

Guidance on choosing and installing stands for cycle parking

The most up-to-date and generally accepted guidance is this:

<https://tfl.gov.uk/cdn/static/cms/documents/lcds-chapter8-cycleparking.pdf>

The benchmark for good cycle parking bikes is the Sheffield stand. These are easy to use for a wide variety of bikes without damaging the wheels. They are fairly cheap to buy and straightforward to install.

Of course there are many alternatives, some of which may even be better in specific situations, but start with the Sheffield stand and only buy an alternative (often pricier) design if it offers a real benefit. However cheap they are, don't even think about 'wheel bender' designs where you roll the front wheel into a V-shaped bracket.

Even amongst Sheffield stands, there is variation:

Finish: A thick polyurethane or similar coating is smart, unobtrusive and maintenance free and is the best from a cyclist's point of view as helps prevent the paintwork on bikes getting scratched or chipped. Stainless steel looks stylish in urban settings, but offers no protection to paintwork and in a rural location probably has no benefit. Galvanised steel is cheap, but looks a bit grim.

Additional rail: Small children's bikes, ladies bikes, folding bikes and children's scooters are harder to balance against a basic Sheffield stand because they tend to fall through the large gap. Designs with an additional lower rail work better with a wide range of family bikes.

Tapping rail: If the stands are located in an exposed position, the first and last stand in the block should have a low 'tapping rail' and some high viz markings; this makes it possible for visually impaired people to avoid walking into them. This is not necessary if the block of stands is protected, for example by a kerb, wall or bushes.

'Toast racks': You can buy a whole set of Sheffield stands all joined together. They are not so attractive to users because of the bars on the ground make it awkward to roll the bike to the best position. They also look less attractive and, if they can be unbolted, may be less secure.

Installation: It is important to install stands correctly. Enough clearance must be provided to the front and rear and between each stand. The stands need to be placed on a flat, sealed or well-drained surface (or at 90 degrees to any unavoidable slope) and securely fixed into the ground. The link above gives more details.

Location: Bikes racks should be sited as close as possible to the entrance of the building. It should be possible to ride right up to the racks without getting in pedestrians' way. The location should be clearly visible so the racks are easy to find and be well-overlooked to improve security. You are likely to get users with child trailers as well as mobility buggies and other unusual things such as adult trikes, tandems, box bikes etc. Leave a couple of empty spaces at the end of the row of Sheffield stands for these users. A wall- or ground-anchored chain or a post and loop will allow them to lock up to something solid.

Shelter: a roof to protect from rain (and wide enough to give some protection from blown rain) is very desirable – but not at the expense of a convenient and secure location.

Suppliers and prices: There are very many suppliers and prices vary considerably. A suitable polyurethane-coated stand with an extra rail is likely to have a list price of about £100 ex VAT. (This example was selected randomly from the internet:

<http://www.externalworksindex.co.uk/entry/44075/Bollards-International/Hammersmith-polyurethane-cycle-stands/>)



Horsham District Cycling Forum

Web: hdcf.org.uk

Email: info@hdcf.org.uk

Twitter: [@CycleForumHorsh](https://twitter.com/CycleForumHorsh)

Phone: **01403 258830**

August 2015