

End-of-trip facilities for bicycle riders

Purpose

This note seeks to show why quality end-of-trip facilities are important, illustrate ways to encourage their development and explain how to stimulate use of these facilities.

Introduction

The need to develop secure bicycle parking and explanations of the most suitable types are discussed in Cycle Note C3 – *Bicycle parking facilities*. This note instead seeks to explain the benefits to be gained by providing end-of-trip facilities for cyclists, discusses some of the issues involving these facilities and suggests ways to encourage their use. Given the importance of end-of-trip facilities for commuter cyclists, there is a particular emphasis on workplace end-of-trip facilities. Provision of end-of-trip facilities (e.g. secure parking) at transport hubs is discussed in Cycle Note C6 – *Cycling and public transport*.

Benefits of providing end-of-trip facilities

Cycling can help a workplace or other organisation be more productive and healthy, while demonstrating support for the environment. The benefits for employers, schools, universities and other organisations who provide best-practice end-of-trip facilities include:

- a healthier, happier workforce or student body
- higher productivity and better attitudes towards work
- reductions in absenteeism
- reduced car parking demands and associated costs
- reduced work/study time lost from traffic congestion
- an improved environmental and healthy image for the organisation.

The sedentary lifestyle of many Australians is associated with an increased risk of diabetes, cardiovascular disease and certain mental illnesses and cancers. Workplace fitness programs (including those that support cycling to work) have been shown to increase staff productivity and work enjoyment while improving employee health.

When many workplaces and other organisations in a local government area provide quality end-of-trip facilities, they can significantly increase returns on public investments in on-road and off-road bicycle facilities. Areas with a high proportion of commuter cyclists also have reduced car parking demands, reduced traffic congestion and improved community health.

End-of-trip facilities

Cycle parking

To determine the number of bicycles that should be catered for in an end-of-trip facility (e.g. number of bicycle parks), reference should be made to *Austrroads Part 14 – Table 10.1: Bicycle Parking – Provision for Planning Purposes*.

Aim

This series of notes aims to assist planners and engineers to provide for cycling in their local area.

The Cycle Notes should be read in conjunction with:

- Guide to Traffic Engineering Practice, Part 14 – Bicycles (Austroads, 1999)
- Queensland Manual of Uniform Traffic Control Devices, Part 9 Bicycle Facilities
- Road Planning and Design Manual (Queensland Department of Main Roads).
- QTIPS No. 2 - *Queensland Transport's Cycling Interest in Planning Schemes*

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- Other ways to encourage cycling to your facilities
- Case Study - WMB Pty Ltd – a cycle-friendly workplace.

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Beyond bicycle parking

There are a number of additional issues that should be considered beyond safe and secure bicycle parking including the provision of:

1. shower facilities
2. changing rooms
3. safe and convenient access
4. lockers, and
5. a range of useful additional items.

Facilities suggested for differing locations are shown in Table 1.

Table 1: End-of-trip facilities recommended for various locations

Cyclist facilities	Safe Access	Bicycle parking for staff	Bicycle parking for visitors	Toilets	Showers	Lockers	Courtesy equipment*	Repair equipment**	Drinking water	Home delivery service
Workplace	✓	✓		✓	✓	✓	✓	✓	✓	
School	✓	✓				✓			✓	
University	✓	✓	✓	✓	✓	✓	✓		✓	
Shopping Centre, business centre, customer service centre etc	✓		✓	✓						✓
<p>* Courtesy equipment may include a basin and mirror, benches, hairdryers, iron and ironing board, washing machine and dryer, towel service, clothing hooks, fan, power point for bicycle light recharging or other convenience item.</p> <p>** Repair equipment refers to items such as a foot pump, tyre levers and puncture repair kit.</p>										

Access

The provision of safe and convenient access for cyclists is particularly important when considering end-of-trip facilities (Figure 1). Access to and from bicycle parking is a key concern for regular commuters, students and shoppers.

End-of-trip facility design should consider the following issues:

- **location** – it is preferable to place bicycle parking facilities in locations that allow a bicycle to be ridden to within 30 metres of the end-of-trip facility and also allow convenient access to showers and other end-of-trip facilities. Design of locations should also provide convenient and safe access from surrounding bicycle routes and main entry points.
- **access point** – the safest route that users access bicycle parking locations should be delineated and signed where necessary. Access to facilities may be via car parks, loading bays, pedestrian entries, internal elevators or other access points depending on the nature of the site.
- **route design** – it is important to ensure access routes are designed to meet the needs of cyclists including:
 - sufficient overhead clearance for mounted bicycle riders (who are taller than pedestrians and most motor vehicles)
 - avoiding steep ramps, speed humps, channelling, drainage grates or other hazards that are not suitable for traversing by bicycle riders
 - appropriate levels of surveillance and lighting
 - no interference with emergency access, loading bays or other infrastructure
 - avoidance of causing any hazard to pedestrians.