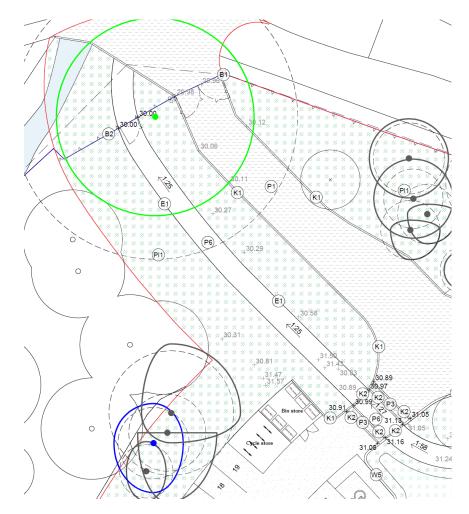
## <u>16(a) – Cycle Parking Arrangements</u>

Cycle shelter (Shown as F1 in PDF CMC-PRP-ZZ-00-DR-L-2500)—

- A Linear Cycle Shelter by Broxap or similar approved
- A Galvanised steel frame with timber cladding and polycarbone roof cladding.
- The Dimensions are various length x 2000 (w) mm.



## London Design standards -

- Capel Manor College is based on a local street but also is set back a fair distance from the street which in line with condition 2a of the London cycle standards would say that the needed degree of separation would be integration with other vehicles.
- This Site however as mentioned has a Vehicle and pedestrian access via the front which provided the above degree of integration necessary.

Figure 1.4 Indicative range of cycling interventions by RTF street type  Degree of separation (between cyclists and motorised vehicles)	Low place function			Medium place function			High place function		
	Arterial road	Connector	Local street	High road	High street	Town	City hub	City street	City place
A. Full separation on links (eg cycle track, segregated lane)									
B. Dedicated on-carriageway lanes (eg mandatory or light segregated lanes)									
C. Shared on-carriageway lanes (eg advisory lanes, bus/cycle lanes)									
D. Integration with other vehicles									