



Planning Policy Manual – Part 1

Section 5.3
Bicycle Parking and End of Journey
Facilities



Version #	Decision Reference	Synopsis
1	26 June 2001	Adopted
2	12 December 2006	Amended
3	30 June 2015	Amended
4	11 April 2017	Amended



CONTENT

TITLE	PAGE
INTRODUCTION	3
OBJECTIVES.....	3
Provision of Bicycle Parking Facilities.....	3
Number of Bicycle Parking Bays	4
Provision of End of Journey Facilities	4
End of Journey Facilities.....	4
Location of Bicycle Parking Facilities	5
Design of Bicycle Parking Facilities.....	5

INTRODUCTION

This policy has been developed in order to support and encourage cycling as a viable and convenient means of transport and access to and within the city. Development within the city will be required to provide secure and well designed on site bicycle parking facilities. In addition larger scale development will also be required to provide end of journey facilities such as changing rooms, lockers and male and female shower facilities. Existing and upgrading development will be encouraged to provide these bicycle parking and end of journey facilities retrospectively. This policy specifies the local government's requirements for the provision of bicycle parking and end of journey facilities for development within the city.

AIM

To facilitate the appropriate provision of secure, well designed and effective on site bicycle parking and end of journey facilities to encourage the use of bicycles as an alternative means of transport and access to and within the city.

OBJECTIVES

- To ensure the provision of bicycle parking facilities in new development in the city.
- To ensure the provision of end of journey facilities in large scale new developments in the city.
- To provide guidance on the development and design of bicycle parking and end of journey facilities.
- To encourage the retrospective fitting of bicycle parking and end of journey facilities.

Provision of Bicycle Parking Facilities

Bicycle parking facilities are installations which allow for the secure parking of bicycles. They include bicycle lockers, lock-up cages or compounds for long-term parking, and bicycle parking rails, (either floor- or pavement- mounted rails or wall mounted rails) for short-term parking, as described in Australian standard AS2890.3 and the Austroads guide to Traffic Engineering Practice Part 14 - Bicycles.

The following types of development are required to provide on site bicycle parking facilities:-

- All new development that is either required to, or nominates to, provide carparking in accordance with development approval.
- All new office/commercial developments with the floor area of buildings greater than 10,000 square metres, regardless of whether carparking facilities are provided or not.
- Development involving a change of use and/or additions/enlargements to an existing building where the additions/enlargements increase the entire floor area of the building to 10,000 square metres or greater.
- Major regional outdoor sporting venues.
- All residential developments, other than single houses, that provide acceptable storage facilities are not required to provide separate bicycle parking facilities. Where storage facilities incorporate space for bicycle parking, these should have a minimum dimension of 2.2 metres and an internal area of at least 5m².

All development is encouraged to provide on site bicycle parking facilities where practical given the nature of the land use and the servicing and physical constraints of the site.

Number of Bicycle Parking Bays

- Bicycle parking facilities must be provided at a minimum rate of 1 bay per 500 square metres of the floor area of a non-residential building.
- Bicycle parking facilities for multiple dwelling residential development, short-term accommodation and serviced apartments must be provided at a rate of 1 bay for every three units.
- Bicycle parking facilities for major outdoor sporting venues must be provided at a minimum rate of 1 for every 500 spectator spaces.

Provision of End of Journey Facilities

End of Journey facilities are facilities which support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work. The facilities include separate male and female changing rooms and shower facilities and lockers for the storage of clothing and other personal items. The following types of development are required to provide end of journey facilities.

- All new development and development involving a change of use and/or additions/enlargements to an existing building, that is required to provide 10 bicycle parking bays or more.
- Other development will be encouraged to provide end of journey facilities where practical and feasible given the servicing and physical constraints of the site.

Exclusions

- Multiple dwelling residential development and major regional sporting facilities are not required to provide end of journey facilities.

End of Journey Facilities

- There must be a minimum of two female and two male showers, located in separate changing rooms, for the first 10 bicycle parking bays.
- Additional shower facilities will be required at rate of 1 female and 1 male shower for every additional 10 bicycle parking bays, to a maximum of five male and five female showers per building.
- The changing rooms must be secure facilities capable of being locked. Preferably they should be located in well lit areas which are capable of surveillance.
- A locker must be provided for every bicycle parking bay provided. Lockers should be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.
- The end of journey facilities should be located as close as possible to the bicycle parking facilities.

Location of Bicycle Parking Facilities

- Parking facilities should preferably be located at ground floor level and not require access via steps.
- Parking facilities should preferably be located as close as possible to main entrance points.
- Parking facilities should be located in an area that allows informal surveillance of the facility to occur where ever possible.
- Bicycle parking facilities should be located away from areas of high pedestrian activity in order to minimise inconvenience or danger to pedestrians.

Design of Bicycle Parking Facilities

Security

- Bicycle racks should be constructed of high strength durable materials and designed to allow the bicycle frame and one wheel to be locked to the rack. They should be fastened securely to the ground so that they cannot be readily removed and can withstand vandalism and theft.
- The construction of secure bicycle parking compounds is required for facilities that are intended to provide all day bicycle parking for employees/tenants of the building. These compounds must be able to be locked and must contain facilities that allow the frame and one wheel of a bicycle to be locked to a secure rack or rail.
- Bicycle parking areas should be well lit.

Amenity

- Bicycle parking facilities that are visible from the street should be designed to be attractive and complimentary to the surrounding streetscape and street furniture.
- Shelter should be provided for bicycle parking facilities that are located outside a building.
- Bicycle parking bays should be wide enough to allow adequate space to manoeuvre the bike in and out of the space without causing congestion or damage to other bicycles in adjacent bays. As a guide bicycle parking bays should generally be 1.2m wide and 1.7m long.
- Large single areas of bicycle parking facilities should be avoided where they are likely to cause congestion or poor visual amenity. Smaller clusters of parking facilities dispersed through out the site would be a more appropriate alternative in this instance, where feasible.
- Where bicycle parking facilities are in close proximity to areas of vehicle parking they should be designed to minimise the risk of vehicle/bicycle conflict, for example through the provision of effective barriers.
- Bicycle parking facilities should be provided with signage which allows them to be readily located and identified.

NOTE: 1. *Additional guidance regarding the design and layout of bicycle parking and end of journey facilities may be found in Chapter 5 of the AUSTRROADS publication Guide to Traffic Engineering Practice - Part 14 - Bicycles (1993). (National Library of Australia Card Number and ISBN 0 85588 438X).*