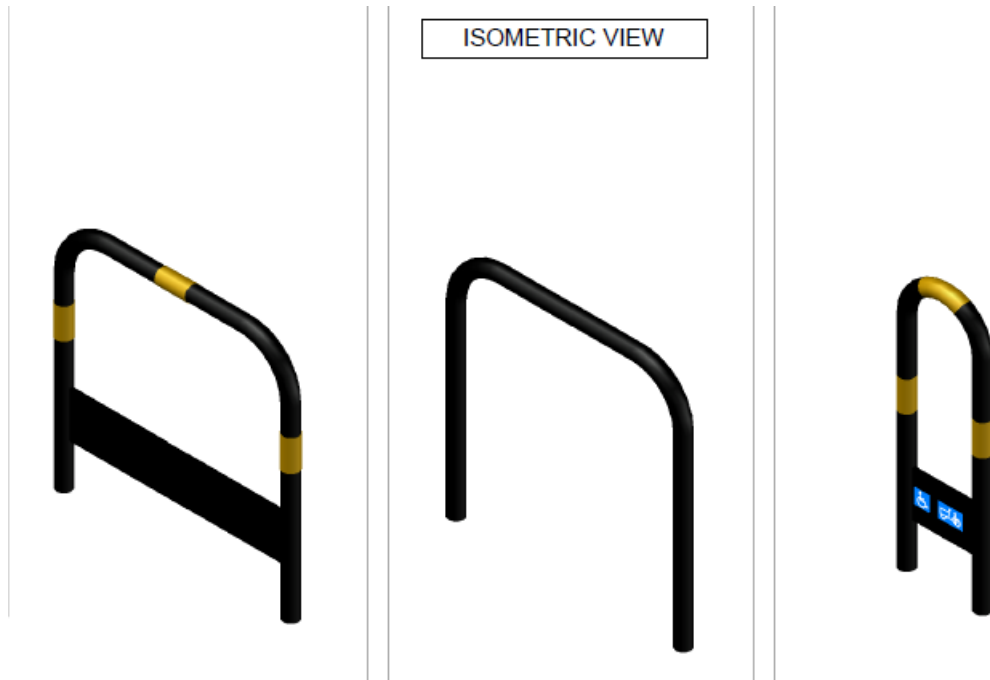
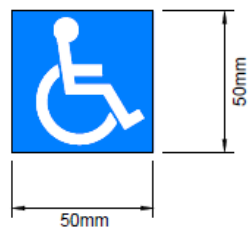
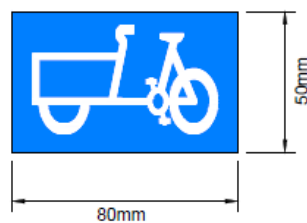


Fig 3-3 Iconography for Adapted/Cargo Stands

ADAPTIVE STAND STICKER



CARGO BIKE STAND STICKER



Illustrative designs for the stands to be installed can be found in Drawing
CYC_TST-900-003

4. Parking Area Dimensions and delineation

- 4.1 Cycle Parking area dimensions for this design guidance are based on the recommended figures identified within Table 11-2 of LTN1/20. Distances are measured from the centre line and at right angles to the centre of the cycle stand installed.

Generic Cycle Parking Areas

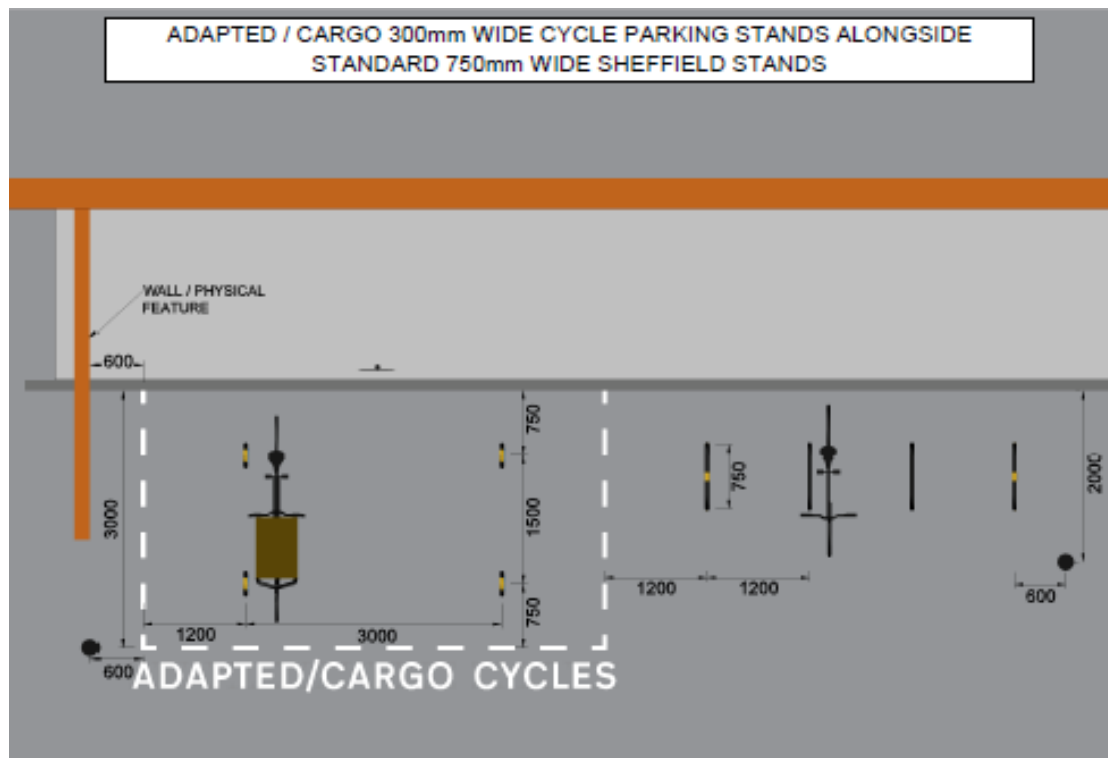
- 4.2 The space intended for use by a generic two wheeled cycle should be a minimum of 2000mm in length with a minimum spacing between Sheffield stand installations of 1200mm. Where a stand is located next to a wall or other physical feature, a minimum clearance of 600mm should be provided.
- 4.3 Where a generic cycle space is installed adjacent to an adapted/cargo cycle space, an extra 600mm clearance between the Sheffield stand installations should be provided to provide extra dismount space for the adapted/cargo bike stand.
- 4.4 Generic cycle parking areas should not be delineated by the use of floor markings to indicate the extent of the parking area within the adopted highway.
- 4.5 In instances where multiple Sheffield Stands are installed in a row for use by generic cycles, the stand at each end of the row should have a low level tapping rail installed to assist visually impaired pedestrians identify the presence of a potential obstacle.

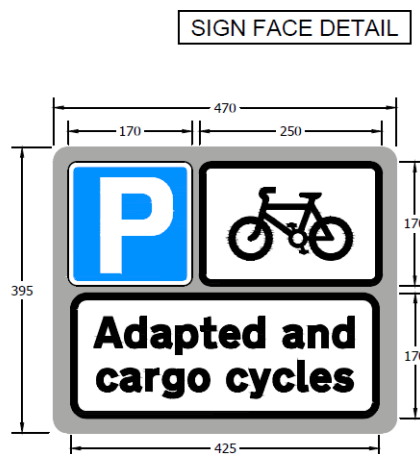
Adapted/Cargo Cycle Parking Areas

- 4.6 The space intended for use by an adapted/cargo cycle should be a minimum of 3000mm in length with a minimum spacing between stand installations of 3000mm. These spacings will allow for the parking of two cycles side by side with an additional 600mm wide area of clear dismount space provided between the two stands.
- 4.7 The total perimeter of cycle parking areas primarily intended for use by adapted/cargo bicycles should be delineated in areas of adopted highway using a 50mm x 300mm dashed road marking in white. Road text could also be installed on the carriageway surface around the dashed road marking to highlight the area is intended for use by "Adapted/Cargo Cycles."

- 4.8 Trombone stand centres in these Adapted/Cargo parking areas should be situated at 750mm from the dashed extents of the parking area, providing a 1500mm gap between stand centres.
- 4.9 The carriageway marking indicated at 4.7 should be accompanied by post mounted signage in accordance with diagram 968 of the Traffic Signals Regulation and General Directions 2016 with an additional plate stating, "Adapted and Cargo Cycles."

Figs 4-1 and 4-2 Parking Area Dimensions





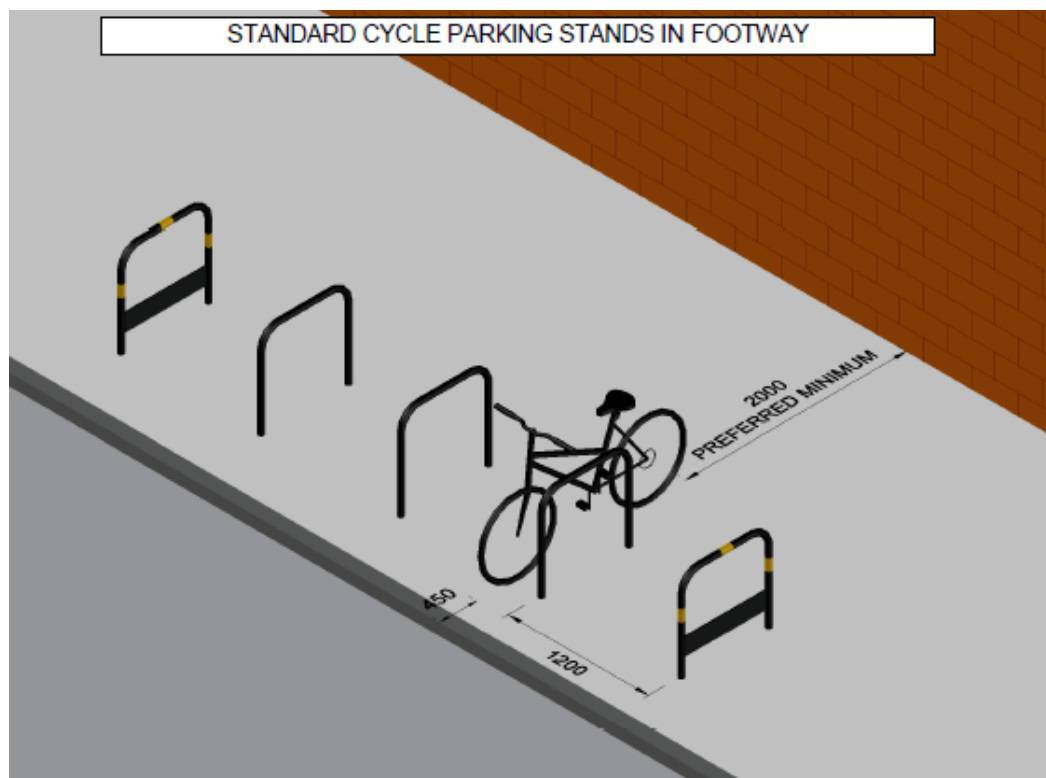
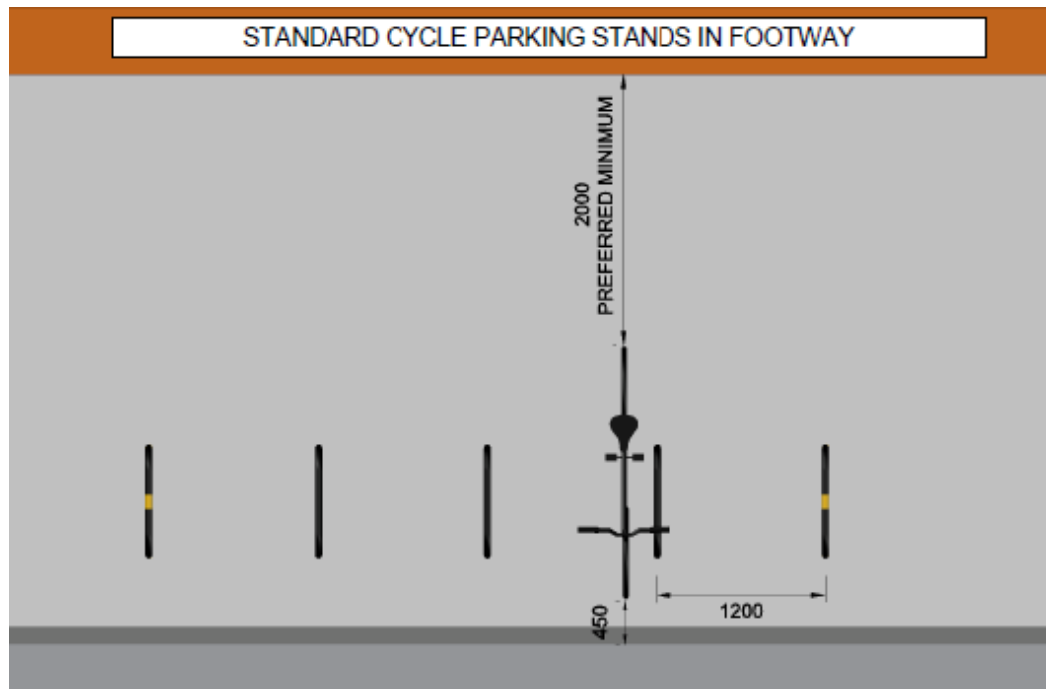
Scheme Ref.	York Cycle Parking		
Sign Ref.	SP.001	x-height	30.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	425 mm
Border	BLACK	Height	170 mm
Material	Class RA2 (12899-1:2007)	Area	0.07 m ²

Scheme Ref.	Cycle parking		
Sign Ref.	Backing Board	x-height	30.0
Letter colour	N/A	SIGN FACE	
Background	GREY	Width	470mm
Border	N/A	Height	395mm
Material	Class RA2 (12899-1:2007)	Area	0.19m ²

5. Parking within the Footway

- 5.1 Where generic cycle parking stands are to be mounted in the footway, a minimum of 2000mm of space should be provided between the rear extent of the footway and the outer edge of the wheel of the parked cycle. Over short distances (no more than 6.0m) and where footfall is low then the minimum footway width may be reduced to a minimum of no less than 1500mm.
- 5.2 Where cycle parking stands are mounted in the footway, the location of the stand should allow for a clearance of 450mm from the outer edge of the wheel of the parked cycle to the vehicle carriageway.

Figs 5-1 and 5-2 Cycle Stand Layouts Within Footway



Illustrative designs for this layout can be found in Drawing CYC_TST-900-002

6. Parking within the Carriageway

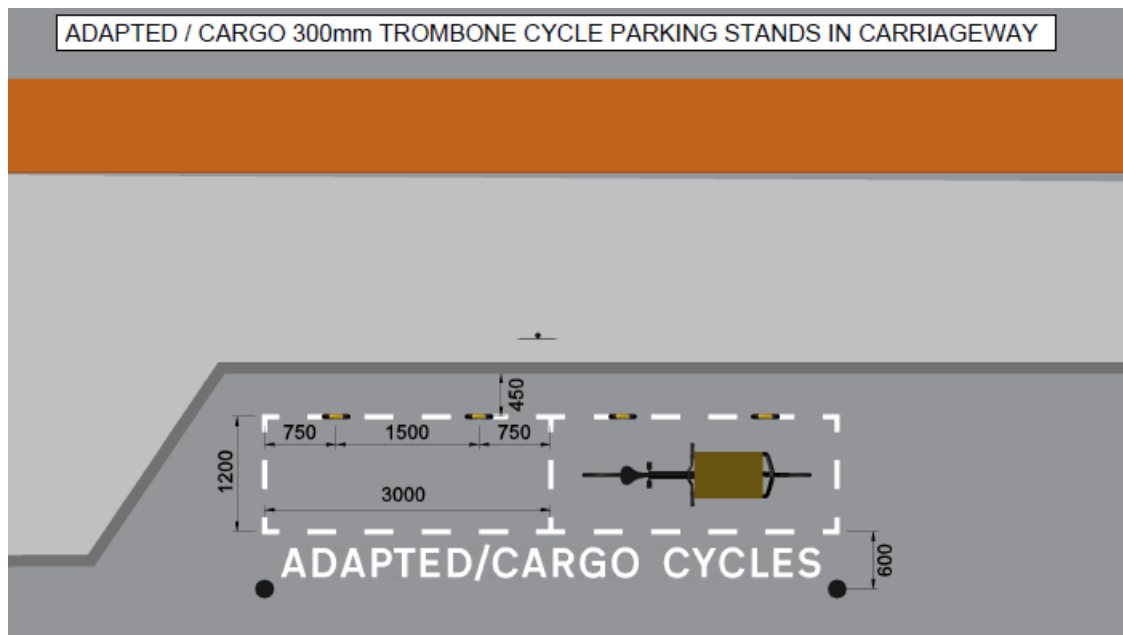
- 6.1 Where any Cycle parking stand is to be installed within the carriageway, bollards should also be installed at the outer edges of the parking area

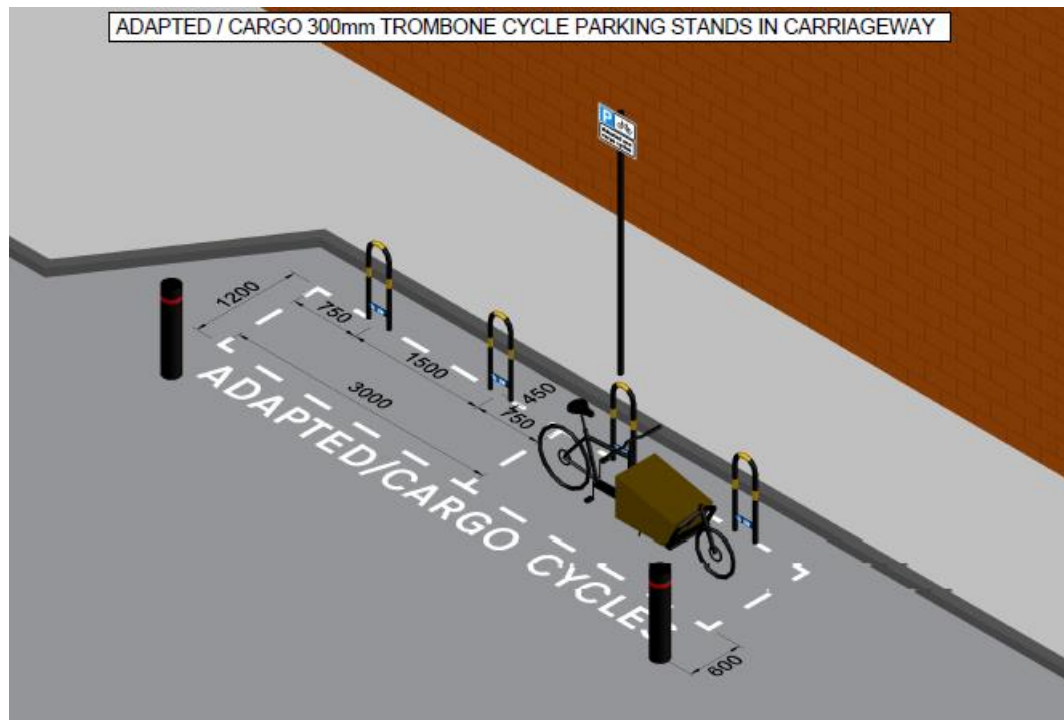
providing an additional 600mm clearance from traffic in order to prevent passing vehicles colliding with parked cycles.

- 6.2 The number of bollards to be placed around cycle parking installations within the vehicle carriageway should be assessed at each site; informed by available carriageway width and the direction of travel for vehicles passing the cycle stands.
- 6.3 Where a Cycle Parking Stand is installed parallel to the kerbline, the stand should be at a preferred clearance of 450mm from the kerb in order to prevent the cycles handlebars from overhanging into the footway and causing an obstruction.

See Fig 4-1 and 4-2 above for Stand layout within carriageway, perpendicular to the kerbline

Figs 6-1 and 6-2 Cycle Stand Layout Within the Carriageway, parallel to the Kerb



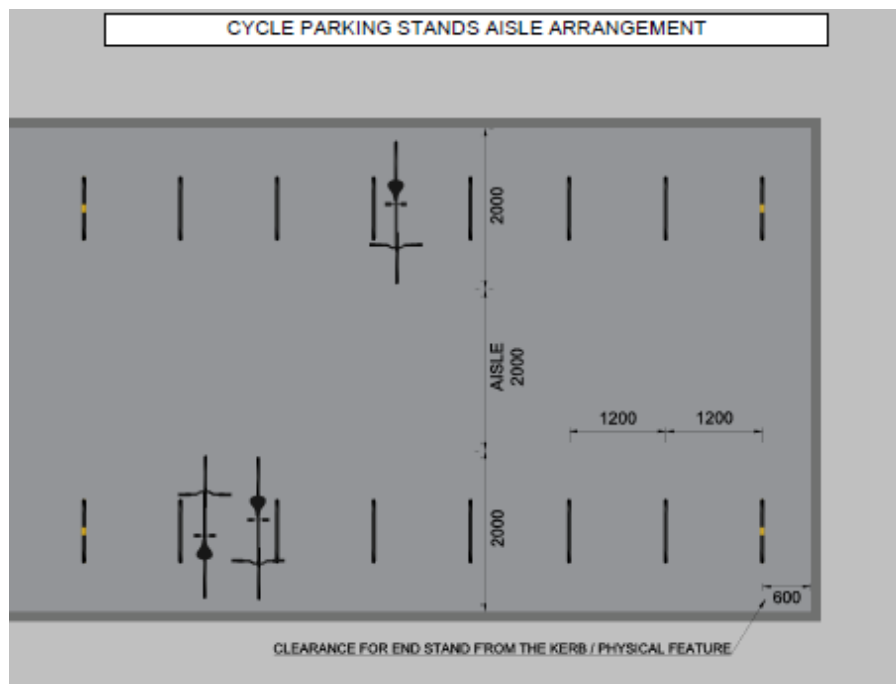


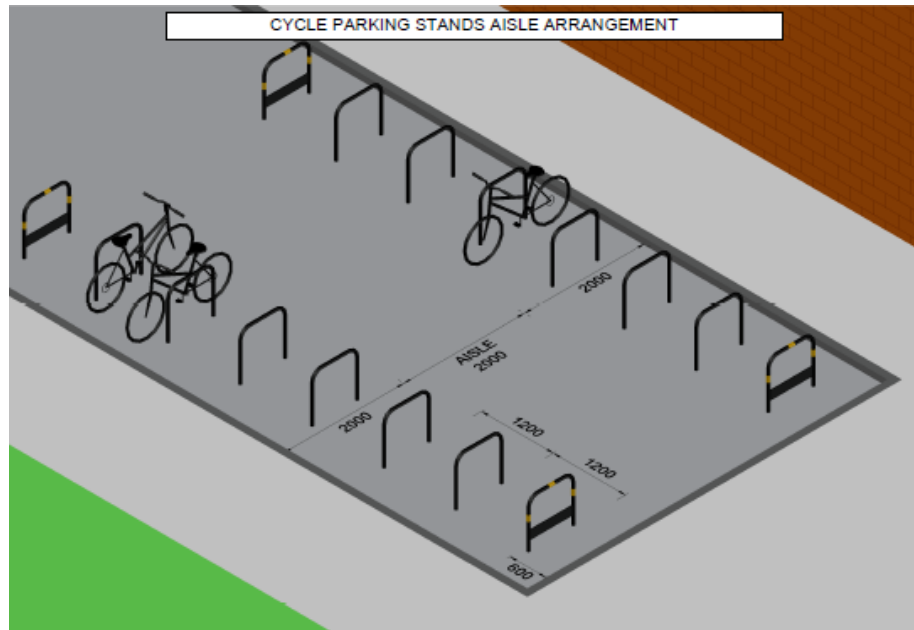
Illustrative designs for this layout can be found in Drawing CYC_TST-900-001

7. Spacing between multiple rows of stands

- 7.1 Where multiple rows of stands are installed, an aisle should be provided between the rows with a minimum clearance of 2000mm.

Figs 7-1 and 7-2 Cycle Stand Layout of Multiple Stand Rows





Illustrative designs for this layout can be found in Drawing CYC_TST-900-002

8. Cycle Parking End Panels

- 8.1 The use of end panels to provide information such as cycle parking maps/street names/bike locking advice should be considered on a location by location basis.
- 8.2 Where end panels are proposed for installation, they should measure 750mm wide x 1400mm tall and provide a low level tapping rail to be installed at a height of 150mm above the ground surface with yellow high visibility markings across the legs and top of the panel.

Fig 8-1 End Panel Dimensions

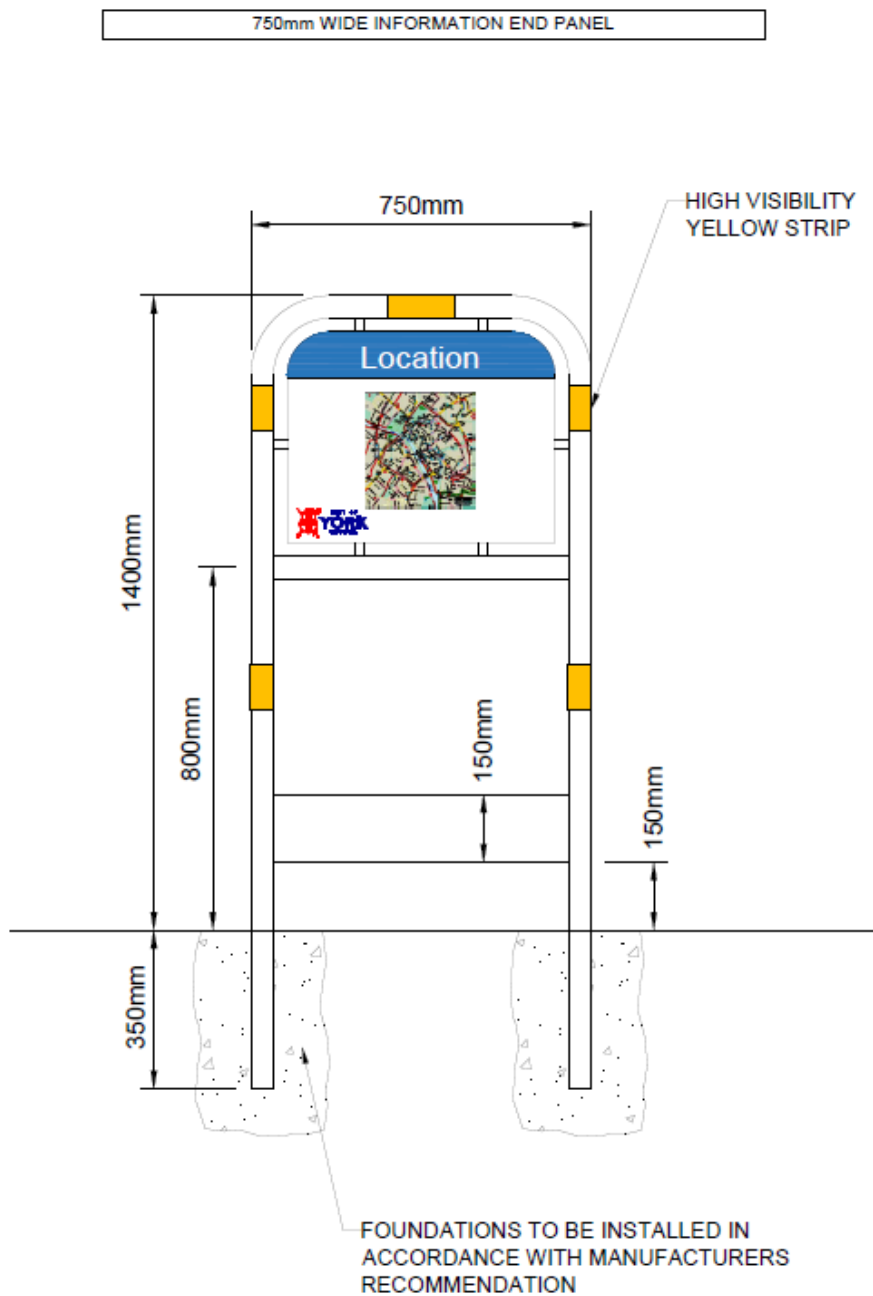
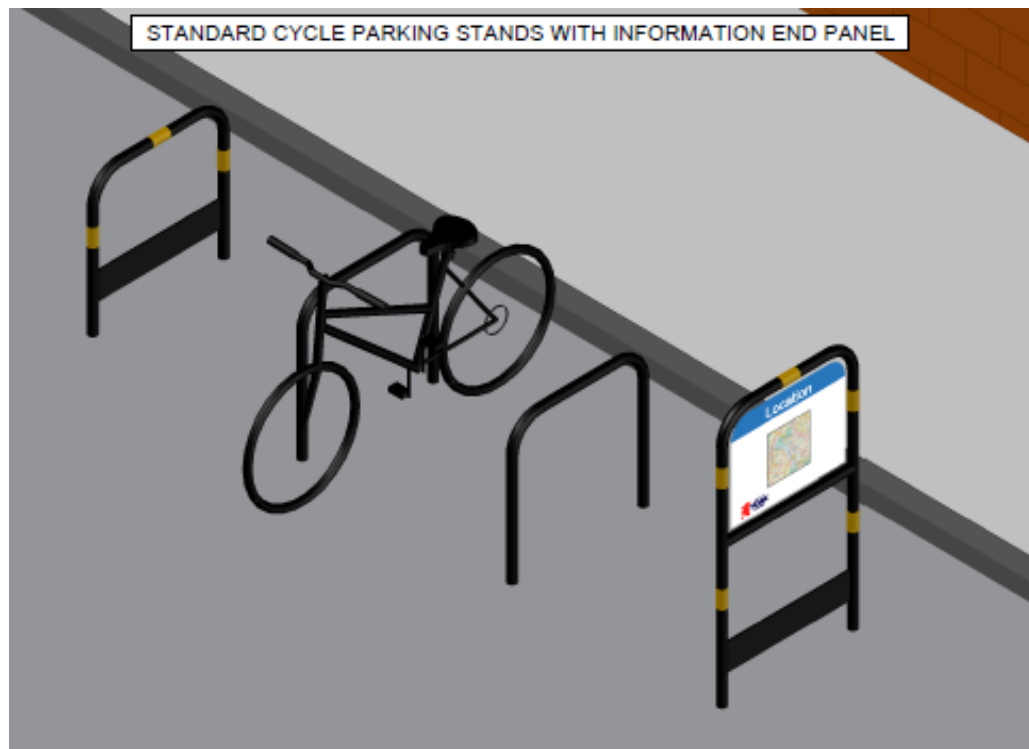


Fig 8-2 End Panel Design

INFORMATION END PANEL ISOMETRIC VIEW



Fig 8-3 End Panel Installation Layout



Illustrative designs for this layout can be found in Drawing CYC_TST-900-004