

# Cycle Parking in Rural Areas

The provision of safe, secure and attractive cycle parking in rural locations and at countryside and tourist attractions is essential if visitors are to be encouraged to arrive by bicycle as a sustainable means of transport. By indicating to the public that cyclists are welcome, cycle parking facilities may act as a prompt and an incentive for motorists to consider cycling on a future occasion. This is particularly important where a safe access route is available or where it may be a trigger for such a route. Cycle parking should be both prominently sign-posted and clearly marked on promotional material.

In order to be successful, a number of factors have to be taken into account when designing and locating parking facilities.

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## 1. Location

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Surveys have found that proximity to their final destination is a major influence on whether cyclists use bike racks. Wherever it can be achieved, racks should be located as close to the attraction as possible to confer a sense of privilege and as a reward for choosing to arrive by a sustainable form of transport. In order to accomplish this, it may be necessary for cyclists to share certain existing pedestrian paths which, in turn, may have to be

widened to accommodate them. (see 2. Access below). Cycle parking should be sited in a highly visible position where it benefits from casual as well as formal surveillance. Ideally a site would be continuously overlooked by staff members e.g. adjacent to a ticket office or shop. Bike parks should never be hidden away in a situation where unobserved theft or vandalism is possible. The recent move at train stations to switch cycle racks from hidden locations to railway platforms has proved highly popular with cycle commuters. It is much better to design an aesthetically acceptable cycle rack in a prominent position than to hide a utilitarian stand behind a building where it won't be used because cyclists will be reluctant to leave their bikes.

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## 2. Access

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Shared paths need to be a minimum of 2 metres wide but do not require the use of asphalt, as well compacted rolled limestone dust is generally sufficient in most locations (see references 1 & 2). At popular locations, a separate path for cyclists may be necessary but, at the very least, access roads shared with motorised traffic should have calming measures.

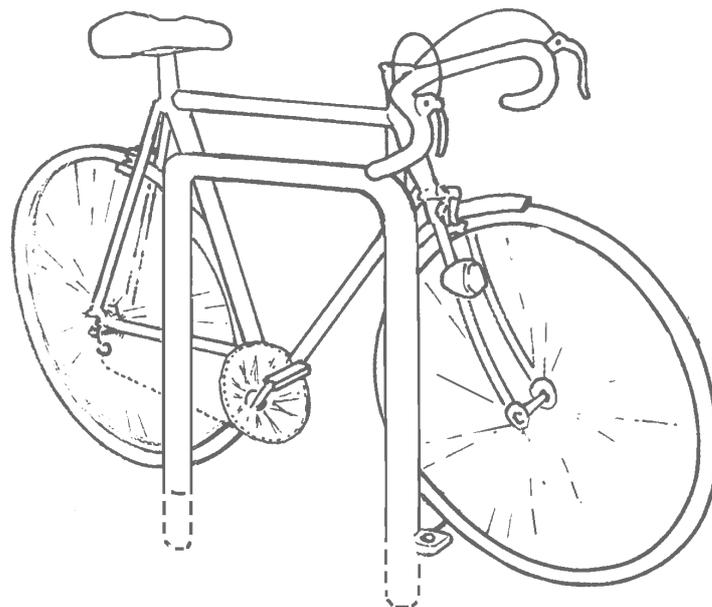
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## 3. Security

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Security is a key consideration in the minds of cyclists, especially those leaving bikes on a site for a long period, and, consequently, the design of the bike rack is an important factor in ensuring peace of mind. The 'Sheffield' stand is a single tube with two

curved right angle



bends (figure 1).

It is the most popular short and medium stay parking facility both for supporting the bike and security because it allows both frame and wheels to be locked. Wheel racks and butterfly stands to which only wheels can be attached are less secure, can damage wheels and as a result are unpopular and rarely used.

Other items at risk when bikes are parked are panniers, saddle and bar bags, pumps, lights and helmets. Most cycle bags are uncomfortable to carry for any length of time as they are not designed for this. Consequently the provision of lockers, or secure places to leave such accessories, is both important and most welcome where possible and appropriate. These can vary from an informal arrangement with the person on the gate to numbered pigeon holes in a secure room or left-luggage type lockers. Cyclists are often prepared to pay a fee for the peace of mind of placing their bikes in full sized bike lockers which, while they may be expensive to install, can be a

#### 4. Design

It is possible to design racks embracing the principles of the Sheffield stand which are suitable for rural locations. Two designs are detailed here (figures 4 and 5). A third design (figure 2) features the use of rings attached to a wall which again work well. Other designs for more formal or historic settings (figure 3) are commercially available. In some circumstances it may be possible to create a feature from cycle parking stands. All of these cycle parking facilities should be appropriately signed and labelled as their purpose may not be immediately obvious. Cyclists also appreciate being able to store

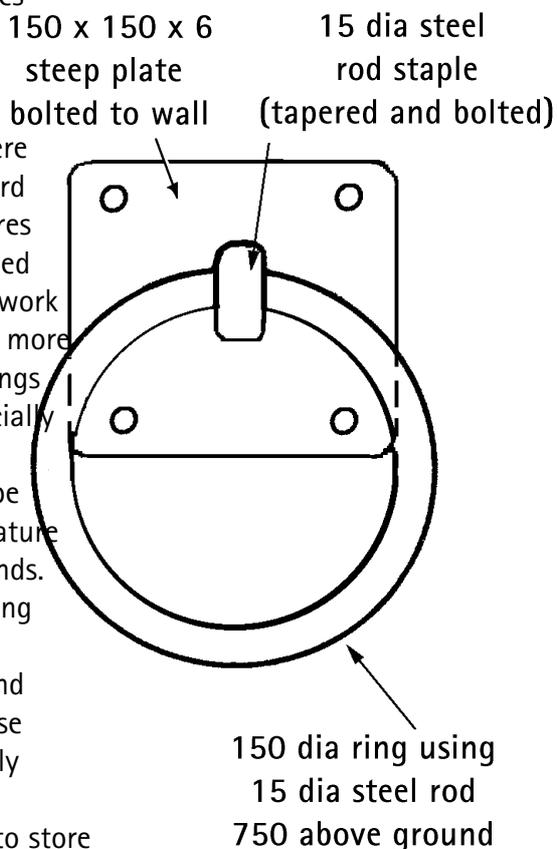
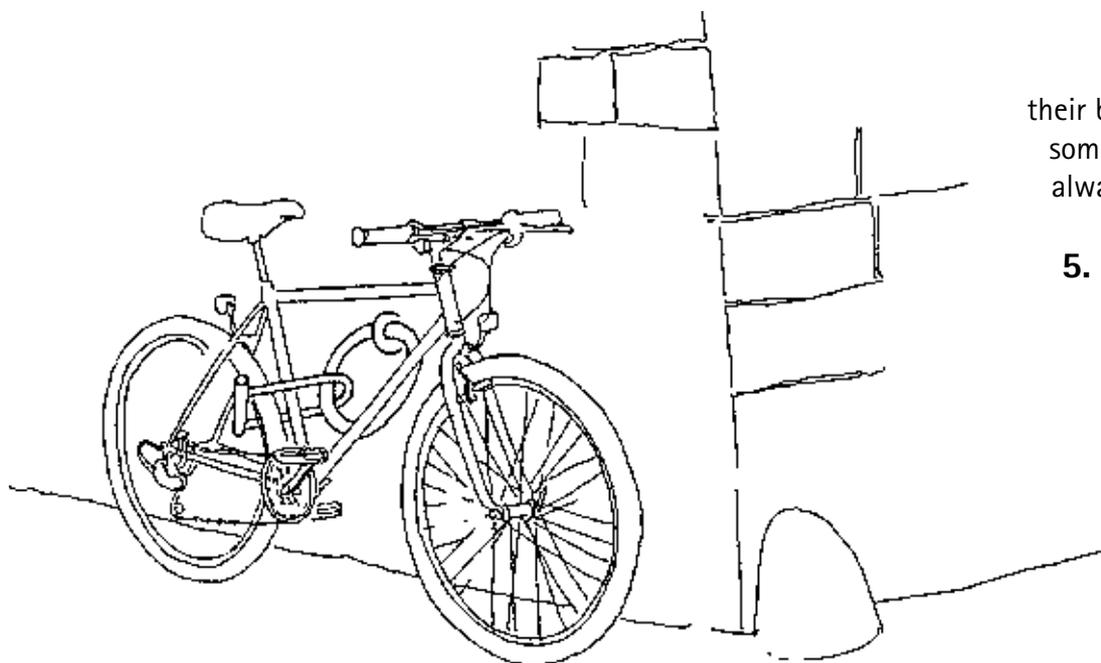


Figure 2.  
(See above and



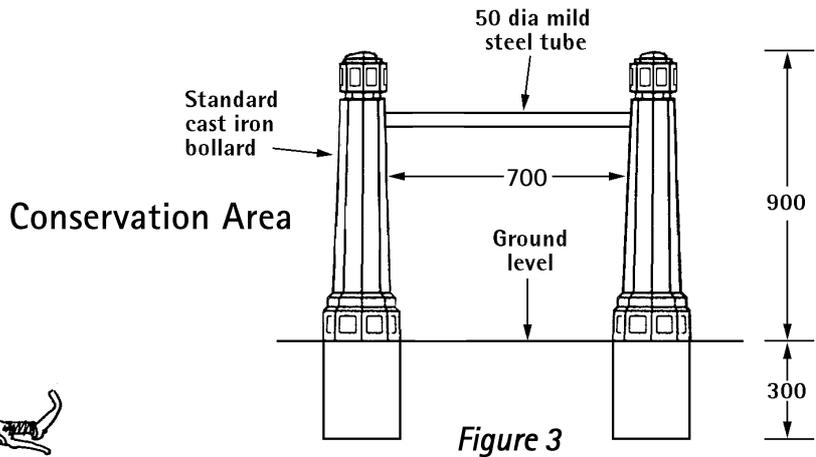
their bikes undercover and some form of shelter is always welcome.

#### 5. And Finally...

If you would like to

# Standard Detail: Cycle Parking in Rural/Conservation Areas

## Sheffield Style Racks



## Rural Area

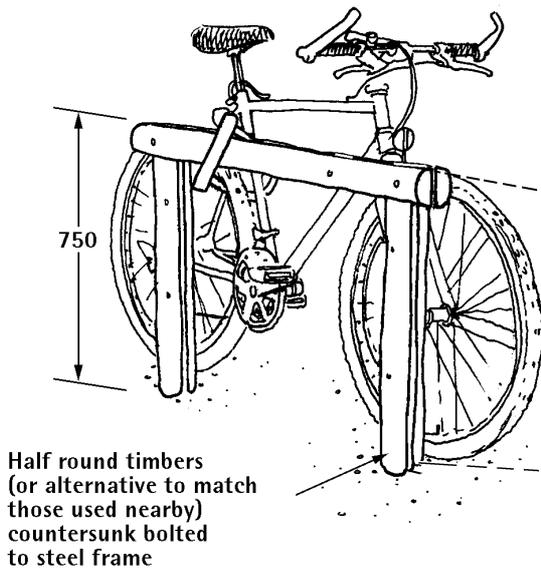
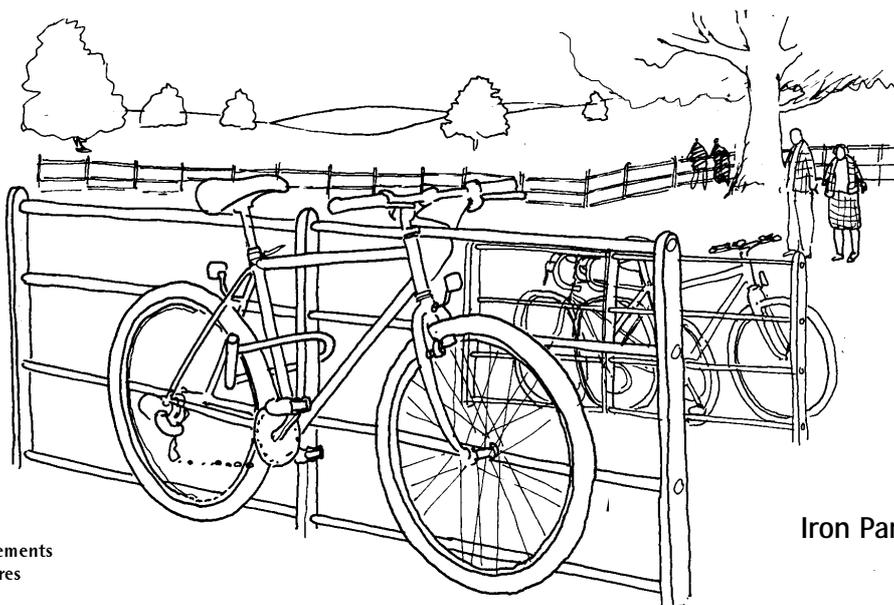
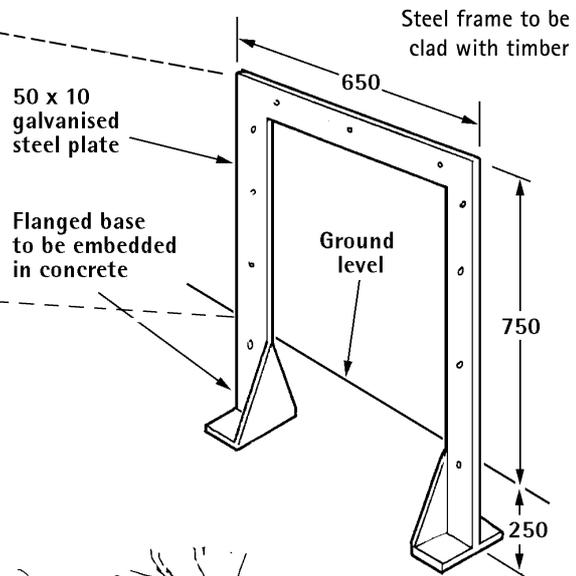


Figure 4



All measurements in millimetres

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discuss your bike parking problems  
with

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Sustrans or wish to draw our  
attention to any particularly  
interesting initiatives, please call:

**Tony Russell**  
on 0117 - 926 8893.

### References

1. The National Cycle Network  
- Guidelines and Practical  
Details II (Sustrans 1997).
2. Making Ways for the Bicycle  
(Sustrans 1994).
3. Cycle Friendly Infra - structure  
(IHT / CTC / Bicycle  
Association DETR 1996).
4. Cycle Parking - Technical Note  
(CTC).
5. Supply and Demand  
for Cycle Parking -  
Traffic Advisory  
Leaflet 7/97  
(DETR).

References 1, 2 and 3  
are available by mail  
order from:  
**Sustrans,**  
35 King Street, Bristol  
BS1 4DZ  
Tel: 0117 - 929 0888.

Reference 4 is available  
free of charge from the  
CTC on receipt of a  
stamped addressed  
envelope:  
CTC,  
Cotterell House,  
69 Meadrow,  
Godalming, Surrey  
GU7 3HS

Tel: 01483 - 417217.

Reference 5 is available  
free from:  
DETR

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Further copies of this leaflet  
are available from:

**Sustrans**  
35 King Street,  
Bristol BS1 4DZ.

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Tel: 0171 - 271 5169.

### **Suppliers**

**Bike Lockers -**  
Cycle-works Ltd  
Tel: 01962 - 855212

**Falco**  
Tel: 01538 - 304555

**Bollards -**  
Furnitubes  
Tel: 0181 - 694 9333

**Great British Bollard Co.**  
Tel: 0191 - 296 1839

**APT Controls Ltd.**  
Tel: 0181 - 421 2411

