



Cycle parking

Providing quality cycle parking is an excellent way to show you are an employer committed to improving the health and well-being of employees, as well as to improving the environment we live in.

Number of cycle parks

There are no hard and fast rules about how many parks to provide. If people already cycle to work, count the number of bikes onsite each day. Plan to provide some extra parks – Bike Victoria in Australia suggests one per 20 employees where no parks existed previously. If you are adding more parks, then one per 5 or 10 employees might make sense.

Location

Location plays a key role in providing cyclists with good, user-friendly cycle parking. Short-term parking should be located close (<50 metres) to the workplace or it may not be used. Secure, long-term parking can be located somewhat further away.

The key considerations in selecting a location are around convenience and security:

- Place parking near the main entrance
- Allow easy access
- Provide parking for visitors as well as staff. Provide one parking place for each 40 visitors.
- Ensure cycle parking is clearly signed and well lit
- Avoid obstructing pedestrians or traffic
- Undercover, lockable cycle parking is ideal, particularly for rainy days
- Surveillance by the public or CCTV reduces the opportunity for vandalism or theft

There is an opportunity to be creative in providing cycle parking at your workplace. For example cycle parking could be located:

- In a unused 'nook or cranny'.
- In a storage cupboard
- Under the stairs
- In a car parking garage.
- In the courtyard
- In an unused office, room, or part of a hallway.

Types of cycle parking

Five types of cycle parking are recommended:

- stands
- enclosures
- parking garages
- lockers
- Cyclepods

Which one you choose depends on the space available and how much your organisation is willing to spend.

1. Stands

Stands that only hold the wheel are not recommended as these provide poor security and can damage the bike.

The **Sheffield Cycle Stand** is the most popular with cyclists, as it supports the cycle, and allows both the frame and the wheels to be locked. It is cost-effective to build, install and maintain.

The Sheffield Cycle Stand is a simple inverted-U steel tube (refer diagram below). It can be installed singly or in multiples. Each stand can accommodate two cycles and allows use of all popular types of lock.

Material options

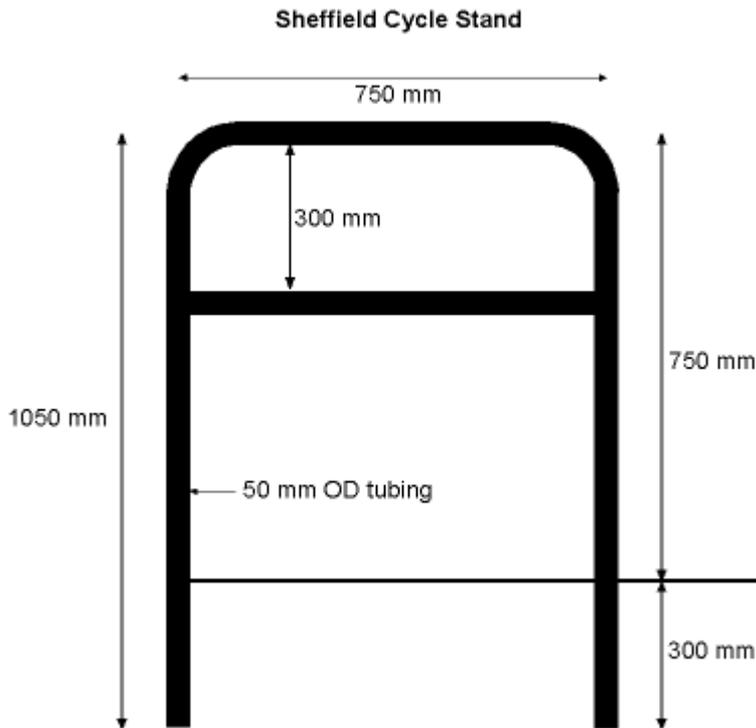
- Nylon-coated – excellent durable finish, less damaging to bikes' paintwork
- Galvanised – industrial looking, with effective protection for 10–15 years
- Powder-coated – available in a range of colours. Can be done in conjunction with galvanising
- Stainless steel – non-rusting material that suits modern surroundings

Sheffield Cycle Stand design features

- An extra horizontal bar provides additional locking points and is ideal for small-wheeled and children's bikes.
- There is no patent on this design, and it can be made by any engineer.
- The stand can be embedded into concrete or surface mounted (bolted to an existing hard level surface).

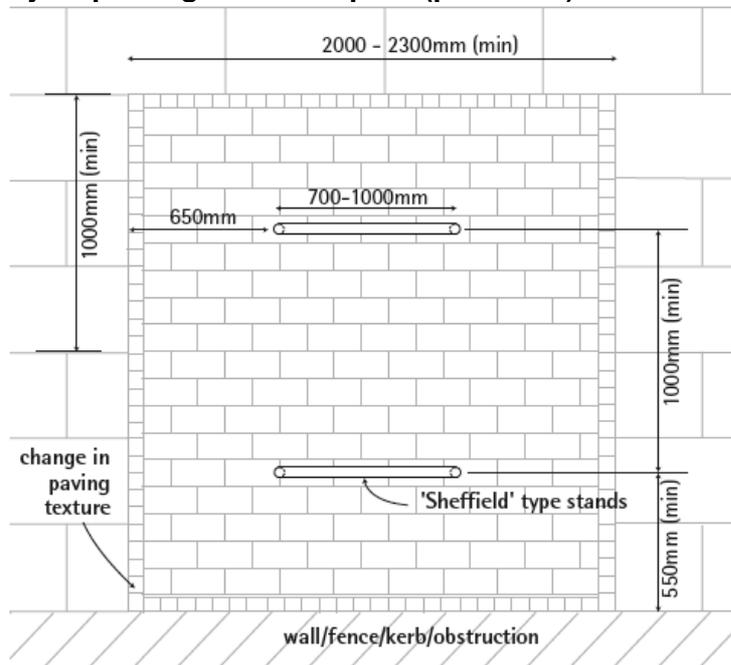
Dimensions

- 750 mm wide x 750 mm high for surface mounting; tubing outside diameter 50 mm
- 750 mm wide x 1050 mm high for embedding; tubing outside diameter 50 mm
- Extra horizontal bar 300 mm from the top



Calculate the space required (see footprint diagram below). An allowance of 1 cycle per sq. metre is a guide.

Cycle parking stand footprint (plan view)



Spacing between cycle stands

When installing more than one cycle stand, allow at least 1000 mm between each stand. Any closer together and only one side of the stand will be useable.

Stands should be at least 550 mm from any walls, fences, gates or doors. If cycles are forced into too small a space, they are hard to access and could be damaged.

Securing cycle stands

Stands must be secured to the ground by either bolting onto a hard level surface using at least two security bolts (m10 Rawlbolts) through the base plates, or by root fixing into concrete at a depth of 300 mm. Stands bolted into asphalt are susceptible to vandalism.

Cost

From \$200 to make and install, depending on materials, for each two-bike stand. See below for a list of suppliers.

NMIT Bike Stands –these were implemented as part of ‘Bike Now’ project in 2008.



2. Enclosures

Enclosures are fenced parking facilities. Enclosures should be protected from the weather and have a high degree of security, such as CCTV monitoring, and an appropriate form of access control, such as swipe cards. Inside the enclosure, stands may be installed to provide additional security.

An unused storeroom, or office may also be suitable. The photo on the right below, shows hooks installed in an unused section of a corridor at Bike NZ.

Cost

Depends on materials and security features.



3. In Parking Garages

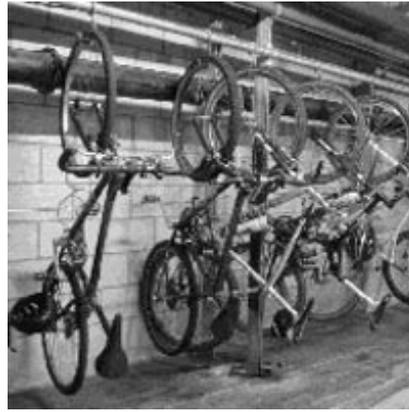
Cycle parking can be installed in parking garages. The example pictured below consists of a 50mm diameter galvanised pipe bolted horizontally to the metal poles that hold the building's service pipes. The new pipe has plastic-covered metal hooks mounted along its length. Bicycles are hung vertically on the hooks by their front wheels.

An additional horizontal pipe can be added to provide a locking point. The advantages are that commuters' bicycles can be parked at no charge in a secure area, under cover, in a compact, efficient arrangement.

Where space permits, alternatives are to install Sheffield parking stands or a fenced enclosure.

Cost

Depends on materials and security features.



4. Lockers

Lockers offer weather protection and a high level of security.

Things to consider when costing a locker installation:

- The cost of site preparation (levelling etc), and adjustment of units on sloping sites.
- Delivery and installation costs, including future expansion or relocation of units.
- Ventilation and hygiene – ease of cleaning and airing the space. Some lockers have clearance underneath to allow a high-pressure water jet to clean out leaves and other debris.
- Durability of finish and ease of graffiti or billposting removal
- Opportunities for advertising revenue
- Spares and service parts (especially lock or key replacement and management costs)
- Ease of use – if the locker takes too long to use, it offers little advantage over open stands.

Cost

From \$2,700 excluding installation for each two-locker unit.



5. Vision Cycle Cone

The Cycle Cone is a modern, innovative cycle storage design which secures eight bikes in a two metre diameter. It is a unique solution that not only looks great and saves space, but is also highly secure. A single Cycle Cone takes 30% less space than the equivalent, four Sheffield stands.

Almost every part of the bike can be locked to the unit, securing the most expensive and highly-targeted parts of the bike in place. Unlike other cycle storage products, the Vision Cycle Cone requires no foundations for installation and needs little maintenance.

Cost

Vision Cycle Cone with canopy \$5,540+ GST

Vision Cycle Cone without canopy \$3,845+ GST

Prices quoted include installation and delivery



More information

ARTA Guidance Note for Cycle Parking Facilities

The intention of this guidance is to inform TLAs, education providers and private businesses/developers on how to and where to install bicycle parking within Auckland region.

http://www.arta.co.nz/home/land_use_and_transport_guidelines.html

Workplace Cycle Parking Guide

Highly recommended detailed guide from Transport for London, this guide is aimed at organisations that want to provide cycle parking.

www.tfw.org.uk/documents/Workplace-Cycle-Parking-Guide_000.pdf (452 kb PDF)

Land Transport New Zealand's secure cycle parking

Shows how LTNZ installed parking in a basement garage.

www.sparc.org.nz/partners-programmes/active-communities/active-workplaces/cycle-friendly-employer/case-study-ltza

The New Zealand Bicycle Registry

A free service for storing your bike serial number.

www.mountainbike.co.nz/registry/

Best practice on cycle parking

Advice on provision, management and location from the UK Department for Transport

www.dft.gov.uk/pgr/roads/tpm/tal/cyclefacilities/keyelementsofcycleparkingpro4085

Cycle Parking

Four page information sheet (792 kb PDF) covers location, design, installation and how much parking is needed.

www.sustrans.org.uk (select info & resources page, then publications page, and search for "cycle parking")

New Zealand suppliers

Most engineering companies can make cycle stands, enclosures, garage fittings or lockers.

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| <p>Stands</p> <p>Autobend Ltd, 15 Vulcan St, Christchurch Tel 0800-288-623 sales@autobend.co.nz</p> <p>Checkmark Engineering 11 Totara Street, Taupo Tel 07-378-7171</p> <p>City Care Ltd – Bob Winter 245 Milton Street, Christchurch Tel 03-337-1321</p> <p>General Security Supplies (NZ) Ltd PO Box 19359, Avondale, Auckland Tel 09-818-6062 www.gensec.co.nz Harding Traffic Private Bag 50907, Porirua Tel 04-238-4690 gdonnell@hardingsystems.com</p> <p>Peter Osbourne Ltd, Engineer and Welder 1277 Main North Road, Belfast, Canterbury Tel 03-323-8079</p> <p>Street Furniture NZ Ltd PO Box 72 354, Papakura, Auckland Tel 09-267-7350 sales@streetfurniture.co.nz www.streetfurniture.co.nz</p> <p>Metalworx Engineering 55-60 Vivian Street, Te Aro, Wellington Tel 04-384-5113</p> | <p>Lockers</p> <p>Duffill Watts and Tse Ltd 23 Taranaki St, Wellington Tel 04-384-5632 andrew.mcleod@wgtn.tse.co.nz</p> <p>McColl Engineering 25 Montgomery Crescent Upper Hutt tel 04-526-9495</p> <p>Cycle cones</p> <p>Vision Limited PO Box 618 Wellington New Zealand Tel 04-568-9819</p> |
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