







General > Design Considerations

Converting Existing Car Spaces

The diagrams on pages 10-11 should serve as a guide for making economical use of the existing car spaces to provide additional bicycle parking.

- 1  = up to 16 
- 2  = up to 32 
- 3  = up to 72 

It is important to ensure the separation of bicycle parking from that of motor vehicles, and to clearly identify the bicycle parking areas by signage and pavement stencils.

The diagrams, using modules of a standard car space (2.4m x 4.8m) and typical Securabike racks, rails and lockers show economical usage of space for both secure parking and accessibility.

While bicycle hitching rails potentially provide parking for two bicycles (one either side), in practice they only achieve one bicycle per rail, as cyclists are often reluctant to secure their bicycle if one is already tethered to the rail.

This is less likely to occur with bicycle racks, particularly where the front wheels are staggered at different heights such as with Securabike's popular CBR4SC Rack.

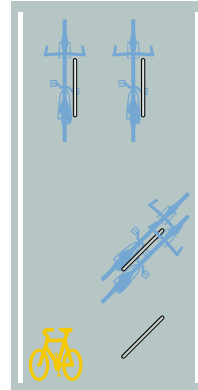
These layouts are ideal for existing car parks at workplaces and adjacent to shopping centres, retail stores and take-away food outlets.



One Car Space Conversion

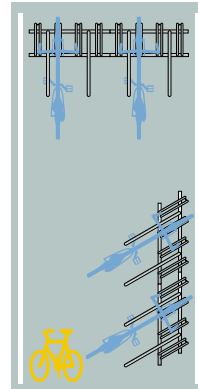
2400

8 bicycles
using 4 x Hitching Rails



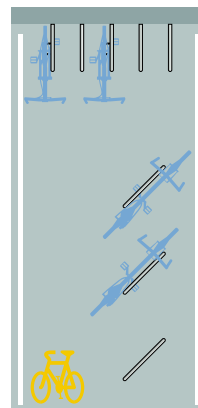
4800
minimum

16 bicycles
using 4 x CBR4SC Racks



4800
minimum

11 Bicycles
using 3 x Hitching Rails – 6 bicycles
using 5 x BR66F Wall Racks (Vertical) – 5 bicycles



4800
minimum