

ANNEXURE 9

Austroads guide to Traffic Engineering Practice Part 10: End of Trip Bicycle Facilities



10 End of Trip Facilities

10.1. General

It is important that adequate facilities are provided at common destinations of bicycle trips. Bicycle parking facilities may be installed as a result of the outcomes of Local Strategic Bicycle Plans, urban planning strategies or on a individual demand basis. Necessary facilities include showers, lockers and parking facilities.

10.2. Showers and Lockers

The role that cycling could play in replacing the many short trips undertaken by car is described in Section 2. To effect substantial change in travel modes requires the creation of an environment in which people can cycle safely and comfortably. In order to make bicycle trips in excess of five kilometres attractive to people it is necessary that clean, functional, secure, showers and changing facilities be provided in the workplace.

In the case of existing buildings the size of the facility should be based on the potential demand for use. A staff meeting or questionnaire can determine this. In the case of new developments planning ordinances should impose minimum requirements. Separate facilities should be provided for males and females and the facility should be located so that users and their belongings have a high level of security. A well ventilated locker should be provided for each user for storage of cycling attire and equipment.

The provision of showers and lockers is beneficial to all employees, including people who travel to work by jogging or long distance walking. Showers and lockers will also be useful to people who exercise at lunchtime (e.g.

jogging, aerobics, gym work outs), perhaps as part of corporate fitness programs which are of benefit to companies in terms of employee fitness and health.

Where possible, showers and lockers should be located close to secure bicycle parking facilities.

10.3. Parking

10.3.1. General

Australian Standard AS 2890.3 contains information on bicycle parking, some of which has been reproduced below for the convenience of users of this Guide.

Parking for cyclists falls into three broad categories:

- all-day parking for employees and students;
- all-day/part day parking at public transport stations, interchanges and terminuses; or
- short term parking for visitors to shopping centres, offices, and other institutions.

All-day parking requires a high level of security to prevent others from tampering with the bicycle, or stealing the bicycle or parts of it. Long term parking therefore involves the provision of personal bicycle lockers, cages, or compounds. Cages and compounds should not only have a locked gate but also provide for the frame and both wheels to be locked to a rail within the enclosure. Short term parking provides a lower level of security by means of parking rails to which the frame and both wheels may be locked.

Table 10-1 provides a guide to the number of bicycle parking spaces which should be provided for various land uses.

10.3.2. Need for Secure Bicycle Parking

In the past a low priority has been given to the provision of secure parking facilities with respect to both type and location. The result has been an increase in the theft of bicycles or accessories and this has been a deterrent to cycling and a liability to the community, not only in terms of the costs of the stolen items, but also with respect to the costs incurred in attempting to recover them. For example, the Insurance Council of Australia (Bulletin July 1987) estimated that the total value of bicycles stolen throughout Australia each year was more than seven million dollars and that only a small percentage (7% to 15%) of them are recovered by police.



Figure 10-1: Showers & Lockers in Office Building



LAND USE	EMPLOYEE/RESIDENT PARKING SPACES	CLASS	VISITOR/SHOPPER PARKING SPACES	CLASS
Amusement Parlour	-	1 or 2	2 plus 1 per 50m ² gfa	3
Apartment house	1 per 4 habitable rooms	1	1 per 16 habitable rooms	3
Art Gallery	1 per 1500m ² gfa	2	2 + 1 per 1500m ² gfa	3
Bank	1 per 200m ² gfa	2	2	3
Café	1 per 25m ² public area	2	2	3
Community Centre	1 per 1500m ² gfa	2	2+1 per 1500m ² gfa	3
Consulting Rooms	1 per 8 practitioners	2	1 per 4 practitioners	3
Drive-in Shopping Centre	1 per 300m ² sales floor	1	1 per 500m ² sales floor	3
Flat	1 per 3 flats	1	1 per 12 flats	3
General Hospital	1 per 15 beds	1	1 per 30 beds	3
General Industry	1 per 150m ² gfa	1 or 2	-	3
Health Centre	1 per 400m ² gfa	1 or 2	1 per 200m ² gfa	3
Hotel	1 per 25m ² bar floor area & 1 per 100m ² lounge, beer garden	1 1	per 25m ² bar floor area & 1 per 100m ² lounge, beer garden	3 3
Indoor Recreation Facility	1 per 4 employees	1 or 2	1 per 200m ² gfa	3
Library	1 per 500m ² gfa	1 or 2	4 plus 2 per 200m ² gfa	3
Light Industry	1 per 1000m ² gfa	1 or 2	-	3
Major Sports Ground	1 per 1500 spectator places	1	1 per 250 spect. place	3
Market	-	2	1 per 10 stalls	3
Motel	1 per 40 rooms	1	-	3
Museum	1 per 1500m ² gfa	1	2 & 1 per 1500m ² gfa	3
Nursing Home	1 per 7 beds	1	1 per 60 beds	3
Office	1 per 200m ² gfa	1 or 2	1 per 750m ² over 1000m ²	3
Place of Assembly	-	2	-	3
Public Hall	-	1 or 2	-	3
Residential Building	1 per 4 lodging rooms	1	1 per 16 lodging rooms	3
Restaurant	1 per 100m ² public area	1 or 2	2	3
Retail Show Room	1 per 750m ² sales floor	1	1 per 1000m ² sales floor	3
School	1 per 5 pupils over year 4	2	-	3
Service Industry	1 per 800m ² gfa	1	-	3
Service Premises	1 per 200m ² gfa	1	-	3
Shop	1 per 300m ² gfa	1	1 per 500m ² over 1000m ²	3
Swimming Pool	-	1 or 2	2 per 20m ² of pool area	3
Take-Away	1 per 100m ² gfa	1	1 per 50m ² gfa	3
University/Inst. of Tech.	1 per 100f/t students	1 or 2	-	3
	2 per 100f/t students	2	-	3

Notes:

1. '-' indicates that no parking demand information is available, and therefore planners should make their own assessment of the required bicycle parking provisions, on an individual project basis.
2. gfa – Gross floor area.
3. It is sometimes appropriate to make available 50% of the level of provision recommended in the table at the initial installation stage, however space should be set aside to allow 100% provision in the event that the full demand for bicycle parking is realised.

Source: Based on SBC 1987b

Table 10-1: Bicycle Parking - Provision for Planning Purposes

