

# END-OF-TRIP FACILITIES IN DEMAND

## PARKING & TRAFFIC CONSULTANTS

On September 11, the NSW Government released its Access Strategy for the Sydney CBD, including details on the location of bike paths. The plan will see the introduction of more dedicated cycle paths through the CBD in response to demand and to fulfil the goal of increasing the use of bicycles by commuters. The cycle path network is vital to achieving this goal, but there is a hidden piece of the puzzle usually tucked away in the basements of office buildings, the End-of-Trip Facility (or EOTF).



An End-of-Trip facility, which as a minimum should provide high quality bike security, showers/change rooms and lockers, is now considered an essential provision within contemporary office buildings to cater for the increasing popularity of commuting by bike. Recently, PTC has been involved in the planning and safety assessment of a number of such facilities within Sydney, and Andrew Morse (Senior Traffic Engineer and cycling enthusiast) represents the Parking Association of Australia on the panel currently compiling the Australian Standard for the design of bicycle parking.

"It is important that EOTFs are safe to use but also provide an inviting alternative to driving or public transport if they are to be successful. Our emphasis is on the safety of cyclists, pedestrians and motorists moving through car parks and to manage conflicts in a way that doesn't detract from the usability of the EOTF or the car park. Design innovations, such as lighting, clear signage and wall art, should be considered and often form part of our recommendations along with other safety initiatives."



With the commitment of the Government and City of Sydney in the roll out of the cycle path network and the solid growth in bike purchases, there is likely an opportunity for the provision of many more EOTFs throughout Australian cities.

**Andrew Morse**, Senior Traffic Engineer

Photos: [Cycle2City](#), Brisbane

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