
Objectives:	Place
Outcome:	2.1 - A diverse, well planned built environment.
Strategy:	2.1.1 - Actively engage in the development and promotion of an effective planning framework.

Purpose

1. Encourage cycling and improve conditions for bike riders in proposed urban developments.
2. Ensure the provision of appropriate bicycle facilities.
3. Provide an alternative to private vehicle transport through provision of secure and effective end of trip cycling facilities.
4. Provide guidance to developers on the design and requirements of bicycle end of trip facilities for both commuters and visitors.

Definitions

'Short Term Parking' includes parking for shoppers and visitors to a premise.

'Long Term Parking' includes day parking for employees, residents' parking at apartments and student parking at educational establishments.

Background

The Shire of Serpentine Jarrahdale recognises the sustainability benefits of cycling in our urban areas due to improved public mental and physical health through active recreation, the reduction of fossil fuel use and increased community interaction. This is explicitly detailed within the Shire's Plan for the Future in which details a vision for:

"Vibrant, robust, high-density public transport orientated developments in Byford and Mundijong town centres that encourage a pedestrian and bike friendly environment."

To encourage and enhance the cycling experience, supporting infrastructure and facilities for bike riders is required. This includes on and off road cycling facilities (sealed shoulders, bicycle lanes, shared use paths), bike racks near shops, parks and public places, safe bicycle parking/lockers at public transport stops and workplaces, bike lockers, way-finding signage and appropriate end of trip facilities at specific destinations.

Both the public and private sector have a role to play in providing facilities and infrastructure to support the provision of appropriate bicycle facilities. The Shire is progressing towards the provision of the necessary infrastructure for commuter bike riders and requires developers to support bicycle users by providing them with the appropriate 'end of trip' facilities as well.

These facilities include and are not limited to bicycle parking areas, bicycle locking rails and posts, change rooms, showers and clothing lockers, that are necessary to encourage cycling to work and educational establishments.



Policy

1. Unless otherwise approved by the Shire, end of trip bicycle facilities are to be provided in accordance with the standards for respective uses detailed in the Scheme. This information has been sourced and adapted from Cycling Aspects of Austroads Guidelines, Green Building Council of Australia assessment tools and Bikewest's End of Trip Facilities guidance.
2. Bicycle parking facilities relating to quantity and standard as set out in the Scheme shall be designed in accordance with the design requirements set out in Schedule 1.
3. Long Term Class 1 and 2 bicycle facilities as specified in Schedule 1 shall make provision for the following:
 - 3.1 fully-enclosed individual lockers or locked compounds with communal access using duplicate keys, numerical code locks, electronic swipe cards or similar in a secure location and fitted with bicycle parking devices.
 - 3.2 devices to which enable the bicycle frame and wheels to be securely locked without damaging the bicycle.
 - 3.3 be arranged so that parking manoeuvres will not damage adjacent bicycles.
 - 3.4 located in a conveniently accessible and visually surveyed area but with restricted access such as a private courtyard, secure vehicle parking area or similar.
 - 3.5 provide weather protection.
 - 3.6 space for minor maintenance, puncture repair and adjustments.
 - 3.7 readily accessible toilet facilities and water bottle refilling .
4. Short Term Class 3 bicycle parking facilities shall make provision for the following:
 - 4.1 Enable the wheels and frame to be locked to the device without damaging the bicycle
 - 4.2 Be simple and robust in design.
 - 4.3 Accept a variety of locks types.
 - 4.4 Be arranged so that parking manoeuvres will not damage adjacent bicycles.
 - 4.5 Provide weather protection where possible.
 - 4.6 Be integrated in its design with the building and surroundings.
5. Design and location of short term bicycle parking facilities shall be sympathetic and visually enhancing of the streetscape.
6. Location of short term bicycle parking facilities shall:
 - 6.1 Be located on private land in a publicly accessible external location.
 - 6.2 Be located in a convenient and secure position that minimises bicycle/pedestrian and vehicle conflict.
 - 6.3 Avoid steep ramps, speed humps, drainage grates or other traffic hazards.
 - 6.4 Take into consideration access, movement and destination where they be major entrances to the building, end of trip facilities or access points.



- 6.5 Be within line-of-sight of the building's main entry or within 20m of the front entry – whichever is the lesser.
- 6.6 Not interfere with access to doorways, loading areas, service/plant rooms, emergency access or bin storage areas.
- 6.7 Take into consideration crime prevention through environmental design principles such as lighting and visual surveillance.
7. Way finding signage shall be provided where appropriate to direct bike riders to parking devices where their location is not immediately identifiable.
8. Uses not depicted in Schedule 1 indicate that no facilities are mandated, therefore Applicants shall consult with Council in regards to the required provisions.
9. Where long term bicycle parking spaces are required, shower and change room facilities shall be provided in accordance with Schedule 2 – Showering Facilities Provision. Unless an exceptional circumstance exist and can be demonstrated through written justification to the Shire, these requirements shall not be varied.
10. Shower and change room facilities shall consist of:
 - 10.1 A combined shower and change cubicle for unisex use; or
 - 10.2 A change room for each gender, directly accessible from the showers.
11. Shower and change room facilities shall be provided in accordance with the following:
 - 11.1 One locker to be provided for each Class 1 or Class 2 bike parking bay.
 - 11.2 Location for towel drying facilities in a well ventilated area preferably with direct sunlight.
 - 11.3 Provide hot and cold water plumbing.
 - 11.4 Include non-slip surfaces, hooks and/or benches for belongings.
 - 11.5 Regularly cleaned and maintained in accordance with a regular cleaning regime.
12. The number of shower facilities to be provided in accordance with Schedule 2 – Showering Facilities Provision.
13. Shower and change room facilities and to be provided as close as practical to long term bicycle parking facilities for all new developments.

Implementation

15. The policy is principally involved with development applications submitted to council for consideration. However, the requirements of the policy should be taken into structure planning, detailed area planning and urban design of an area to ensure the best possible outcome
16. Satisfaction of this policy is to be achieved through plans and supporting information provided at the time of application in accordance with the Scheme.
17. Consultation with the Shire is encouraged in regards to design and specification of bicycle parking, end of trip facilities or any other aspect of the policy.
18. The objectives and requirements as set out within this policy will apply unless an applicant can demonstrate where a policy item should not be applicable.

SCHEDULE 1 – Types of Bicycle Parking Facilities

Security Class	Example of Type of Facility	When it is Required
Security Class 3 (low)	Bicycle racks or rails, may or may not be housed under an open shelter.	Effective and low cost way of providing short to medium term parking. Can be used for longer-term parking if surveillance is provided.
Security Class 2 (medium)	Enclosure, shelter or compound	Lockable structure where users have a key and are responsible for locking their bicycle within the enclosure.
Security Class 1 (high)	Individual bicycle locker, or secure compound	Long term parking. Maximum security – best for workplaces.

(Adapted from: Cycling Aspects of Austroads Guidelines, Austroads, 2011).

SCHEDULE 2 – Showering Facilities Provision

Bicycle Parking Spaces	Showers
0-5	One Shower Cubicle which may be co-located within a universal access toilet facility
6-10	Two Showers Cubicle
11-20	Three Showers Cubicles; OR Two male showers and two female showers with individual change room facilities
>20	Additional showers to be provided at a rate of one shower cubicle for every ten bicycle parking spaces required; OR To be provided at a rate of two showers (one male, one female) for every ten bicycle parking spaces required. Note: Bicycle parking spaces are to be round up to the next highest threshold for calculation of shower provision i.e. If 24 bays are provided, showers are to be provided at an equivalent of 30 bays.

References

Name of Policy	Local Planning Policy 4.15: Bicycle Facilities Policy
Previous Policy	Local Planning Policy 58: Bicycle Facilities in Urban Developments
Date of Adoption and Resolution Number	15 May 2023 – OCM100/05/23
Review dates and Resolution Numbers	
Next review date	
Related documents	<p>Acts/Regulations <i>Local Government Act 1995</i> <i>Planning and Development Act 2005</i> <i>Planning and Development (Local Planning Schemes) Regulations 2015</i></p> <p>Plans/Strategies Strategic Community Plan 2017 - 2027</p> <p>Policies</p> <p>Delegations 11.1.1</p> <p>Work Procedures</p>

Note: changes to references may be made without the need to take the Policy to Council for review.