



## Parking facilities

### Part 3: Bicycle parking

**STANDARDS**  
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This Australian Standard® was prepared by Committee CE-001, Parking Facilities. It was approved on behalf of the Council of Standards Australia on 12 August 2015. This Standard was published on 3 September 2015.

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  - Australian Motorcycle Council
  - Austroads
  - Department of Territory and Municipal Services, ACT
  - Department of Transport and Main Roads, Qld
  - Engineers Australia
  - Institute of Public Works Engineering
  - Monash University
  - Parking Association of Australia
  - Roads and Maritime Services, NSW
- 

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Standards Australia wishes to acknowledge the participation of the expert individuals that contributed to the development of this Standard through their representation on the Committee and through the public comment period.

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Australian Standard<sup>®</sup>

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**Part 3: Bicycle parking**

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## PREFACE

This Standard was prepared by the Australian members of Joint Standards Australia/Standards New Zealand Committee CE-001, Parking Facilities, to supersede AS 2890.3—1993.

After consultation with stakeholders in both countries, Standards Australia and Standards New Zealand decided to develop this Standard as an Australian Standard rather than an Australian/New Zealand Standard.

Changes of note in this revision include:

- (a) Introduction of a bicycle spacing envelope.
- (b) A new requirement for a minimum of 20% of ground level (horizontal) bicycle parking space in any bicycle parking facility.
- (c) Further guidance for off-carriageway and on-carriageway design requirements.
- (d) Updated typical bicycle dimensions.
- (e) Information about types and characteristics of various styles of bicycles and tricycles.
- (f) Additional guidance for clearance from kerb to parking facilities.
- (g) Guidance for ramp access to underground and above ground parking.

This Standard provides planners, especially those in local government, with a Standard that will enable them to provide safe, secure and convenient parking for bicycles to suit different types of users.

The term 'informative' has been used in this Standard to define the application of the appendix to which it applies. An 'informative' appendix is only for information and guidance.

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## FOREWORD

Cycling is an increasingly popular and important mode of travel. Many people are now riding for transport, exercise and recreation. Riding a bike can contribute to improving community health, easing road congestion and reducing atmospheric pollutants. Governments around the world, including all levels of government in Australia, are encouraging more people to ride a bicycle for their trips. The provision of secure bike parking at destination is an important factor that will encourage more people to ride.

The provision of parking spaces for bicycles needs to be carefully considered. There will often be a need for compromise to avoid over-supply of an expensive facility while encouraging bicycle use by the adequate provision of suitable facilities. This may require an assessment of future and suppressed demand. As the demand for parking increases, so should its provision. State and local government regulatory requirements will also need to be taken into account.

In public areas, especially in prominent locations, the community's expectations need to be considered, especially in the provision of convenient, attractive and well-designed facilities. The aesthetic appearance of bicycle parking facilities should not, however, override the requirements for security and ease of use.

Consideration should also be given to other potential users of the space, including pedestrians and especially visually impaired persons.

Bicycle parking which allows only one wheel to be locked to the device, or which supports the bicycle by one wheel only (e.g. wheel in slot), does not provide either proper support or security for the bicycle as a whole. It does not meet the levels of security for bicycle parking described in this Standard, and should not be used in new installations. It is recognized, however, that there are existing installations that do not meet these requirements. In order to meet the need for secure bicycle parking it is recommended that these parking facilities be progressively upgraded or replaced.

## STANDARDS AUSTRALIA

**Australian Standard**  
**Parking facilities**

**Part 3: Bicycle parking**

## SECTION 1 SCOPE AND GENERAL

**1.1 SCOPE**

This Standard provides a set of minimum requirements for the layout, design and security of bicycle parking facilities for planners and service providers.

It is suitable for the design of bicycle parking in all locations, e.g. on-street, off-street and within buildings.

This Standard is intended to apply to bicycle parking for the majority of two wheeled bicycles on the market, though not necessarily all bicycles.

This Standard is not intended to apply to domestic (up to three dwellings) and temporary facilities.

**1.2 REFERENCED DOCUMENTS**

The following documents are referred to in this Standard:

## AS

- 1428 Design for access and mobility  
 1428.1 Part 1: General requirements for access—New building work  
 1428.2 Part 2: Enhanced and additional requirements—Buildings and facilities  
 1742 Manual of uniform traffic control devices  
 1742.9 Part 9: Bicycle facilities  
 1742.11 Part 11: Parking controls

## AS/NZS

- 1158 Lighting for roads and public spaces  
 1158.3.1 Part 3: Pedestrian area (Category P) lighting—Performance and design requirements

## 1428 Design for access and mobility

- 1428.4.1 Part 4.1: Means to assist the orientation of people with vision impairment—Tactile ground surface indicators

## 2890 Parking facilities

- 2890.6 Part 6: Off-street parking for people with disabilities

## Austroads

- Guide to Road Design  
 Part 6a: Pedestrian and Cyclist Paths  
 Guide to Traffic Management  
 Part 4: Network Management  
 Cycling Aspects of Austroads Guides

## VicRoads Cycle Notes No.21