

CYCLE PARKING GUIDANCE FOR BUSINESSES

Purpose of this guidance

This guidance is aimed at businesses looking for advice on how to provide cycle parking as a way of encouraging employees, visitors and customers to cycle to their premises.

It outlines the key principles of good quality cycle parking and provides information on recommended types of cycle parking, guidance on how much to provide and where, alongside other requirements and complementary measures.

Short case studies also provide examples of how businesses can creatively improve cycle parking facilities both within their premises and in their neighbourhood.

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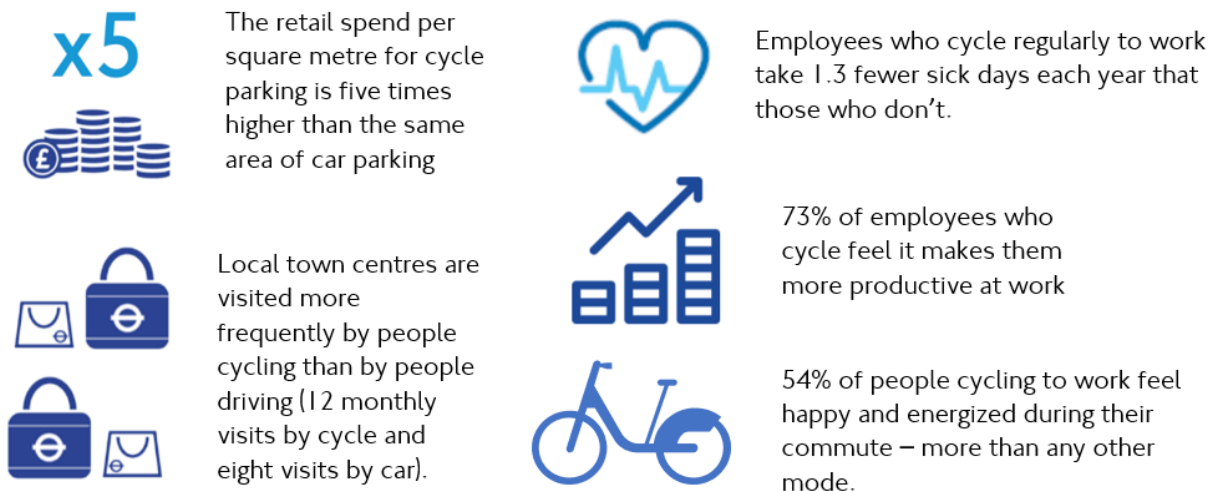
1 Case of intervention: Why is provision of cycling parking important?

The Mayor's [Streetspace for London Plan](#) places walking and cycling at the heart of London's recovery from coronavirus and aims to enable more people to safely walk and cycle as part of their daily journeys.

Despite offering normal service levels on the TfL public transport network, we will continue to have to limit capacity on buses, trains and the tube to facilitate social distancing. As more Londoners return to work, it is essential to enable them to use alternative sustainable modes, including cycling, and avoid a car-led recovery which would have a detrimental effect on congestion, air quality, public health and productivity.

Cycling also brings wider benefits to businesses, helping create vibrant high streets and improving the health and productivity of employees. Below are some of the key benefits of cycling for businesses extracted from our [Economic benefits of walking and cycling evidence base](#).

Figure 1 – Economic benefits of cycling¹



Many businesses already recognise the benefits of cycling, with 73 per cent of London BIDs saying that active travel is important for attracting staff and 85 per cent agreeing that cycling is important for their business performance.

TfL and the London boroughs are developing a network of cycle routes across London. While this will provide much needed, safe and easy travel alternatives to public transport and the private car, it needs to be complemented with provision of cycle parking. In the same way that we would not operate a bus route without bus stops, safe and secure cycle parking must be provided at the start and end of a journey for cycling to be a safe and attractive alternative.

As part of the Streetspace programme, **TfL has installed over 1,100 cycle parking space on the TfL Road Network and 400 spaces at London Underground stations**, with more potential sites being identified. Boroughs also continue to install more spaces on their road network. However, improving cycle parking facilities at and around the workplace is also essential to encourage more people to cycle to work.

¹ Economic benefits of walking and cycling - <https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>

Across London, **we estimate that an additional 46,000 on-street cycle parking spaces are required** to adequately support existing cycle trips. The pandemic has increased demand for cycle parking as more people turn to cycling for their daily trips. These 46,000 spaces are on-street only and does not take into account the additional spaces needed off-street.

Our customer surveys indicate that almost half of Londoners say that their employers do not provide cycle parking and 41% say that cycle parking would encourage them to cycle to work more often.

We therefore encourage businesses and workplaces across London to consider the installation and/or upgrade of their cycle parking facilities, for both employees and customers, to contribute towards making cycling an attractive and convenient proposition for all. Staff should be offered good quality, long-stay cycle parking without having to use short-stay parking on-street, which is less secure and reduce the availability of on-street cycle parking for other users.

In addition to employee cycle parking, customer cycle parking serving individual shops or retail parks needs to be publicly accessible, conveniently located near building entrances and with good levels of natural surveillance during opening times.

2 What is important to know about cycle parking:

2.1 Principles of best practice

Good quality cycle parking should be:

- **Visible:** Cycle parking should be easy to find and well signed. Hiding it away in a corner of an underground car park may mean that staff do not know it is there - publicise it if necessary or consider moving it somewhere more visible and accessible.
- **Accessible:** Cycle parking should be easy to get to and preferably within 15-50m of the final destination. Placing it near to the front door makes a positive statement to both staff and customers alike. Access to cycle parking facilities should be step-free.
- **Easy to use and inclusive:** Cycle parking facilities should be easy to use and accommodate all types of cycles, including larger models of cycle and adapted cycles used by disabled people. Cycle parking that proves difficult to use may not be used, resulting in cycles being “fly-parked” on street furniture or the user choosing not to cycle. The easiest way to meet accessibility requirements, as well as serve different user needs generally, is to provide a mix of types of cycle stands for internal locations. It is recommended that five per cent of all cycle parking spaces is able to accommodate larger and adapted cycles. It is also recommended to include advisory signage asking users to reserve these cycle parking spaces for larger cycles.
- **Safe and secure:** Not only should it be possible to securely lock the cycle frame and wheels to the cycle parking stand (see Figure 2), those using the parking stand should not feel that their personal security is at risk. Natural surveillance by passers-by or by being overlooked is usually the best form of security but additional lighting or CCTV may be needed at sites with poor natural surveillance.
- **Easy to manage, maintain and regularly monitor:** Surfaces under and around cycle parking stands and lockers should be easy to sweep. Cycle parking demand should be regularly

monitored to establish the need to provide more cycle stands or to remove abandoned cycles and/or cycle parts. These tasks should be included as part of management duties.

- **Consistently available:** Where parking is needed for short periods, for example in shopping areas, small clusters of stands at frequent intervals will often provide a better level of service than larger groupings at fewer sites. This is equally true of large employment sites where staff are based in different buildings.
- **Covered:** Cycle parking protected from the elements will better cater for long-stay parking needs. This is especially important for staff cycle parking and is very strongly recommended.
- **Attractive:** The design of cycle parking equipment should complement the surroundings, while being visually appealing to encourage cyclists to use the facility. ensure it fits in visually with its surroundings.

In addition to the key principles of good quality cycle parking outlined above, businesses must ensure they follow the Government guidance on reopening safely during coronavirus to check that their workplace is safe. Appropriate risk assessment of new cycle parking facility is strongly recommended. Government guidance is accessible here: <https://www.gov.uk/coronavirus-business-reopening>.

2.2 What to provide – types of cycle parking

The type of cycle parking stands provided should allow the frame and both wheels to be secured by two D locks to the stand (see figure 2). Sheffield stands and two-tier racks are the preferred options as they are most practical. Vertical stands and wheel racks are not recommended.

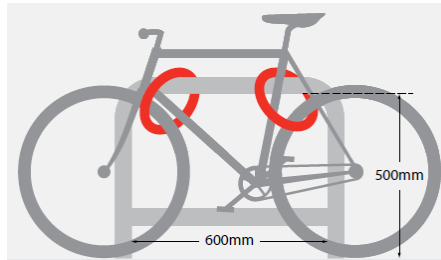


Figure 2 - Stand that can readily allow for two D locks to be used to lock both wheels and the

Regardless of the type of cycle parking chosen for the bulk of the demand (listed in table 1 below), it is essential to cater for larger cycles. This includes adapted cycles used as mobility aid by disabled people (e.g. hand-cycles, tri-cycles) as well as cargo-cycles and cycles with child trailers. This can be done via providing a Sheffield type stand with additional space around it to manoeuvre a larger cycle or by providing parking bays with lower stand and/or ground anchors as pictured below. Additional signage to reserve these spaces to users of larger cycles is recommended.

Figure 3 – examples of inclusive cycle parking spaces







Parking space for larger cycles at Finsbury Park cycle hub



On-street stand capable of catering for larger cycles

Table 1 sets out different types of cycle parking with advice on their suitability.

Table 1 – provides a detailed overview of types of cycle parking

Type	Illustration	Comments
Sheffield stands		<p>Very strongly recommended for most uses:</p> <ul style="list-style-type: none"> • Offer a simple, robust and cost-effective cycle parking solution • Easy to use, allowing a range of locking positions and enabling two cycles per stand • Easy to install and low maintenance. They can be bought as individual stands or in 'toast racks' that can be bolted-down to the surface or embedded to the ground, using tamper-proof fixings. • Sheffield stands are usually 700-800mm long by 750mm above ground. Spacing requirements to ensure convenient access while using available space is typically 1.2m between stands, although 1.5m is required to accommodate larger cycles. • Putting stands in short runs with plenty of space at the end is one of the easier ways to ensure that there are spaces for larger cycles. Advisory signs to indicate which spaces are intended for larger cycles are recommended to discourage others from parking there.
		
		
Sheffield stands by Falco	Toast-rack by Cyclehoop	
Sheffield type stands retrofitted into an underground car park	Two-tier-racks	<p>Recommended where extra capacity is needed in conjunction with other fully accessible facilities</p> <ul style="list-style-type: none"> • Two-tier racks are a solution to space constraints and high demand for cycle parking. The racking system stores cycles above each other, with a retractable upper tier, which increases the capacity of the site. • Two-tier stands tend not to be suitable for all users and all types of cycle – using the upper tier, in particular, is difficult for many people. Therefore, they should be used in conjunction with some
		



Example of user getting access to upper level of two-tier racks (Finsbury Park Cycle Hub, TfL)



Two-tier rack under shelter by Falco

conventional Sheffield type stands (at least 5 per cent of all spaces provided should be accessible for other types of cycles). Advisory signs to indicate which spaces are intended for larger cycles are recommended to discourage others from parking there.

- Two-tier racks should have a mechanically or pneumatically assisted system for accessing the upper level. The product must also allow for double-locking.
- A minimum aisle width of 2500mm beyond the lowered frame is usually required to allow cycles to be turned and loaded and the minimum height requirement is usually 2600mm.

Covered parking



Covered cycle parking by Falco

Very strongly recommended in conjunction with Sheffield stands or Two-tier racks. This can be achieved by using purpose-made shelters or by the use of existing building overhangs or covered areas. Clear roofing materials make for better surveillance, and therefore personal security, and reduce the need for additional lighting. If using two-tier racks, minimum height requirement is 2600mm for the top tier to be usable.

Compounds



Secure compound by Falco

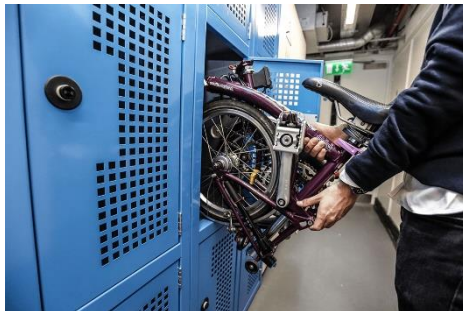
Recommended for staff cycle parking as compounds can provide both additional security and covered parking. Entry controls can be key-pad or electronic. Compounds can be created by using two shelters facing each other and the addition of gates at either end.

Cycle lockers



Cycle lockers by Turvec

Recommended for additional security where other forms of covered storage is not possible. Can offer secure and dry parking, and other storage facilities for longer stays. However, they require more management than other cycle parking solutions. Folding bike lockers can be stacked on top of one another. Cycle lockers that store cycle horizontally have a large footprint. Cycle lockers that store cycles vertically are more space efficient but are more difficult to use. Cycle lockers work best when they are assigned to individuals and have effective key-management systems.



Folding bike lockers by Turvec

**On-street
cycle parking**



Sheffield stands on-carriageway

Strongly recommended short-stay cycle parking for visitors and customer. Recommended for staff (i.e. long-stay) only if there is no room within premises for private cycle parking. However, lack of cover and reduced security is a disadvantage and it may also reduce capacity for short-stay cycle parking.



Temporary on-carriageway Car Bike Port, by Cyclehoop

Temporary cycle parking replacing car parking bays is a practical way to test demand and build support from surrounding businesses.



Cycle parklet by Cyclehoop



Planter Rack by Cyclehoop

Cycle parking stands on the public realm can be also provided in conjunction with other street furniture, such as parklets and planters.

**Vertical
Stands,
ramped
stands and
wheel racks**



Ramped stands (West London Cycle Parking Guidance, Westtrans, 2017)



Wheel Racks (West London Cycle Parking Guidance, Westtrans, 2017)

Not recommended

Vertical stands and ramped stands, whilst providing a small footprint, are hard to use and require significant upper-body strength to lift the cycle into place. They often do not provide cycle frame support and do not allow the locking of the frame and both wheels.

Wheel racks do not provide locking points for a cycle frame and provide no support. They can also damage wheels.

Where no suitable space is available on the premises for short-stay cycle parking, businesses are encouraged to engage with the relevant local authority (or TfL for red routes) to identify suitable space for publicly accessible cycle parking.

2.3 How many spaces should be provided?

The right amount of cycle parking for a site would be at a level that:

- Meets existing demand from employees and visitors already cycling to the site;
- Meets the potential demand generated by the existing and proposed type of business;
- Ensures there is further allowance for spare capacity (at least 20 per cent).

The [new London Plan](#) includes minimum cycle parking standards required in new buildings - see Policy T5 Cycling, P467). However, many existing businesses will not have sufficient space to meet these minimum standards.

The volume of cycle parking spaces needed to support staff (i.e. long-stay parking) and customers and visitors (i.e. short-stay parking) will vary from business to business and by area.

When assessing how much cycle parking to provide, we recommend that businesses consider:

- Current levels of cycling amongst the workforce and customers/visitors.
- Suitability and practicality of cycling for day-to-day work trips (e.g. for meetings, deliveries).
- Interest in taking up cycling amongst the workforce.
- Occupancy levels of existing cycle parking facilities on the premise and on surrounding streets.

- Evidence of cycles parked on street furniture (indicating lack of cycle parking or inconvenience of existing facilities).
- Local cycling infrastructure, proximity to cycle routes.
- Impact of the pandemic on workforce travel patterns (e.g. working from home, lower capacity on public transport network).
- Local changes to the road network as a result of the Mayor's Streetspace for London Plan (e.g. traffic-calmed streets, new cycle routes, low traffic neighbourhoods).

Once existing demand is assessed, it is highly recommended to provide a surplus of at least 20 per cent of spaces to ensure there always is a space available to users and that the new facility can cater for future changes in demand.

2.4 Where should cycle parking be installed and how much space is needed?

The location of the cycle parking facility is key for its success:

- Long-stay parking should be within 50m of a main access and short-stay parking within 15m, preferably visible from the entrance and more convenient than car parking.
- Short-stay cycle parking is for visitors, customers and other more flexible uses and tends to be in the public realm with open access.
- Access to cycle parking facilities should be step-free.
- Access at street level or through ramps provide the highest level of service. Where not possible, lifts should be provided. Stairs with 'wheeling ramps' may be used if street-level access and lifts cannot be provided. However, 'wheeling ramps' are difficult to use for many users as they require significant upper body strength and cannot be used with non-standard cycles (e.g. adapted cycles used as mobility aid, cargo cycles, etc.).
- Access within building should be as simple and legible as possible and users should not have to negotiate more than two doors to gain access to the cycle parking area. Corridors with a width of at least 2m are recommended.
- If cycle parking is provided in a separate building or bespoke shelter, then it must be secured and easily accessed from the main entrance to the building it serves. Access should be managed so that only people needing to park a cycle can enter the facility.

Where there is no space on the premises to provide cycle parking, businesses are encouraged to seek innovative solutions and partnerships e.g. repurpose some car parking bays in a private car park and share the facility between businesses or liaise with Local Authority to explore opportunities for additional cycle parking on public space. Some examples of innovative solutions are listed in section 4 of this document.

When identifying space for cycles it is worth noting that a standard cycle is 1,800mm long and 650-700mm wide depending on handlebar width but other cargo cycles and adapted cycle are larger (up to 2,800mm long for an adult cycle with child trailer and 1,200mm wide for a cargo cycles). When being pushed by its owner the overall width increases further and it is recommended to provide at least 1750mm in width to accommodate an adult using a larger cycle to access a cycle stand. Width requirements are particularly important if the users are required to pass through doors to access the cycle parking facility.

It is strongly recommended that Sheffield type stands are spaced at least 1,000mm apart and preferably at 1,200mm intervals. Placing them closer together to increase capacity may not always be a sound investment as this makes using them more difficult, especially when the racks are nearly full and a cycle has to be threaded into a tight space.

The table below from [Local Transport Note 1/20](#) gives the recommended dimensions where Sheffield stands are placed in a parallel or “toast-rack” arrangement. Note that where provision is required for larger cycles, lateral spaces between stands should be increased to at least 2.0m.

Table 2 – Recommended and minimum dimensions for banks of Sheffield stands (LTN1/20, DfT)

	Recommended	Minimum
Bay length (length of cycle parked on a stand)	2m	2m
Bay length (tandems, trailers and accessible cycles)	3.0m	2.5m
Access aisle width (if larger cycles use the end bay only)	3m	1.8m
Access aisle width (if large cycles use internal bays)	4m	3m
Edge access aisle + one bay to the side	5m-6m	3.8m-5m
Central access aisle + one bay to each side	7m-8m	5.8m-7m
Spacing between stands	1.2m	1.0m
Gap between stand and wall (part of bay width)	700mm (typical wheel diameter)	500mm

The [TfL Streetscape Guidance](#) (sections 11.2 and 11.5) and [London Cycling Design Standards](#) (chapter 8) contains more design guidance to ensure new cycle parking facilities are user friendly, inclusive and do not negatively affect other users.

2.5 Wayfinding

Using signs to let potential users know cycle parking is available, or to show them the way to it, is a valuable marketing and promotional tool, particularly if the cycle parking facility is not visible from the building’s entrance or exit. The need for signage will depend upon the scale and layout of the site. As a guide, if there are signs at the site entrance to direct visitors to reception and car parking, then it is likely that signs to the cycle parking are also appropriate. Even if car parking is not signed, the chances are that cycle parking signs will still be helpful, especially if visitors or customers are invited to share employee parking. Away from the highway (where strict rules apply) organisations may use their own 'house style' which can provide an extra opportunity to show corporate commitment.



Figure 4 – signed cycle storage at 71 Queen Victoria Street. Photo source: Turvec

2.6 Additional security

- **Natural surveillance and/or security staff** : Installing cycle parking where it is overlooked, or where there are lots of passers-by will greatly increase security. Instructing security staff to keep an obvious eye on cycle parking during their rounds will also help as will challenging anyone removing a cycle or cycling out of the gate at unusual times of the day. Security staff can keep a look out for any abandoned cycles that need to be removed to free-up parking space.
- **Cycle theft prevention:** Businesses should encourage employees to follow cycle security advice. This includes choosing the right lock, locking the cycle adequately and registering their cycle. More information on how to keep a cycle safe is available on the [City of London Police website](#). Posters located at the cycle parking facility can be used to remind users of good locking practice.
- **Secure access:** Secure access via shared keys, combination lock, swipe card or digital access, will add another layer of security. If it is not possible to let visitors or customers use the facility, free-access cycle parking should be made available for them.
- **Lighting:** It is strongly recommended that parked cycles are well lit, either by existing lighting or the provision of additional lighting. Combining this with a lit route to the site entrance will mean that people cycling do not feel that their personal safety is compromised. This is especially important if shift or irregular working means that they arrive or leave late or early in the day.
- **CCTV:** Installing cycle parking where it can be overlooked by existing CCTV coverage or adding an extra camera can add extra security while minimizing its impact on staff resources. Signage may be beneficial to indicate where CCTV is operating, providing reassurance for people cycling and a deterrent for would-be thieves.

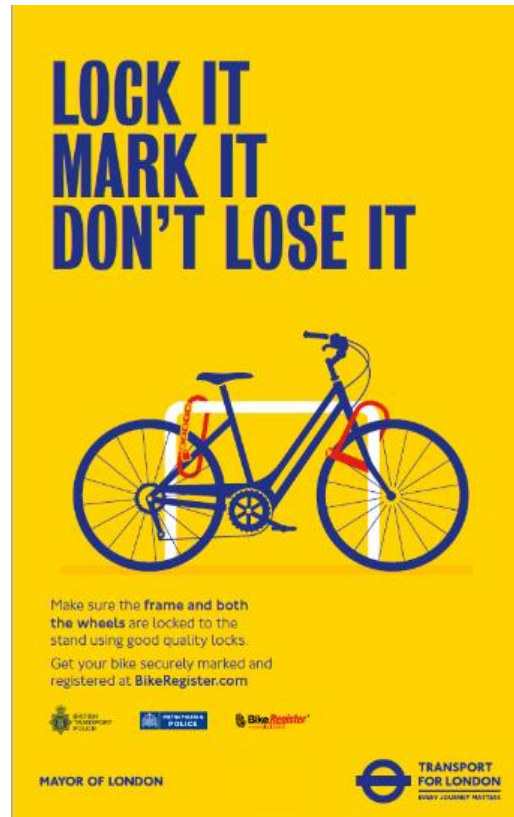


Figure 5 – Example of cycle theft prevention poster, TfL.

3 Case Studies

Businesses are already responding to the investment TfL and London boroughs are making through the Streetspace programme and the recent increase in cycling. Many businesses have demonstrated their willingness to adapt and innovate to provide cycle parking for their employees and customers. Teaming up with other businesses in the local area can open the door to new opportunities and unlock under-used space for shared cycle parking facilities. Below are a few inspiring examples from London-based businesses.

Carnaby Street Bike Hub – repurposing a vacant retail unit:

The Bike Hub at Carnaby Street was set up in a vacant shop in August 2020 to encourage people to come to work, shop and eat in this busy part of the West End. The facility provides space for 50 cycles in two-tier stands. It has an open-door policy from 7am-9pm and the area has a 24/7 security team and CCTV. More information is available here <https://www.carnaby.co.uk/bike-hub/>.



Figure 6 - Carnaby Street Bike Hub by Shaftesbury Carnaby PLC

Marble Arch – reserved secure cycle parking for businesses:

As employees began to return to work, Marble Arch London Business Improvement District (BID) partnered with car park operator Q-Park to launch a new service for its business members. Space in an existing car park has been repurposed for cycle storage. Individual businesses can now reserve their own secure and branded area within the car park. Employees are then issued with access cards to enter and exit the facility. More information is available here: <https://marble-arch.london/news/bicycle-storage-for-businesses/>.

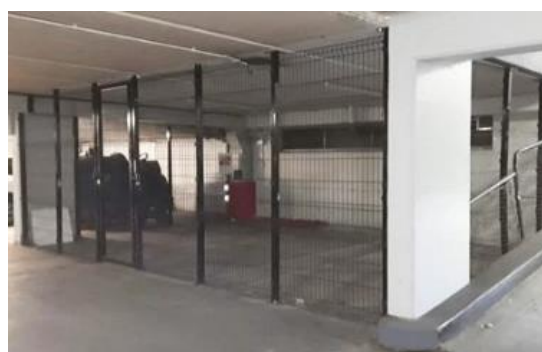


Figure 7 – Secure cycle storage, Marble Arch

Midtown Cycle Vault – shared secure cycle hub:

The Midtown Cycle Vault is another example of underground car park adapted to cater for cycle parking. It provides space for up to 100 cycles for employees of the Bee-Midtown BID's members. The facility has 24 hour access, restricted by personalised key fob entry and with complete CCTV coverage. The cycle hub includes a communal maintenance and repair station.



Figure 8 – Midtown Cycle Vault

New cycle hub at Better Bankside:

Better Bankside has always advocated the benefits of cycling, and in response to the pandemic and to facilitate the return to work of their business members, the BID accelerated the [launch of a new secure cycle hub](#) in a railway arch in Bankside in August 2020. The new cycle park includes a digital entry system (via smart phones) with 24/7 access for users, full CCTV coverage and 60 free cycle parking spaces for local employees. There are also plans to provide showers and lockers. Within two weeks of the launch, more than 20 businesses and 80 users signed up for access. Usage is monitored daily and provision has been made to increase capacity should it be required.

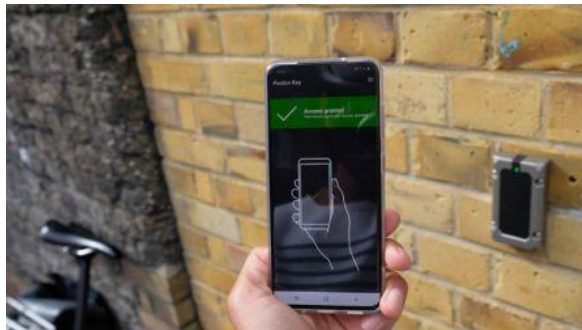


Figure 9 - New secure cycle hub at Better Bankside



Edgware Road – partnership between BID and TfL

In 2019, TfL and Marble Arch BID worked together to identify areas of high cycle parking demand along Edgware road and installed 44 cycle parking spaces near clusters of shops, restaurants and offices, making it easier for customers to cycle to and from local businesses. The added cycle parking coincided with the provision of new cycle routes in the area.



Figure 10 – New on-street cycle parking, Edgware Road.

Reclaiming the street

Cycle parking can also be provided in the public realm, on the footway where space allows or on the carriageway. For example parklets can provide both space to socialise and cycle parking, helping create vibrant high streets. Businesses are encouraged to liaise with London Boroughs to discuss the opportunity to repurpose car parking bays with cycle parking where appropriate.



Figure 11 – Parklet, by Cyclehoop.

Third party cycle hubs

The recent increase in demand for cycle parking in central London and the West End has prompted new businesses to open secure cycle hubs for use by individuals and businesses. They can provide an alternative to individual businesses not able to install and/or manage new cycle parking facilities themselves.

[BIKE-DROP](#) provides valet-style convenient, safe and secure, cycle parking in prominent high-street locations. Offering day, week or month PASS with free puncture repairs and option for servicing. Individuals or businesses can book the facility. BIKE-DROP is operating its first two sites in the W1 area with 500 cycle parking spaces on Regent Streets and Oxford Circus, with further sites planned this year.



Figure 12 – BIKE-DROP hub on Regent Street

Other businesses such as [Spokesafe](#), which was already operating before the coronavirus pandemic, have also repurposed meanwhile space, such as under-utilised car parks with secure cycle hubs. Businesses can book spaces for their employees who are provided with secure access to the facility and individuals can book a rack from £1.5 per day. Spokesafe operates two hubs in central London in Soho and Oxford Circus with additional sites opening in Mayfair, Leicester Square, Harley Street and Trafalgar Square over coming months.



Figure 13 – Spokesafe secure hub in an underground car park.

4 What else can be provided to support cycling to the workplace?

Alongside provision of secure cycle parking, there is a range of complementary measures that can contribute to making cycling to the workplace more appealing.

- **Cycle training:** Free cycle training is available for all abilities and will provide employees who are nervous about taking cycling with all the relevant skills and confidence to start cycling to work. More information on online and face-to-face cycle training is available on the TfL website: <https://tfl.gov.uk/modes/cycling/cycle-skills>.

- **Cycle to Work Scheme:** The Government’s cycle to work scheme enables employees to save 25-39% on the purchase of a new cycle and safety accessories. More information for businesses wanting to register for the scheme is available on the Government’s website: <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>
- **Loan and purchase schemes:** A number of London boroughs offer low-cost or free cycle loan schemes to enable adults to try cycling, including trying non-standard cycles such as cargo-cycles and adapted cycles, before deciding to purchase a cycle. These schemes can be accessed through <https://www.peddlemywheels.com/try-before-you-bike>
- **Incentive schemes:** Rewarding those who regularly cycle to work can also encourage more to join. There are a number of incentives to be considered, ranging from mileage allowance for those who cycle (<https://www.gov.uk/hmrc-internal-manuals/employment-income-manual/eim31240>), to workplace challenges (e.g. <https://www.sustrans.org.uk/our-blog/projects/2019/uk-wide/workplace-travel-challenge/>) and discounts on cycles, accessories or clothing in partnership with nearby cycling retailers.
- **Showers and changing facilities:** For cycling to be a viable option all year round and for longer trips, employees must be able to refresh after their commute and before starting work. Changing rooms, showers, lockers and drying facilities will go a long way in encouraging more people to cycle to work.
- **Pump and repair kits:** The availability of a pump and repair kit will help employees to undertake minor repairs and get back on their cycle without having to push it home.

5 Other useful resources:

The following documents provide further guidance on the design of cycle parking and the case for improving cycle parking facilities.

- Economic benefits of walking and cycling - <https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>
- London Cycling Design Standards – Chapter 8 – Cycle Parking (TfL,2016) - <http://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf>
- Cycle Infrastructure Design, Chapter 11 – Cycle Parking – Department for Transport – 2020 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf
- Streetscape Guidance (Section 11) - <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>
- West London Cycle Parking Guidance – A practical guide to cycle parking solutions for developers and plans (Westtrans, 2017) - [http://www.westtrans.org/WLA/wt2.nsf/Files/WTA-178/\\$file/West+London+Cycle+Parking+Guidance+2016.pdf](http://www.westtrans.org/WLA/wt2.nsf/Files/WTA-178/$file/West+London+Cycle+Parking+Guidance+2016.pdf)
- Cycle parking implementation plan (TfL, 2019) - <http://content.tfl.gov.uk/cycle-parking-implementation-plan.pdf>