

AS 2890.3—1993

Australian Standard®

Parking facilities

Part 3: Bicycle parking facilities

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ACT Government
Australian Automobile Association
Australian Local Government Association
Australian Road Transport Federation
Building Owners and Managers Association of Australia
Commercial Vehicle Industry Association of Australia
Institution of Engineers, Australia
Local Government Planners Association of New South Wales
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PREFACE

This Standard, which was prepared by the Standards Australia Committee on Parking Facilities, is Part 3 of a series of Standards on parking facilities. Other Parts of the Standard are as follows:

- 2890.1 *Car parking facilities*
- 2890.2 *Commercial vehicle facilities*
- 2890.4* *Bus parking facilities*
- 2890.5* *On-street parking*

As the series of Standards now includes practices relating to on-street parking the general title of the series, formerly *Off-street parking*, has now been changed to *Parking facilities*.

* In course of preparation.

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FOREWORD

This Standard describes facilities that will provide safe, secure, convenient parking for bicycles in any location where they are likely to be left.

The desirability of encouraging use of the bicycle as a form of transport for reasons such as community health, easing of congestion on roads and reduction of atmospheric pollutants, is well accepted and documented. An important factor in encouraging the use of the bicycle as a transportation mode rather than merely a recreational activity is the provision of secure parking at the destination. This Standard provides planners, especially those in local government, with a set of guidelines which will enable them to provide bicycle parking in a tried, tested and therefore safe and efficient manner.

The provision of parking spaces for bicycles needs to be carefully considered. There will often be a need for compromise between over-supply of an expensive facility, and the encouragement of bicycle use by adequate provision of the right class of facility, including a proper assessment of latent or suppressed demand. Suppressed demand can be assessed by means of a survey. As the demand for parking increases, so should its provision. State and local government requirements will also need to be taken into account.

Information on the availability of bicycle parking hardware is available from the Bicycle Federation of Australia, PO Box 1961R, Melbourne, Vic., 3001. It should be noted, however, that there are no product Standards for such hardware.

STANDARDS AUSTRALIA

Australian Standard
Parking facilities

Part 3: Bicycle parking facilities

SECTION 1 SCOPE AND GENERAL

1.1 SCOPE This Standard sets out the requirements for the layout, design and security of bicycle parking facilities.

It applies to the design of parking facilities in any location, either on-street or off-street.

1.2 REFERENCED DOCUMENTS The following documents are referred to in this Standard:

AS

1158	Code of practice for public lighting
1158.1	Part 1: Performance and installation design requirements
1742	Manual of uniform traffic control devices
1742.9	Part 9: Bicycle facilities
1742.11	Part 11: Parking controls

1.3 DEFINITIONS For the purpose of this Standard, the definitions below apply.

1.3.1 Bicycle – any two-wheeled vehicle designed to be propelled solely by human power and whose overall dimensions lie within those specified in Appendix A.

1.3.2 Bicycle parking facility – an area or a structure used for the parking, storage or securing of bicycles, which provides a defined level of security for the bicycle in accordance with the security classifications given in Clause 1.4.

1.3.3 Aisle – an area used by bicycles for access to parking facilities.

1.4 CLASSIFICATION Bicycle parking facilities are classified as shown in Table 1.1, according to the level of security provided for the parked bicycle. Further descriptions of these classifications are given in Clause 3.1, and examples are shown in Appendix B.

TABLE 1.1
CLASSIFICATION OF BICYCLE PARKING FACILITIES

Class	Security level	Description
1	High	Fully enclosed individual lockers
2	Medium	Locked compounds with communal access using duplicate keys
3	Low	Facilities to which the bicycle frame and wheels can be locked*

* Unless the frame and *both* wheels of a bicycle can be locked to a facility, it cannot be regarded as secure and will not therefore meet the requirements of this Standard (see also Clause 3.1).



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