

EPBD on the horizon

Who will have to provide spaces for (electric) bicycles in buildings?

An increasing number of city inhabitants choose the bicycle as a mean of transport and electric bicycles gain in popularity. The EPBD responds to these trends and introduces regulations to adapt buildings to the needs of cyclists.

The new regulation makes it compulsory to provide bicycle parking spaces in residential and non-residential buildings, with the aim of promoting eco-friendly solutions and adapting infrastructure to the rapidly changing world of transport.

What changes do property owners and managers need to prepare for?

Mandatory bicycle parking spaces in non-residential buildings

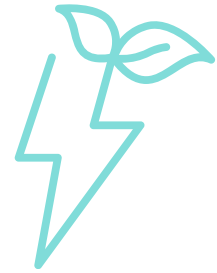
Non-residential building owners have been given limited time to get ready to install or develop cycling infrastructure.

EXISTING NON-RESIDENTIAL BUILDINGS:

By 1 January 2027, this type of building will have to meet the criterion of having bicycle parking spaces **for at least 15% of the average (or 10% of the total) number of building occupants.**

This applies to all non-residential buildings with **more than 20 car parking spaces.**

The EPBD requires that bicycle parking spaces must also be adapted to accommodate larger-than-standard-sized bicycles.



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NON-RESIDENTIAL BUILDINGS THAT WILL BE BUILT OR WILL UNDERGO MAJOR RENOVATIONS:

The above obligation will also apply to non-residential buildings that are yet to be constructed or undergo major renovations. In this respect, the provision applies to buildings **with more than 5 car parking spaces**. When calculating the number of car parking spaces in new and refurbished buildings, both parking areas inside and adjacent to the building shall be taken into account.

Information on the obligation to install pre-wiring for the installation of electric bicycle charging points in non-residential buildings can be found in the [New requirements for electric vehicle charging infrastructure](#) in the series on the EPBD.

During the transposition of the EPBD into national legislation, Member States will be able to adjust the requirements for the number of bicycle parking spaces for categories of non-residential buildings that are not normally accessible by bicycle.

Residential buildings vs. bicycle parking spaces

In new residential buildings (and those undergoing major renovations) that have more than 3 car parking spaces, owners will be required to:

- provide **at least 2 bicycle parking spaces** per residential building unit;
- install pre-wiring for **at least 50% of the car parking spaces**, together with channel infrastructure for the remaining car parking spaces to allow for the installation of charging points for, among other things, electric bicycles at a later stage.

However, the EPBD provides for **certain derogations**, such as adapting the number of bicycle parking spaces to local demographic, geographical and climatic conditions.

Please note, that the directive has not yet undergone the process of implementation into the Polish legal system, which is connected with the possibility of introducing exceptions to the above mentioned obligations, as well as the risk, that the Polish lawmakers may adopt even more ambitious targets in the field of cycling infrastructure.

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