

Fact sheet 2: Cycle storage for trikes and other non-standard cycles

In October 2010 I was approached by a transport planner at a local council for advice on cycle storage for cycles for people with impairments. He was looking at a planning application for a residential home for disabled people and wanted to ensure some provision for cycles.

Members of the London Disability Cycling Forum and the Inclusive Cycling Forum came back with the following suggestions – thank you.

Janet Paske
Wheels forWellbeing
020 7346 8482
janet@wheelsforwellbeing.org.uk

Chair, London Disability Cycling Forum

John Simnett, Wizzbikes

One area to consider is electric trikes and it may be that a facility close to an electric car charging point (should there be one), is practical. We generally suggest people with trikes have a chain lock, which works well with an anchor point in the ground or wall. The same facility could be used for other trikes and cycles that don't fit easily into bike racks. From the perspective of the developer, this may enable an area to be created that could be expanded on demand, without impacting general cycle rack provision. Clearly, any expansion needs to be considered within the initial plans.

Oliver Taylor, London Recumbents

A few people have been asking this question recently, architects, landscape architects and consulting engineers - so its something I've looked into a little.

Basically there are no specific design guides or regulations for this, however it is our recommendation to adopt a 'best practice' stance and to supply a solution that works well, is safe, is easy to use and will encourage cycle use.

Sheffield stands placed outside are not generally a good solution for residential units even in gated areas as there is a high risk of vandalism, instead it is important to use an enclosed structure with posts to lock to inside and locking doors.

The best ones I've seen in the UK are those installed at the London Wetland Centre in Barnes.

They are a steel mesh cage tall enough to walk into with partitions creating individual units, each with its own door that is locked by the users own bike lock.

One thing to consider is whether the users are likely to be transferring to or from a wheelchair, in which case adequate space should be provided.

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Generally, the size of a trike will be @ 90cm wide and up to 2m long.

Trevor Lenthall, Cycling Promotions Manager, Sutton Council

..as far as I'm aware it's the same design guidelines as for "normal" cycle parking,

Remember you can specify what ever type of parking you wish – wall mounted, floor mounted, carosel(!) pole mounted...etc...etc the list is endless really.

The main issue, as you say, is to make sure access is as easy as possible,

Jo Roach, Pedalpower

Remember some people may have folding trikes such as di BLasi's

Alasdair DV Massie, Right to Ride Rep, North Herts CTC, CEng MIStructE

I guess there are three issues here:

1. The bikes may be bigger than standard two wheelers (wider – trikes, longer – tandems).
2. People are less mobile and need more space to get on and off.
3. People may have more difficulty manoeuvring a bike into a tight parking spot and may need to remain in the saddle rather than walking it.

So what is needed is:

1. More parking space between stands, plus an "aisle" between stands into which people can stand up without getting tangled up in the next bike. In car parks we allow an extra 1.2m for disabled spaces, a trike is 750 mm wide, so that would suggest space between stands of $1.2+2*0.75 = 2.7\text{m}$ for two trikes and an aisle.
2. The aisles by which you reach the stands should be nice and wide – 3 to 4m wide, not 1 to 2m. There shouldn't be any barriers, doors, gates, sharp bends etc that would be difficult to negotiate from the saddle. There should be plenty of room to turn straight into a parking space without getting out of the saddle. See attached on turning circles.
3. The stands must be on the LEVEL. There should be no danger of a bike rolling away while somebody is trying to get on or off.

As there is likely to be a mix of abilities, with some people using adapted bikes or trikes, some people using conventional bikes, it would make sense to have a mix of stand layouts, with the wider bays marked for trikes and adapted cycles. That way you can make best use of any available space.

Janet Paske, Wheels for Wellbeing

For general advice on cycle parking for 2 wheelers try:

<http://www.camcycle.org.uk/resources/cycleparking/guide/>

<http://www.lcc.org.uk/index.asp?PageID=66>.

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