



CHESTER CYCLING CAMPAIGN

Working to Create a Cycle Friendly City.....

Cycle Storage & Parking Guidance for Planning Applications in Cheshire West & Chester (CW&C)

CW&C has identified 'Active Travel' (including cycling) as a potential major contributor in the reduction of the damaging effects of Climate Change. Difficulties with cycle storage can be a major disincentive to their use.

This Guide is intended to provide a quick check list and easy reference to cycle storage and parking solutions that fulfil the requirements of the latest (2022) Supplementary Planning Document (SPD) on Parking issued by CW&C.

Checklist (only major items listed here)

- | | |
|--|--------------------------|
| Residential:- Do plans show sufficient cycle storage spaces (min. of 1/flat, 2/house)? | <input type="checkbox"/> |
| If so, do they meet the 'Covered & Secure' requirements? | <input type="checkbox"/> |
| Does the garage meet minimum dimensions (6m x 3.3m)? (6m x 3m for applications lodged prior to March 2022) | <input type="checkbox"/> |
| If an existing garage is to be converted, is replacement storage planned? | <input type="checkbox"/> |
| Commercial:- Do the proposed number of cycle spaces meet current SPD requirements | <input type="checkbox"/> |
| /Hospitality for the particular category of development? | <input type="checkbox"/> |
| Is there provision for both staff & visitors/guests? | <input type="checkbox"/> |
| If so, are they separate and do they reflect their different needs? | <input type="checkbox"/> |
| Infrastructure:- Have the opportunities for improving access (e.g. by widening footpaths, designating Shared Use Paths, linking to existing cycle-ways been fully considered? | <input type="checkbox"/> |
| Have cycle 'unfriendly' features in estate design (e.g. raised brickwork at separation of adopted and un-adopted roads, speed bumps by drainage gratings etc.) been eliminated from plans? | <input type="checkbox"/> |
| Where estate exit road meets a public highway with an SUP, has consideration been given to giving priority to the SUP? | <input type="checkbox"/> |

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A list (incomplete) of known suppliers is appended at the end of this document. We would be more than happy to update and add additional suppliers and solutions to future editions of this note as and when we encounter them or are advised of them.

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Background

CW&C's new Supplementary Planning Document (SPD) on Parking was formally adopted in March 2022. There are many applications still in the system which will fall under the previous SPD (2017) conditions. Both specify the levels of cycle storage provision to be applied with respect to Planning Applications, but neither is specific about the types of storage which are deemed to qualify as meeting the stated demand for such storage to be "Covered & Secure".

It is clear that many planning applicants are either unaware of the need to provide such storage or have little idea of how or where to source it. This guide is an attempt to clarify what should be acceptable and to provide some "starting point" sourcing information. It cannot be considered to be all encompassing or comprehensive, but may help applicants and perhaps aid discussions with Planning Officers. Some examples of acceptable storage solutions are given but there will be others.

CW&C declared a Climate Emergency and developed its "Walk. Ride and Thrive" Local Cycling and Walking Infrastructure Plan (LCWIP) 2020-2030 in order to encourage Active Travel. This policy was adopted by Council in July 2020. **Only if a cycle can be removed from a garage/ store without first having to reverse the car out is it likely to be used** and it is for this reason that the minimum garage width to be considered suitable for cycle storage has been increased from 3m to 3.3m in the latest SPD.

It should be born in mind that modern 'mid-range' cycles can cost in excess of £1000, whilst the increasingly popular Electrically Assisted Cycles (EACs) may cost up to £ 5000. Mobility tricycles and cargo bikes are equally expensive. It is therefore imperative that users need to feel both that their cycle will be safe where it is stored or parked, and that they will personally be safe when accessing and using parking in places accessible to the public.

'Long-Stay' vs 'Short-Stay' cycle parking.

This is a key consideration. 'Long-Stay' is here being used generally in the context of overnight parking for use by individual houses or blocks of apartments. 'Short-stay' is being used in the context of stays of perhaps a few minutes or hours, generally in the public realm.

For Long-Stay, the facility should ideally be within an area that can be secured and with controlled access. This may be within an individual property curtilage, but if in a communal facility then efforts need to be made to address any security concerns by the installation of additional means such as CCTV.

Commercial Premises:- **For some businesses (one example would be Pubs & Restaurants) there is a need for both long and short stay parking.** For those staff working full shifts, then the requirements are as given above for 'Long- Stay'. For clients, the requirements may be treated as 'Short-Stay'.

Short term cycle parking in the public realm should be in a location that people feel safe using at all times of the day – visible, accessible, well-overlooked and well lit. Otherwise, the preference is for parking areas that can be secured and with controlled access, or where efforts have been made to address security concerns, again by such means as by the installation of CCTV.

Whilst neither the 2017 nor the 2022 SPD distinguishes between the needs of Staff and Clients, consideration should be given as to how this can be achieved at an early stage in developing plans.

Long-Stay cycle storage is best located within a building. If, as is sometimes the case, it is in a basement parking area, then the entrance should be well overlooked and well lit. Access needs to be considered carefully particularly for those using non-standard cycles. There should be clear signage from the main entrance of the building to the parking area. It should **NOT**, as is now expressly stated in the 2022 SPD, be located next to a bin store, where odours and vermin will discourage use. Any external doors should be wide enough for all types of cycle, including mobility tricycles (these are typically up to 1.5m wide and so the entrance should be up to 2 metres wide). However large doors can be difficult to manage, particularly if exposed to the wind or if they are of extremely heavy construction and this should be considered at the planning stage. Any ramps should be shallow enough to be ridden by all without any expectation of dismounting and pushing. Where lifts are proposed, special attention should be given to enable their use with non-standard cycles.

A. Domestic Properties with garages:-

CW&C's SPD (2022) considers that any garage measuring a minimum of 6m x3.3m (or 6m x5m for doubles) has enough space to store two cycles and thus eliminate the need for additional storage. Anything shorter than 6m internally is **not** deemed adequate to negate the need for separate storage. It is **essential** that cycles can be removed from a garage without having to first remove the car. With the increasing width of modern cars, it is becoming increasingly difficult to manage this. CWaC's (2017) SPD specified a minimum width of 3m and that anything less was **not** acceptable. For new applications (from March 2022) the revised recommended standard for minimum width of 3.3m should be applied. There should certainly be no acceptance of 5.75 m garages (often used by architects of small projects) as meeting the requirements of either SPD. Where possible, the provision of access via an external side door at the back of a garage should be encouraged. This should be at least 1.2m wide. It should be noted (as is now recognised in the 2022 SPD) that open 'barn' style car ports/ garages do not in themselves provide the necessary level of security unless they are long enough to and do accommodate additional measures – (Sheffield stands or security anchors).

B. For Domestic Properties with no garage storage:-

External storage must be provided and, to meet the SPD requirements, must be 'Covered & Secure'.

The police publish recommendations to ensure the security of buildings and their immediate surroundings under their 'Secured by Design' (SBD) scheme and arrangements for cycle parking and storage should meet these standards. Provision to these standards is an explicit expectation as noted in pp 6.9 of the 2022 SPD. Examples of suitable stores are:-



<https://www.cyclehoop.com/product/lockers/double-locker/>



<https://www.asgardsss.co.uk/bike-storage-x3-police-approved>



<https://www.trimetals.co.uk/product/protect-a-cycle/>



<https://www.cyclepods.co.uk/secured-by-design/>

Other producers who may have acceptable products include:-
Amazon Eco 2 Cycle Locker by The Bikestorage company:-



Dimensions: W1900mm x D900mm x H1400mm

This can be found at: -

<https://www.thebikestoragecompany.co.uk/product/amazon-eco-2-cycle-locker/>

Domestic Shed Storage

Where a larger garden shed is required for cycle and other storage, then it should be robust and meet the following construction standards:-

- 38 x 50mm (min) planed timber frame.
- Floor and roof constructed from 11mm boards (min)
- 11 x 125mm (min) tongue and grooved board walls and door
- No windows should be present
- Door hinges should be coach bolted through the shed structure or secured with security or non-return screws
- Have two hasp and staples which meet Sold Secure silver
- Padlocks should meet Sold Secure Silver or LPS 1654 issue 1.1:2014 SR1 standard padlocks to be used
- A security anchor within the shed certified to Sold Secure Silver standard or LPS 1175 sr1 is advised

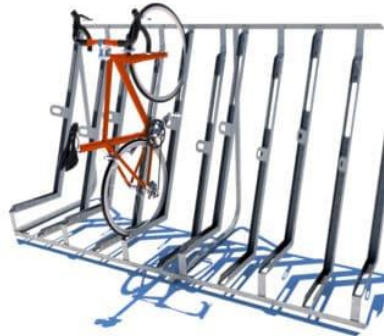
C. For Communal Residential storage facilities

For locations where communal storage is required (e.g. blocks of flats), two types of storage may be considered:-

Internal.

The better option where possible. The storage should be within the building at ground level. In such locations, each cycle should be individually lockable within the facility, either to a 'Sheffield' type stand or to a security anchor which is certified to 'Sold Secure' silver or LPS1175 Issue SR1.

Where space is at a premium, then 'Double-decker' and semi-upright racks can be used, but they are to be avoided where possible as they are much more difficult to use for those with limited mobility and for those using EACs.



<https://www.thebikestoragecompany.co.uk/product/semi-vertical-cycle-rack/>



<https://www.thebikestoragecompany.co.uk/product/gas-assisted-two-tier-bike-rack/>

Any internal storage should have EV charging points installed to accommodate the increasing use of EACs.

External.

Where location within a building is not possible, bespoke shelters and lockers are required. These should be fully evaluated as part of the Planning process. Any parking outside buildings should be:

- Sited in locations that are clearly visible and well overlooked with high levels of natural surveillance, and CCTV where necessary
- Designed with consideration of sight lines into and out of the cycle cages, compounds or secure store
- Adequately lit and overlooked, particularly at night-time or where the parking is under cover

Any external storage facility which is proposed should aim to be tested to a minimum Loss Prevention Standard (LPS), i.e. LPS1175 issue SR1, or LPS1175 issue 8:2018 A1 SR, or STS202 BR1, or LPS2081 issue 1 (2015) security rating A, or Sold Secure. Where possible, such storage should have EV charging points installed. Again, 'Double-decker' and semi-upright racks should be avoided where possible.

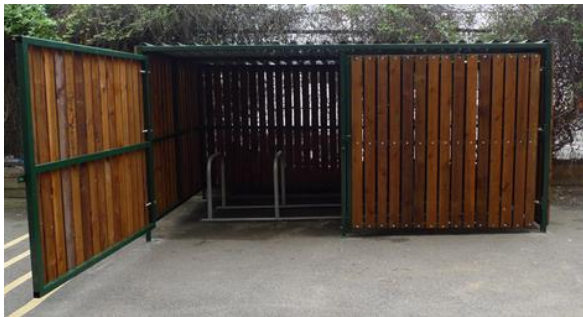
In communal storage facilities, each cycle must be individually securable to either a stand or anchor point that meets a sufficiently rigorous security standard. It should allow the frame and both wheels of the cycle to be secured, and provide support for any type of cycle without damaging it.

In order enable a cycle to be secured by the frame and both wheels, locking points should be approximately 600mm apart and 500mm above ground. The stand shape should provide locking within 100mm of these points to facilitate the use of two 'D' locks, i.e. a range of 400-800mm in width and 400-600mm above ground. Stands should not be thicker than 75mm as this will prevent the use of a 'D' lock. Where Sheffield stands are used, the hoops should be spaced 1000mm apart to allow two cycles to be locked to one hoop.



Recommended method of securing a bicycle to Sheffield stand

Examples of suitable external stores are:-



<https://cyclehoop.com/product/wood-bike-shelter/>



<https://securecyclestore.com/product/cycle-shelter-with-timber-cladding-tc2>

Other forms of communal cycle shelter are readily available such as those suitable for on street storage for terraced houses. Installation of such storage should be considered when Electric Vehicle Charging (EVC) infrastructure is developed and rolled out for terraced housing. One example is:-



<https://securecyclestore.com/product/street-shelter>

D. Long stay public parking.

Typical end users here might be those travelling on by bus or train, anticipating leaving the cycle for a number of hours. Requirements are as for other storage but specific attention should be paid to security. Too often, such storage is located in a corner where there is little natural surveillance.

The simplest schemes to accommodate this need utilise individually securable bike lockers. There are some within CW&C but location is not always optimal and the current lock system might be usefully replaced by a swipe card or other system. The introduction of such an 'upgrade' could be linked to a future planning application.

More elaborate automated bike storage systems are available and are widely used in Holland, Germany and Japan. These can be appropriate solution in such cases as, for example, Park & Ride locations, University Campuses and Railway or Bus Stations etc. Such installations can be particularly useful in City centres for the promotion of cycling as a means of transport. Any major developments in town centres should include the evaluation of this type of cycle storage.

Examples with videos can be seen at:-

<https://www.falco.co.uk/products/cycle-parking/cycle-racks/velospace%C2%AE-automated-cycle-parking-system.html>

<https://www.falco.co.uk/products/cycle-parking/cycle-racks/velominck%C2%AE-automated-cycle-parking-system.html>

<https://www.fietsdock.nl/what-is-fietsdock/?lang=en> (video at :-

<https://www.youtube.com/watch?v=49cqXoGnOmM>

<https://www.giken.com/en/products/automated-parking-facilities/eco-cycle/> (video at:-

<https://www.giken.com/en/video/mobile-eco-cycle-automated-bicycle-parking/> and

<https://www.giken.com/en/video/eco-cycle-automated-underground-bicycle-parking/>

Short-Stay cycle parking is for transient visitors (such as to offices, pubs, restaurants, care homes, clinics, etc) and other more flexible users. It tends to be in the public realm with open access. For these a securely anchored 'toast rack' of Sheffield stands usually will suffice but such storage should be located in areas of high natural surveillance. To enable two cycles to be tethered to each hoop, they should be spaced 1000mm apart and have a diameter of less than 75mm to enable D locks to be used.

It is notable that damaged or vandalised cycles left in public places often signal the insecurity of specific cycle parking. In some areas, cycle parking facilities are unlawfully occupied by motorcycles and scooters, sending a similar negative message. It is therefore imperative that the cleaning and maintenance of areas of cycle parking is considered during the planning and design of new facilities. Again, they should not be located next to bin and waste stores. Regular inspections should be made by the managing authority to identify where maintenance of stands and parking areas is required, including the removal of damaged cycles after a suitable warning period.

Simple 'Sheffield' stand are the simplest, cheapest, most flexible and most effective type of provision for this use. These may be concreted into the ground as a series of individual hoops or can be provided as a 'toast-rack' that can be bolted to the ground. There are many manufacturers of such stands, some of whom are also able supply the shelter as well.

Any rack of Sheffield stands should have the two outside stands at an additional spacing to allow for the tethering of non-standard cycles. There are also elongated Sheffield stands which allow the parking of bikes with trailers and recumbents in places where room allows.



<https://secure-bike-parking-c1017/sheffield-stands-c1200/sheffield-cycle-stand-stainless-steel-p7022>



<https://www.broxap.com/wardale-cycle-shelter-1.html>

Other public realm installations can not only be attractive but also help promote the benefits of cycling (as below, also sending the that 10 cycles can be parked in the space taken by 1 car)



<https://www.cyclehoop.com/product/racks/car-bike-port/>



<https://www.cyclehoop.com/product/racks/bike-port/>



<https://www.cyclepods.co.uk/streetpod/>



<https://www.cyclepods.co.uk/wp-content/uploads/2019/03/Transforming-Cycle-Storage-2019-compressed.pdf>

The Cyclepod above can secure 8 bikes in a two meter diameter and is one choice for secure or semi secure locations where space is tight and aesthetics are particularly important (the canopy is optional).

In addition, there are specific solutions for particular locations. One such is for parks where the fixing shown below can be used with existing railing systems:-



<https://www.cyclehoop.com/product/cyclehoops/railings/>

Unacceptable Parking Stands

It should be noted that there are some types of available stands that are not recommended as they do not provide adequate locking opportunities and some can easily damage bike wheels. This is particularly likely if the rear wheel of the cycle protrudes onto the pavement allowing pedestrians to collide with the cycle, e.g.-



Alphabetical List of some Suppliers:-

| | |
|----------------------|---|
| Asgard | www.asgardsss.co.uk |
| Barriers Direct | www.barriersdirect.co.uk |
| Broxap | www.broxap.com |
| Bike Storage Company | www.thebikestoragecompany.co.uk |
| Cycle Hoops | www.cyclehoop.com |
| CyclePods | www.cyclepods.co.uk |
| Falco | www.falco.co.uk |
| Fietsdock | https://www.fietsdock.nl/?lang=en |
| Giken | https://www.giken.com/en/video/mobile-eco-cycle-automated-bicycle-parking/ |
| More than Shelters | www.morethanshelters.co.uk |
| Secure Cycle Store | https://securecyclestore.com/ |
| Trimetals | www.trimetals.co.uk |