

Make installing bike parking 'business as usual'

Amendment

Cr Martin moved, Cr Bolton seconded

Add a new point as follows:

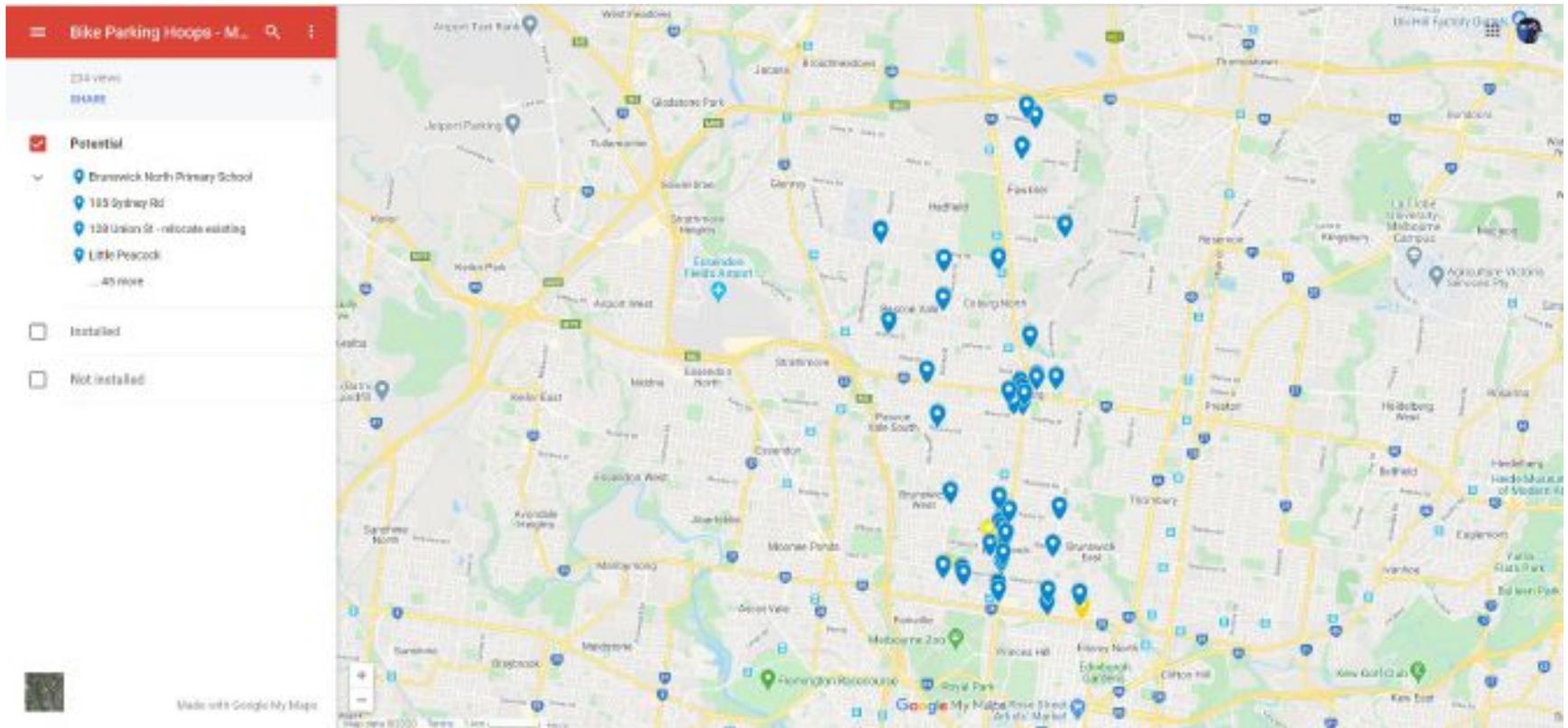
Amend Action 11 to say:

- Provide bike parking for at least 200 bikes per annum within activity centres and buffer zones at key public locations catering for all bike shapes and sizes (including family bikes, e-bikes, cargo bikes and bikes with trailers) and prepare a business case for the 2019/2020 budget process for an additional \$40,000 for bicycle parking.

The amendment was put to the vote:

Carried

Commit to supplying bicycle parking in road space and on land Council manages.
Provide sufficient and ongoing funding as a part of your transport strategy.



Encourage citizens to tell you where bike parking is needed and assign an officer keep track of the requests.



Where there's enough footpath space and demand from riders:
inform local business then get installing - monitor use and be ready to install more racks if needed.



When a business that brings in the riders trades on the footpath and you manage the road, ask the business if they'd be willing to give up 1 car parking space to gain 10 bike parking spaces.



Figure 20 Retail spend per hour generated by one car parking space allocated to car parking in Lygon Street, Carlton, where the car park is fully utilised at all times by a car.



Figure 21 Retail spend per hour generated by one car parking space allocated to six bike parking spaces in Lygon Street, Carlton, where the car park is fully utilised at all times by six bikers.

The economic case is clear.

Bike corral parking generates more business revenue per square metre than the car parking space it replaces. (Lee & March, 2010) <https://www.tandfonline.com/doi/full/10.1080/07293681003767785>



Bike corral parking will be popular with cafes



And pubs (because who drives to a pub?)

- Consider running road safety education in combination with the installation.



- Bike parking and relocatable 'parklets' outside school gates can address multiple issues at once:
- they provide an attractive waiting area for parents who walk or ride and
 - they create a safety buffer zone between kids walking out of school and parents who drive.



Low cost, easily installed on-street bike parking allows a Council to quickly respond to parking demand. It buys time to design, fund and construct more substantial change. (Brunswick Baths, rear Phoenix Street entrance).



Use data collected from 'low cost' bike parking corrals build the case to include high quality bike parking in streetscape upgrade projects (Brunswick Baths - Dawson St entrance)



Be willing to respond to constructive criticism.
Riders didn't like our spiral bike corral design. (It harder to keep bikes upright).
Vertical hoop designs are better.

VICTORIA PLANNING PROVISIONS

52.34

31/07/2018
VC-14E

BICYCLE FACILITIES

Purpose

To encourage cycling as a mode of transport.

To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

52.34-1

19/01/2006
VC-37

Provision of bicycle facilities

A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.

Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use.

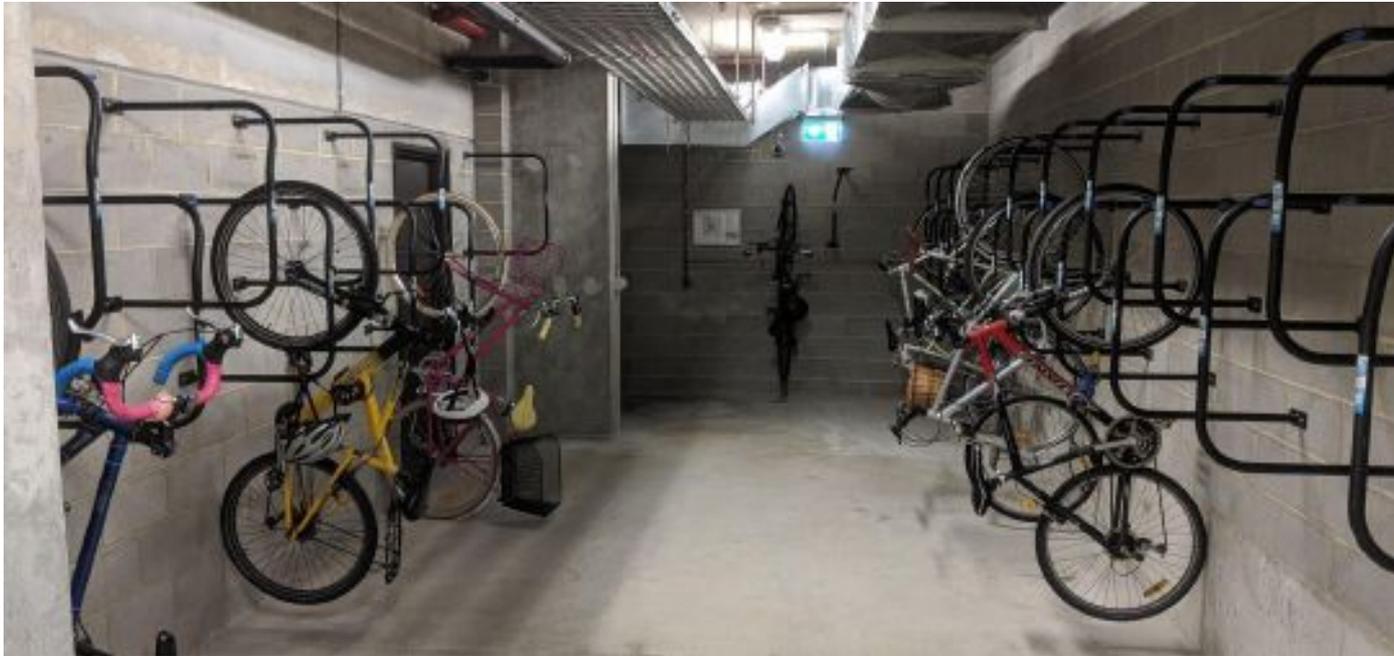
52.34-2

31/07/2018
VC-14E

Permit requirement

A permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.

Use your statutory planning tools to encourage your property developers to supply more than the mandatory minimum bike parking in their developments



Provide detailed advice during planning process to show developers what great bike parking looks like. A secure bike parking room with abundant wall mounted rails is current good practice.

Older e-bike riders want floor mounted parking rails with power points.

Young families who use cargo bikes want oversized parking bays.

Great bike parking includes facilities that support bike riding through all life stages.



Shopping centres are an important destination for short trips. However, they are often privately owned, designed to support car based shoppers, and don't often provide for people making bike based shopping trips.

Shopping centre management companies typically seek a planning permit to extend their centre once every 15 years. Treat these permits as a rare opportunity to make local shopping destinations more bike friendly by insisting the centre provides bike parking near their main entrance.



As land use changes, so too can road use. Florence Street, once a street of small factories is changing into a 'car free' / 'car light' residential area. On road bike parking forms part of its transition into a shared use place for people.



(Florence Street - The Commons / Nightingale)



Getting better bike parking at train stations is an advocacy task.

Department of Transport is your first contact, but you will also need to involve VicTrack property (who manage crown land leases), MTM Metro (who operate the train service and railway stations) and possibly Bicycle Network (who operate the blue 'Parkiteer' bicycle cages).



Limited funds and competing uses for limited space require creative approaches.
Be prepared to take risks and support others in their experiments.
Accept that not every experiment will work.
Fail fast, learn and share your learnings and we will all do better next time.