

CYCLE PARKING	LOCATION:	MAP/ROUTE REFERENCE:		
<i>You should audit each area of provision in a separate copy of the table below, where appropriate.</i>				
DESIRED STATE	ACTUAL STATE	OVERALL IMPRESSION (TICK)		
		Could be improved a lot	Some scope for improvement	No room for improvement
ACCESSIBILITY:				
POSITIONING/CONVENIENCE: Close proximity between staff cycle parking and desired entrance into building				
POSITIONING/CONVENIENCE: Close proximity between visitor cycle parking and desired entrance into building				
AVAILABILITY: Uninfringed by parking of other vehicles, e.g. motorcycles				
AVAILABILITY: Suitable capacity (note presence of overspill/unofficial cycle parking against railings etc.) in accordance with countywide parking standards				
GRADIENT: Dropped kerb access/slips to allow mounted access				
COMFORT:				
PROTECTION: Covered by a canopy to protect cycles from the weather				
PRACTICALITY: Sheffield stands (supporting frame of bicycle not just wheels) in accordance with countywide parking standards				
EASE: Ergonomically-friendly access through doors/into cycle compounds				
SAFETY AND SECURITY:				
PRIVACY: Restricted access, e.g. swipecard or key				
THEFT RESISTANCE: Securely installed, i.e. tightly bolted or set into the ground				
VISIBILITY: Overlooked physically or by lighting and CCTV to reduce levels of theft or vandalism				

INTERNAL SITE DESIGN

FACILITIES

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SAFETY AND SECURITY:				
PRIVACY: Restricted access, e.g. swipecard or key				
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VISIBILITY: Overlooked physically or by lighting and CCTV to reduce levels of theft or vandalism				
INFORMATION PROVISION:				
LOCATION: Prominent position for cyclists and high profile to other transport users				
DESIGNATION: Designated and clearly signed (routes) and sign-posted locations of spaces				
Total net impression				