

17.4 Active Transport Facilities

Up to two (s) points are awarded as follows:

- One (1) point is available where cycle parking and associated facilities are provided to a proportion of the building's *regular occupants*.
- One (1) point is available where cycle parking and associated facilities are provided to a proportion of the building's *visitors*.

The specific proportion that must be met for *regular occupants* is outlined in Table 17.4.1, and *visitors* in Table 17.4.2.

The number of *regular occupants* and *visitors* is to be based on the project's design occupancy. The project team must justify how the number of *regular occupants* and *visitors* has been determined within the Submission Template. Please see the Definitions section for detail on *regular occupants* and *visitors*.

Default values for *regular occupants* and *visitors* may be determined as described in the Guidance section, however in all instances where project design occupancy values are available prior to issuing of Tender documentation, these take precedent.

Table 17.4.1: Cycle Facilities for Regular Occupants

Building Type	Cycle Facilities	
Class 2: Multi Unit Residential	Secure bicycle parking for occupants is provided at a rate as follows:	
	No. of Units Requirement	
	0-50	1 bicycle park for every 1 unit
	51-75	50 bicycle parking spaces PLUS 1 bicycle park for every 1.5 units (over 51 units)
	76-100	67 bicycle parking spaces PLUS 1 bicycle park for every 2 units (over 76 units)
Greater than 100	79 bicycle parking spaces PLUS 1 bicycle park for every 2.5 units (over 100 units)	
Class 3 to 9: Office, Retail Centre, Industrial and Healthcare	Secure bicycle parking for regular occupants is provided for 10% of total regular occupants; with associated end-of-trip facilities, see Table 17.4.3.	
Class 9b – Primary and Secondary School	In addition to the Class 3 to 9 requirements, secure bicycle parking is provided for 40% of students over grade 4.	
Class 9b Education - Tertiary Education only	In addition to the Class 3 to 9 requirements, secure bicycle parking is provided for 10% of students, calculated at 75% of <i>peak occupancy</i> (see Definitions).	

Table 17.4.2: Cycle Facilities for Visitors

Building Type	Cycle Facilities
Class 2: Multi Unit Residential	Secure bicycle parking is provided for 5% of dwellings.
All building classes	Secure bicycle parking is provided for 5% of peak visitors.

Facilities can be provided within the building's boundary, or outside. If the facilities are outside the site boundary, they must be under the control of the building owner and be accessible to all building occupants and visitors (depending on the users being served by those facilities).

Secure bicycle parking is defined as that which is in accordance with AS 2890.3.

End-of-trip Facilities for Regular Occupants

Where the building type includes regular occupants working in the building (i.e. all non-residential buildings), end-of-trip facilities are also required. End-of-trip facilities are defined as showers, changing amenities with appropriate drying space, and lockers. The number of end-of-trip facilities that must be provided is specified in Table 17.4.3.

End-of trip-facilities do not need to be provided for non-staff occupants such as students of schools, apartment residents or patients of healthcare buildings etc.

Table 17.4.3: End-of-trip Facilities Requirements

Number of Regular Occupants	Showers	Lockers
0-12	1 (unisex)	1 per 1 bicycle space
13-49	2	1 per 1 bicycle space
50-149	3	1 per 1 bicycle space
150-299	4	1 per 1 bicycle space
300-500	5	1 per 1 bicycle space
Greater than 500	Additional 2 per extra 250 occupants	1 per 1 bicycle space

The design of the end-of trip facilities must be appropriate to encourage their use over that of private vehicle use. Therefore, the project team is expected to justify how their location, locker sizes, privacy requirements, and size are conducive to this aim.

Toilets do not count as changing facilities unless there is sufficient private space and lockers. Even if toilets are fitted out as changing rooms, the minimum number of disabled toilets mandated by statutory requirements cannot contribute to the total number of changing facilities provided, as doing so may detract from their availability for use by disabled persons. Disabled showers can contribute towards the total number of showers provided when they are not a statutory requirement for the project.

Active Transport Facilities – Worked Example (17.4)

The following example is provided for calculating the number of cyclist facilities required for a hypothetical building project. An office building has 90 regular occupants, as supported by the owner's project requirements document. The project team must demonstrate the provision of 9 bicycle parking spaces for regular occupants, in accordance with Table 17.4.1.

$$90 \text{ occupants} \times 10\% = 9 \text{ bicycle spaces}$$

These bicycle parking spaces must also be serviced by end-of-trip facilities. The project team must demonstrate the provision of 3 showers and 9 lockers, in accordance with Table 17.4.3.

$$90 \text{ occupants} = 3 \text{ showers}$$
$$9 \text{ bicycle spaces} \times 1 = 9 \text{ lockers}$$

If the building is expected to have up to 17 visitors at any one time, the project team must demonstrate the provision of 1 bicycle parking space, in accordance with Table 17.4.2.

$$17 \text{ visitors} \times 5\% = 1 \text{ bicycle space (rounded up)}$$

Where regular occupant and visitor numbers are not known prior to issue of Tender documentation, default values may be used. These may be determined based on reputable industry standards such as Legacy Green Star rating tools, occupancy rates prescribed within Table A1 Appendix A of AS 1668.2:2012 *The use of ventilation and air conditioning in buildings – Part 2: Mechanical ventilation in buildings*, or other suitable standards.