Guide

to bike parking in residential buildings

Give yourself a lift. Ride.
#sydneyrides
GUIDE TO BIKE ARKING IN RESIDENTIAL BUILDINGS
More and more people are discovering the health, economic and environmental benefits of riding bikes to work and for recreation.

While new apartment buildings include bicycle parking, many older ones do not. This short guide provides an overview of how to go about installing secure bike parking. It includes key considerations and links to resources.

Bike parking is an investment in the future

Installing bike parking adds value to your property and can attract future buyers and tenants.

With increasing urban density and pressure on our public transport and roads, more people are using a bike for transport.

Providing secure bicycle parking will also improve the appearance of your building and declutter common areas.

You may have noticed bicycles left in common areas such as hallways, foyers or chained to railings. This clutter can be a liability risk for your owners corporation if someone is injured or fire evacuation paths are blocked.

Providing bike parking also encourages sustainable transport habits and happier and healthier residents.
Choosing the right number of bike parking spaces

Observe the bicycle movements in your building. People who ride bikes notice other people who ride bikes, so speak to them. You could also monitor bicycles leaving or entering the building during peak hour.

It’s a good idea to install enough bike parking to meet current uses and leave room for future needs.

Types of bike parking

There are several ways of providing bike parking. Each has different levels of security and costs.

**Multi-purpose lockers and individual bike lockers on-title** can also be used to store other possessions. These provide a high level of security and are an additional asset to each property. However they are often less conveniently located and less likely to be used for their intended purpose. (See image on page six.)

Fixtures that bicycles can be locked to, on the ground or hanging vertically, are the most common form of bike parking in residential buildings.

**Bicycle cages** are a restricted-access enclosure for several bikes. Constructing a cage is more expensive than installing open-air racks. But the extra security and shelter can be worthwhile.

For convenience, bike cages are usually installed in one or two areas in a building, generally on the ground level or upper level of a basement car park. (See image on page eight.)

**Bike racks** are permanently installed fixtures that support the bicycle and provide points to secure the bicycle with a separate lock. They come in many shapes and sizes.

Bike racks can be open-air or in a room which is accessible at ground level. (See image on page four.)

**Hanging bike racks** are suitable for people with light bicycles. They are not user friendly for children, heavy bikes or electric bikes.

**Signs and other equipment**

Providing a bicycle toolkit or a pump will encourage users to maintain and repair their bikes in a dedicated space. Consider installing signs to direct users to the bike parking area. Also use signs to manage safety concerns if car parks require vehicles and bicycles to share space.

Top things to consider when choosing your bike racks:
- available space
- user friendliness
- convenience
- access
- cost
- durability.

Consider installing charging points for electric bikes.

**Layout and spacing**

Bike racks should be simple and safe to use.

There should be enough space between bicycles for users to park, lock/unlock and remove their bike without getting tangled or damaged.

The standard bike parking space is 850mm wide so bikes can be parked without getting tangled or damaged.

Suppliers will recommend layout according to type of racks, minimum standards and location.

For example parallel u-rails should have 1000mm between them.

Aisles between rows of bicycles should be wide enough for people to wheel their bikes in and out of the area; 1500mm to 2000mm, depending on the style of bike racks.

A good rack will be tall enough to prevent a bicycle falling over. It will also allow the bike to be locked at the frame and wheels.

Bike racks should be secured to the wall or floor, either welded or with expansion bolts, concrete or chemical anchors.

Choosing a location in your building

Speak with a small group of residents to identify possible areas and estimate the space you will need.

Consider locations that are convenient and safe. Avoid the use of steps and anywhere that might impact access to stairs, corridors, fire escapes, hydrants, electrical rooms or garbage areas.

Try to choose an area where more parking could be installed to meet future demands. If you choose modular racks you can add more as use increases.

The area should also be well lit or have lighting installed for security, safety and easy access.

Remember that removing prized car parking spaces to provide for bicycle parking can be contentious and must be managed carefully.

**Suppliers and costs**

Many suppliers specialise in bike parking. The cost depends on the material, size, whether the racks are flat packed or professionally installed, and freight.

An internet search of “bicycle parking suppliers” will result in several supplier websites. GreenStrata.org.au also lists suppliers.

Some companies are happy to receive drawings and photos of your space to make recommendations. They can also send someone to the building to assess, design and quote on bike parking for you.
Gaining approval for bike parking

The new parking facility needs to be approved by a special resolution at a general meeting of the owners corporation. Anyone who is entitled to vote at a general meeting can ask for a motion to be put on the agenda. Prepare a brief outlining the demand levels, the benefits of bicycle parking, proposed rack type(s), approximate cost and possible locations. Check with your council if a development application is required.

Good communication will help individual owners and your strata committee understand the need for bike parking. Doorknocking, email, letters, noticeboards and social media can all be used to reach owners and tenants.

If bike parking is likely to be in demand or there are limited spots available, consider passing a by-law at the same meeting to set conditions for allocation and use of space. For example, to encourage turnover you could ask residents to register their bicycles and conduct regular audits to check if bikes are being abandoned. You might also like to restrict vehicle speeds and install signs.

Once the bike racks are in and ready for use, let everyone know. Provide any instructions for access and proper use.

Resources

SydneyCycleways.net offers low cost bicycle courses, route-finding advice, maps and other information.


Case study: Signature Apartments video greenstrata.org.au/case/bike-room-signature-apartments
GUIDE TO BIKE PARKING IN RESIDENTIAL BUILDINGS

Top of the Town doesn’t have a car park – only a car stacker in the basement. A spare room on level two has been set aside for bicycle parking which can fit around 25 bicycles. Spaces are allocated on a first come, first served basis. A bicycle registration form must be submitted and approved first. A photo of the bicycle must accompany the registration form.

The building manager conducts an annual audit to check for abandoned bicycles. The most recent audit identified two that didn’t belong to current residents. They were sold on Gumtree and the proceeds put towards the building’s Christmas party.

Power outlets were recently installed to allow charging for a growing number of electric bicycles.

Residents are given a numbered tag to place under the seat while the bicycle is stored in the room.

Case study 1: Top of the Town, Darlinghurst
## BICYCLE REGISTRATION FORM

Top of the Town provides space on Level 2 for the storage of bicycles. Spaces are given on a first come, first served basis. However, a Bicycle Registration Form must be submitted and approved, prior to storing a bicycle on the Common Property. You will also be given a tag with a number to be placed under your seat whilst the bicycle is stored in the room for security purposes.

Please complete this form and return it to the Building Manager with all supporting documentation.

### APPLICANT DETAILS

<table>
<thead>
<tr>
<th>Name:</th>
<th>Address:</th>
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<tr>
<td>Phone:</td>
<td>Mobile:</td>
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### BICYCLE DETAILS

<table>
<thead>
<tr>
<th>Brand:</th>
<th>Model:</th>
<th>Reg or Serial No:</th>
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</thead>
<tbody>
<tr>
<td>Colour:</td>
<td>Type: (Road, Hybrid, Mountain, BMX, Childs, etc)</td>
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### APPLICANT DECLARATION

By signing this form, I understand that I am liable for any damage to Common Property caused by my bicycle and that the Top of the Town Executive Committee may revoke this approval at any time and the Committee is not liable for any damage to or theft of the bicycle declared on this form. I understand that unlawful use of common property may result in the removal of that property by Top of the Town Owners Corporation or persons acting under their authority.

Signature: _____________________ Date: ____________

### Office use only

<table>
<thead>
<tr>
<th>Date Submitted to Building Manager:</th>
<th>Approved: Yes / No</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner notified on:</td>
<td>Database updated on:</td>
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Residents can lease a cage annually and renew subject to availability. They complete a registration form and pay a $100 deposit for a lock.

Case study 2: Mondrian, Waterloo

Mondrian had no ‘spare’ large space or room that could be re-purposed for bicycle parking. Instead, they found a number of smaller areas in the car park where one or more bicycle storage cages could be installed. There are now 24 secure cages onsite.

The lease requires residents only store bicycles in the cage. All cage locks are supplied by the owners corporation and it retains a master key so it can open and remove any unauthorised items, and terminate the lease if necessary.

Bicycle usage has increased at Mondrian and there aren’t enough bicycle cages to meet demand. Some residents have been allowed to chain bikes to storage cages as long they do not block any paths of travel or interfere with car parking.

Residents can also store bicycles in their own parking spots.
Application to Lease a Bicycle Cage

The bicycle cages are part of the common property and belong to the Owners Corporation. There is no charge for bicycle cages, however to ensure effective control and allocation locks are supplied by the Owners’ Corporation on a 12 month lease basis.

Please discuss the availability of a bicycle cage with the Building Manager. If a bicycle cage is available, then complete this form and supply a $100 deposit for the lock, as per the instructions below.

Payment can be made by either Cheque or Electronic Funds Transfer (EFT) only.

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<thead>
<tr>
<th>Applicants’ Details</th>
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<tr>
<td>Applicants’ Name</td>
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<td>Lot No:</td>
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<tr>
<td>Payment:</td>
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<tr>
<td>Contact No:</td>
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<tr>
<td>Contact email:</td>
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<tr>
<td>Signed:</td>
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<tbody>
<tr>
<td>Pmt Rec’d via:</td>
</tr>
<tr>
<td>Amount:</td>
</tr>
<tr>
<td>Signed:</td>
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<tr>
<td>Acc Code:</td>
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<th>For the Building Managers’ Use Only</th>
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<tbody>
<tr>
<td>Consignee Advised:</td>
</tr>
<tr>
<td>Cage No:</td>
</tr>
<tr>
<td>Consignees Signature:</td>
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Note: If this form is not completed correctly, it will be returned to you and your request will not be processed.
Residents at McCafferys Hill apartments are keen bike riders. In fact the strata committee members frequently go for morning rides together.

Case study 3:
McCafferys Hill, Pyrmont

There are three bike cages in the secure garages that are at capacity. The tower block has a large area of racks with 40 u-rails accommodating more than 100 bikes – around one bike per apartment. One of the u-rails was recently removed and replaced with a temporary rack to meet growing demand.

The two other cages are undergoing a re-design to include horizontal, or ‘hanging’ bike racks to increase capacity.

Bicycles are sometimes abandoned when tenants move out, so regular audits are done to check ownership. Bicycles are tagged and notices slipped under doors. Unclaimed bikes are stored for three months before being recycled.