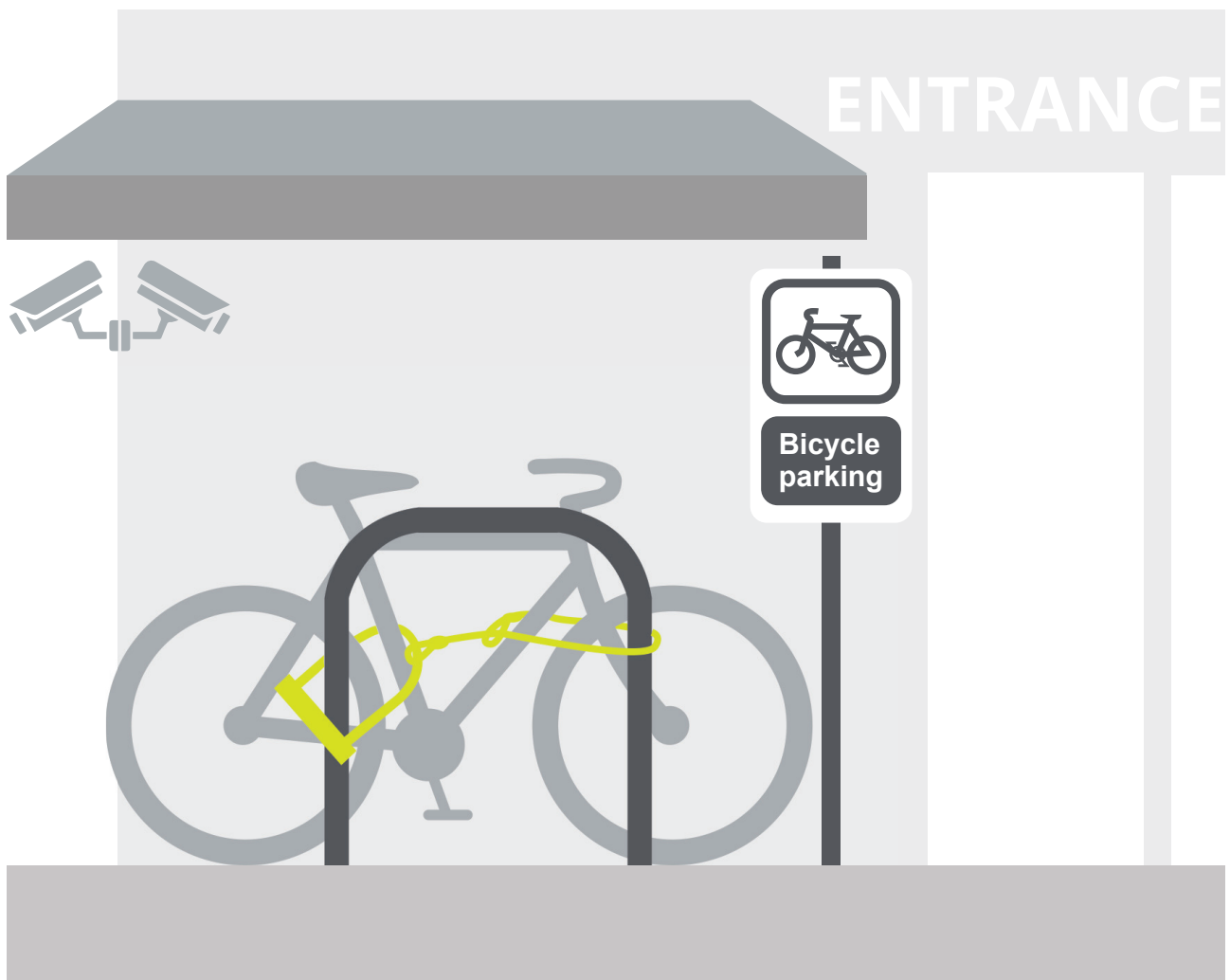


**DUBLIN  
CYCLING  
CAMPAIGN**



# **CYCLE PARKING GUIDE SUPERMARKETS**

**DUBLIN CYCLING CAMPAIGN**

**V 1.0  
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# Cycle Parking Guide Supermarkets

The design principles for Cycle Parking at supermarkets are similar to the principles for good Cycle Parking at apartment blocks and offices, (Location, Accessibility etc – see section 2 `Design `). There are however some aspects of Cycle Parking at supermarkets that are particularly important such as:

- Cycle spaces for larger bikes.
- Cycle racks for larger bikes.
- Proximity to entrance.
- Car park access.
- Signage.

## Recommended keys



## Larger cycle spaces for cargo & disabled cycles

Cargo & cycles for disabled can range up to 2.5m in length and to 0.85m in width and so a larger space is needed to accommodate them.

Whereas the minimum footprint of two bicycles parked at a Sheffield stand should be taken as 2m x 1m, a footprint of about 3.0m x 2.0m is needed for these larger cycles (see ch 4 'Appendices'). The most practical method is to include large cycle space at the start or end of a row of Sheffield stands.

Ground markings should clearly indicate the spaces reserved for larger cycles (see below).

### Larger cycle spaces

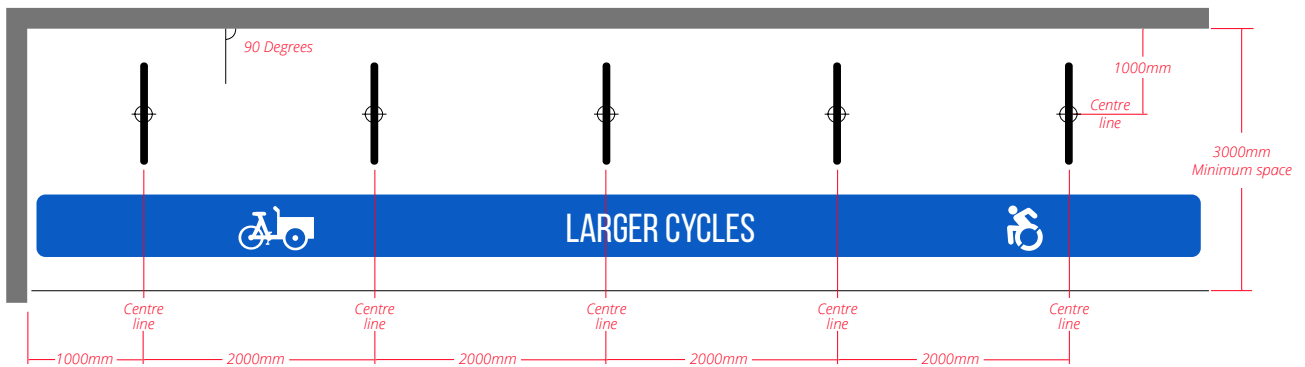


Diagram (a) larger cycle spaces  
Stands at right angle to a wall

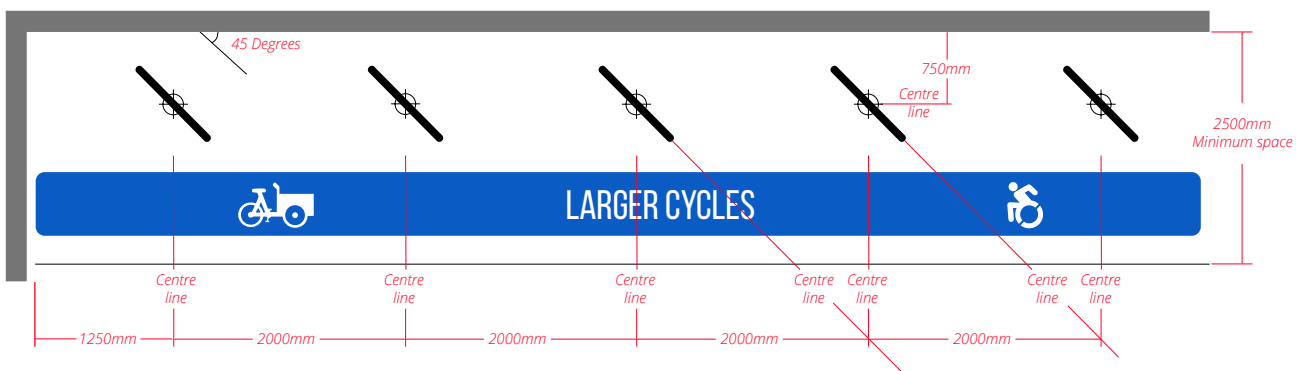


Diagram (b) larger cycle spaces  
Stands at 45 degrees to a wall

## Standard & larger cycle spaces

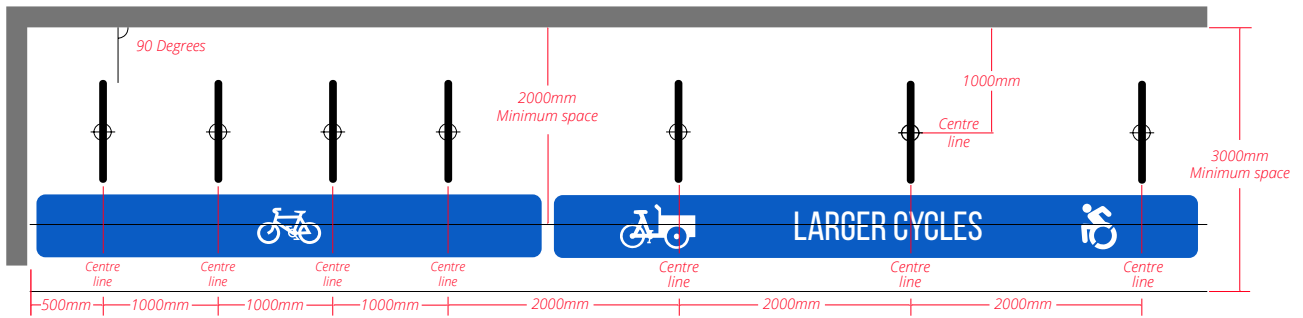


Diagram (c) standard and larger cycle spaces  
Stands at right angle to a wall

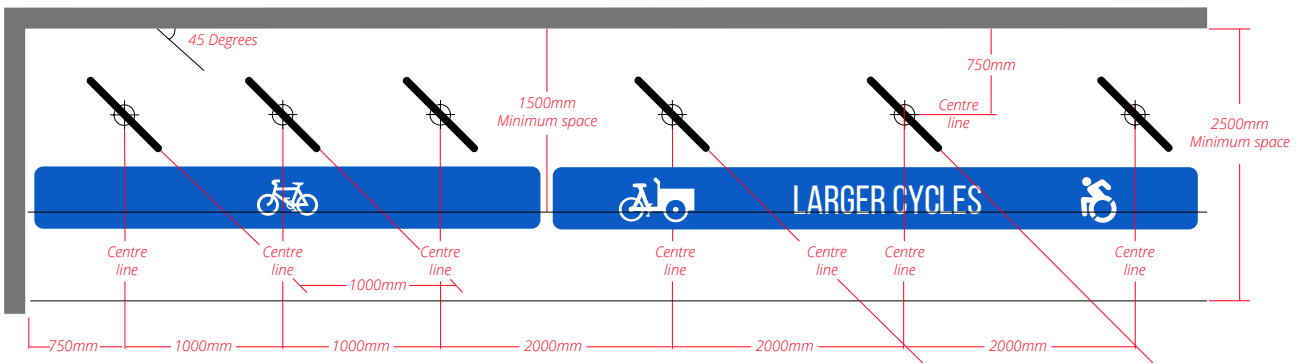
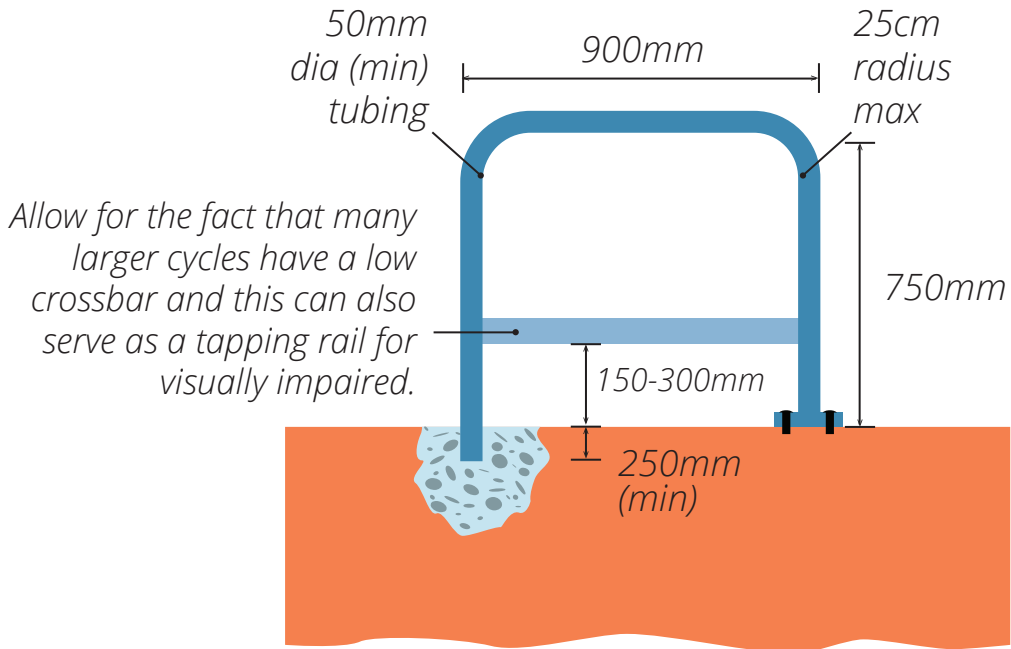


Diagram (d) standard and larger cycle spaces  
Stands at 45 degrees to a wall

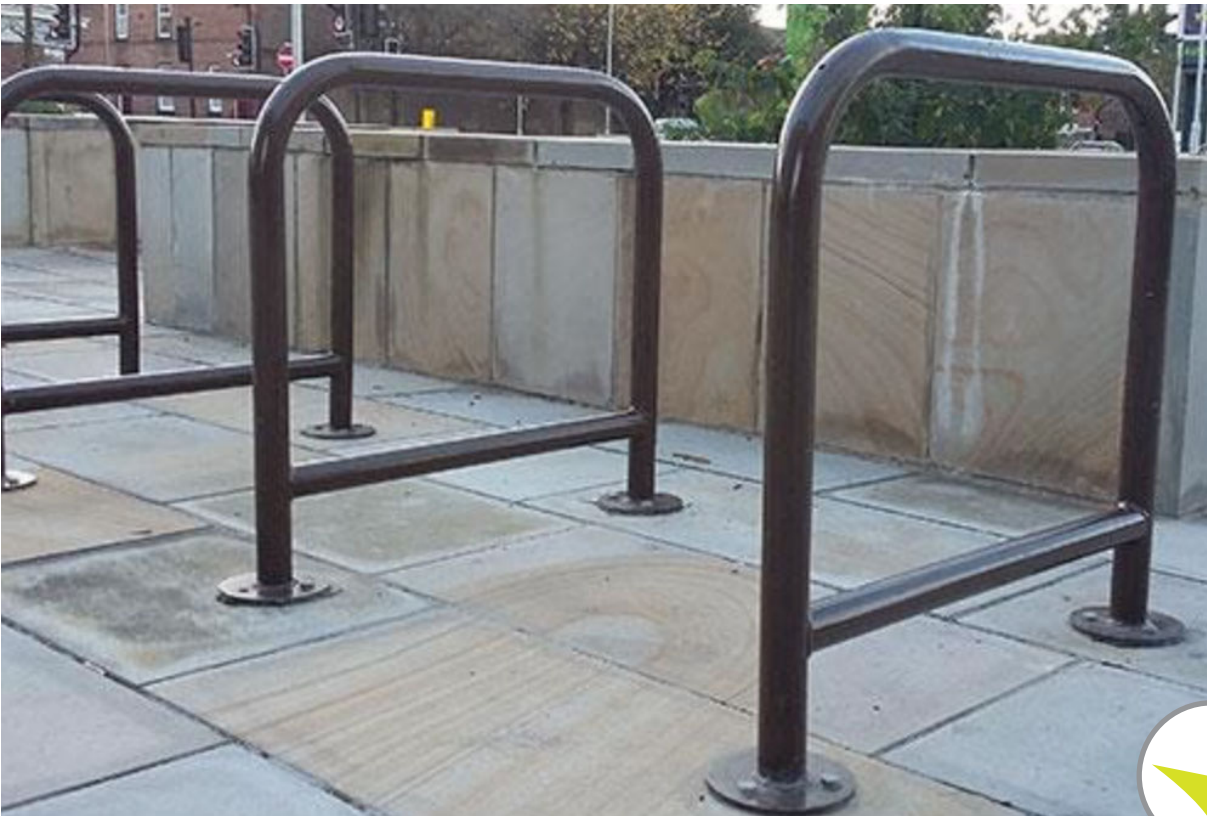
## Larger cycle racks:

A standard Sheffield Stand can be used for larger cycles (see ch 2 'Design'), but a horizontal c 150mm to 300mm above ground level should be added to allow for the fact that many larger cycles have a low crossbar.



**Option 1:** stand embedded into the ground (preferred)

**Option 2:** stand bolted to the ground



## Proximity to entrance

Racks should be located as close as possible to the entrance to the store. This is particularly important in the case of larger cycles.

With cargo cycles customers may be carrying children as well as a larger load while with disabled cycles, users may have reduced mobility.

In the case of Cycle Parking in a car park, cycle parking should always be as near to or closer to the destination than the nearest non-disabled car parking space.



## Car park access

Cycle access to bike parking in car parks should ideally be segregated from cars. Cycle parking within basements or multi storey car parks should be located at the most accessible level to minimise the extent that cyclists have to pass through areas including ramps between levels. Generally this means that cycle stands should be located on the ground floor and have designated entry and exit points.

Fig x below shows the cycle parking access at the Dublin City Council Cycle Parking facility in Drury st. As this was an existing car park retrofitted to accommodate cycle parking, it was not possible to fully segregate the access however a cycle path was clearly marked on the surface linking the entrance to the cycle parking space on the ground floor.



Ramps shared with motor vehicles: Access ramps shared with motor vehicles should include a separate lane 1.75m wide clearly marked for the use of cyclists. In all cases, accesses to parking within a building should be well lit and motorists warned of the likely presence of cyclists by means of suitable warning signs and markings.

Cycle parking must not be hidden away behind buildings or tucked away in the corner of a car park as this discourages use and allows thieves to work out of view.

## Signage

Cycle Parking signs, and markings on the ground will encourage cyclists to park in the designated area and not against nearby railings or lamp-posts, potentially creating obstructions for pedestrians and particularly the visually impaired.





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