

Read about our Car Bike Port featuring in the London Cycle Design Guide

Destinations

All destinations should be served by cycle parking that can accommodate employees, customers, residents and visitors. Key destinations include:

- Residential areas, including housing estates and private houses and flats
- Shopping centres and high streets
- Workplaces
- Hospitals and health centres
- Council buildings
- Education establishments including schools, colleges and universities
- Community facilities and services eg libraries, pre-school and day-care facilities
- Entertainment and leisure venues
- Public transport interchanges such as: National Rail, Docklands Light Railway and London Underground and Overground stations, and docks providing river boat services



Cycle parking serving destinations

- Surveys at different times of the day, week and year – cycle parking demand in winter tends to be approximately 60-80 per cent of the demand in summer, while identifying variations by time of day and day of week can reveal peaks and give indications of trip purpose
- Making a broader assessment of where trip generators are, and where and when people are likely to, or could, travel there by cycle – this includes identifying where and when new developments are proposed locally
- Trialling temporary stands, including stands for larger types of cycle – temporary parking for events or in support of trial layouts can help demonstrate how much cycle parking could be accommodated with more permanent solutions

Assessing potential demand

Methods include:

- Surveys of existing patterns of cycle parking, taking into account formal and informal parking areas, existing cycle stands in public and private areas, and 'fly parking' to street furniture and guard railing



Temporary cycle parking provided as a trial measure

Provision of new or increased cycle parking should also be informed by consultation with cyclists, pedestrians, retailers and local residents, many of whom will be able to give a more rounded view about variation of cycle parking demand through the day, week and year.

This should be proportionate to the level of investment and the likely impact on other users.

For new development, applicants should consult the latest version of the London Plan to verify minimum requirements, and should check with the local planning authority, which may have its own minimum standards in its Local Plan. Developers and planners should seek greater provision than the minimum wherever possible, particularly in locations where trips by cycle could grow substantially. The quantity and quality of cycle parking is likely to become an ever more important factor in attracting potential buyers, occupiers and customers.

Constraints

The feasibility of providing cycle parking in a given location needs to be considered alongside assessing demand. Carriageway or footway space and underground utilities or structures will determine whether locations are suitable. Clarity about these constraints is important before consulting on any options for new cycle parking.

A Traffic Order is necessary for on-carriageway cycle parking, but not for off-carriageway (lie on the footway), although this may be an effective form of consultation in some sensitive areas. Alternatively, a temporary Order may be secured more quickly for a temporary use of part of the carriageway for cycle parking, for up to 18 months. See section 2.4.6 for guidance on procedures for Traffic Orders.