
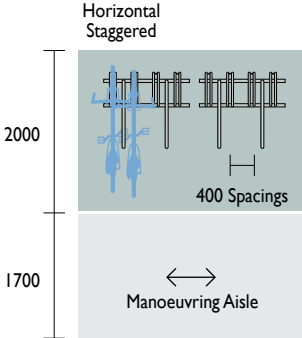


Area Requirements for Parking and Manoeuvring Bicycles

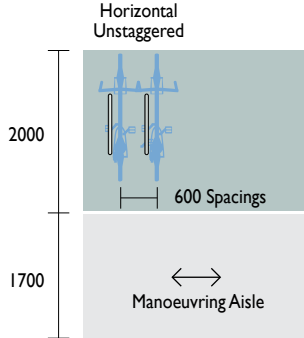
Low Density **'Ideal'**

| Cyclists' Preference | Min Spacing Staggered mm | Min Spacing Unstaggered mm | Aisle Width mm | Horizontal Parking % | Vertical Parking % | Suggested Locations |
|----------------------|--------------------------|----------------------------|------------------|----------------------|--------------------|--|
| 'Ideal' | 400 | 600 | 1700mm All Rails | 100% | 0% | <ul style="list-style-type: none"> Community centres Sports facilities New buildings at design stage with anticipated room – be mindful of growing demands. Schools – vertical racks not recommended for small children. Note: Horizontal, well spaced rails and racks are ideal and recommended wherever space allows. Easy to use facilities encourage greater use by cyclists. 600mm spacing should be used wherever possible. <p>As demand grows, spacings between the bikes must decrease and staggering the height of the bike racks is essential. While 400mm staggered height racks is ideal for cyclists to use, space constraints may dictate a move to staggered rack spacings of 300mm. This allows 600mm spacings to be maintained (for the handlebars).</p> <p>Recommended Models CBR6SC (p38) CBR6B (p40)</p> |






Average **0.8m²** per bike

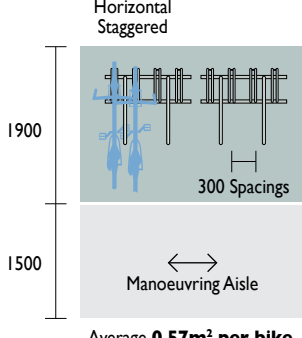


Average **1.2m²** per bike

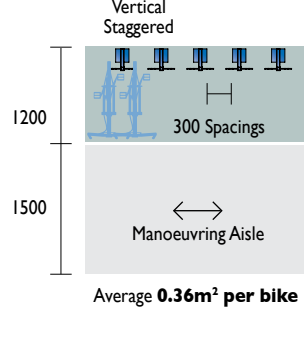
Medium Density **'Great'**

| Cyclists' Preference | Min Spacing Staggered mm | Min Spacing Unstaggered mm | Aisle Width mm | Horizontal Parking % | Vertical Parking % | Suggested Locations |
|----------------------|--------------------------|----------------------------|----------------|----------------------|--------------------|--|
| 'Great' | 300 | n/a | 1500mm | 50% | 50% | <ul style="list-style-type: none"> Universities UTC colleges <p>Note: Storing bicycles vertically allows the highest number per square metre. It saves more space than dual height systems as the recommended aisle widths are larger for dual height racks and lockers. Use a greater percentage of horizontal bicycle parking if possible as cyclists prefer this method of parking their bicycles (e.g. CBR4SC).</p> <p>Recommended Models CBR4SC (p37) CBR4B (p40) BR2101 (p54)</p> |






Average **0.57m²** per bike

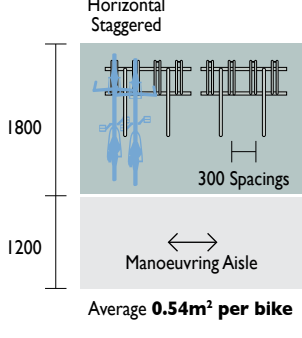


Average **0.36m²** per bike

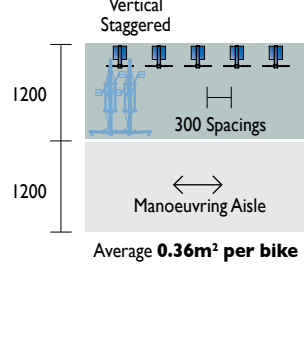
High Density **'OK'**

| Cyclists' Preference | Min Spacing Staggered mm | Min Spacing Unstaggered mm | Aisle Width mm | Horizontal Parking % | Vertical Parking % | Suggested Locations |
|--|--------------------------|----------------------------|----------------|----------------------|--------------------|---|
| 'OK. It's tight, but better this than none.' | 300 | n/a | 1200mm | 20% | 80% | <ul style="list-style-type: none"> Railway stations Bus interchanges Apartment buildings Commercial buildings New bike parking facilities for existing buildings short of space. Locations with growing demand or on oversubscribed sites <p>Note: Many commercial buildings already have demand for cycling spots exceeding supply due to space constraints. Cyclists want parking as close to their end-of-journey as possible. It is better to pack as many bikes into an area, than have people forced to use already busy public transport or dare we say it 'a car' to commute to work due to lack of bike parking. Securabike highly recommends that a proportion of bike parking be horizontal for use by those less inclined to hang their bicycle on vertical racks – e.g. disabled or elderly people, or those with heavier electric bikes which are growing in popularity.</p> <p>Recommended Models CBR4SC (p37) CBR4B (p40) BR2101 (p54)</p> |





Average **0.54m²** per bike



Average **0.36m²** per bike

The above details are to be referenced as guidelines only on optimising bicycle parking within space-constrained areas. This information does not absolve any party of their responsibilities.

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