



# Planning for cycling to shops and activity centres

Lessons from City of Yarra

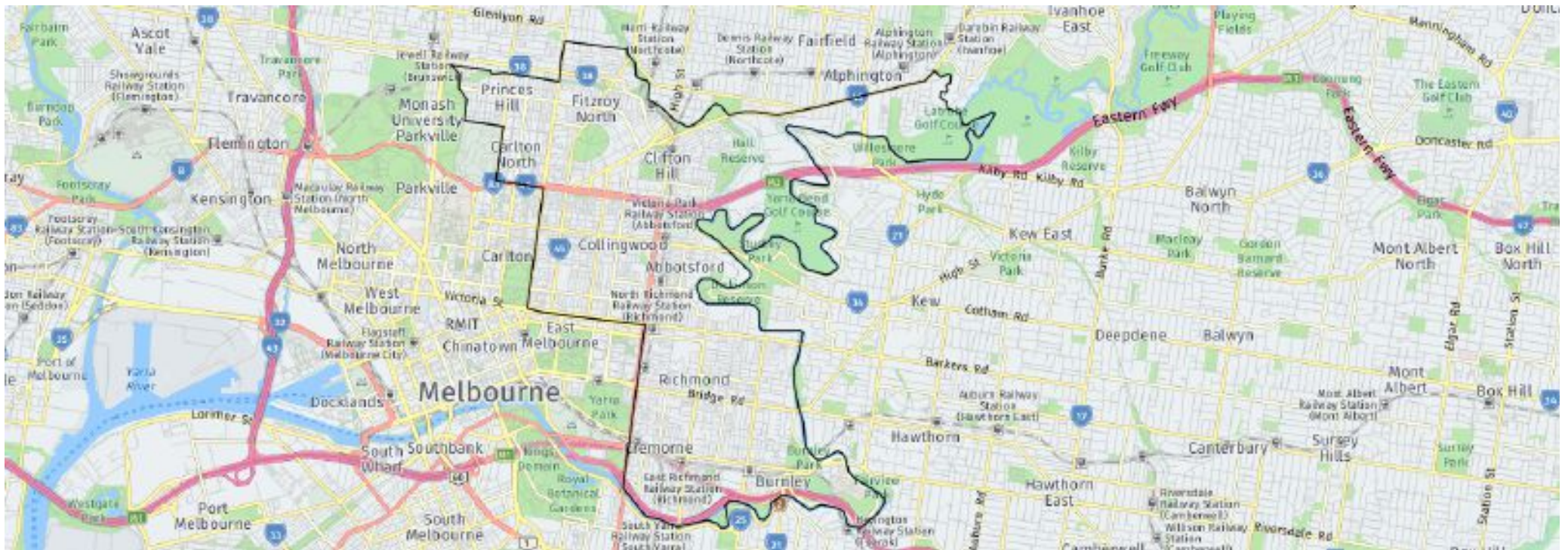




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(*& ex-Statutory Planner*)





## The best thing about cycling in Yarra?

It's small, dense and (almost) everything you need is close enough to easily get to by bike.  
(It can also be very frustrating trying to find car parking...)



The worst thing about riding bikes in Yarra?

*The same as everywhere else – sometimes you can't avoid a selfish ass!*

# On-street corrals

*(I can take no credit for these projects!)*



# Corrals outside shops & bars



## Piedmonte's Supermarket, North Fitzroy

**Myth:** People don't go to shops by bike

**Reality:** They do if it is convenient!



# Nicholson Street, Abbotsford



## Construction



## Result



Not just for big shops!



**Fitzroy Library**



**Great Northern Hotel**





# Challenges with Corrals



## Consultation

- High expectations regarding consultation can mean simple bike parking installations take 12+ months to deliver.
- Lots of businesses over-value car parking and undervalue bike parking.

## Budget

- Yarra's 2017-2018 budget had \$28,000 dedicated specifically to bike parking.
- The 2018-2019 and 2019-2020 budgets did not have **specific** allocations for bike parking.

# Other challenge

## Internal Stakeholders

Our waste contracts team hate on-road corrals.

- They function as litter traps, so they need to be manually cleaned
- Blowers don't work very well – especially when bikes are present.
- Ongoing costs to clean.





## Kerb outstands!

Kerb outstands can serve many useful purposes, and provide a great opportunity to install bike parking. They also do not function as a litter trap.

*But... they can be costly to install and drainage can be an issue.*

# Planning & developments

Getting developers to provide adequate bike parking



# The key elements



1. Treat visitor bike parking differently to resident or employee parking.
2. Put your bike parking expectations in writing.
3. Don't trust developers (or their traffic engineers!)
4. Refer big or important developments to someone that knows about bike parking.
5. Teach the person that knows about bike parking a bit about planning!
6. Make sure your bike parking person also talks to your engineers and urban designers!

# Treat visitor bike parking differently to resident or employee parking



Employees and residents want somewhere safe and secure.  
Convenience is a secondary concern.

Visitors (AKA shoppers) want somewhere quick, easy and convenient to park bikes.

Security is a secondary concern.

**The planning scheme treats these requirements differently; but many developers (and planners) do not.**

# Put your bike parking expectations in writing



If you want more bike parking than is required under the state provisions\* (Clause 52.34); then this needs to be stated in policy somewhere.

Yarra and many other Council's rely on the SDAPP fact sheets.

*\*which isn't enough!*

The image shows a fact sheet titled "SDAPP Sustainable Design Assessment in the Planning Process 10 Key Sustainable Building Categories" for the "Transport" category. The header is green and white, with the City of Yarra logo. The main body is pink and white, featuring a large "6.0" in the top right corner and an illustration of a person riding a bicycle. The text "Transport" is prominently displayed, followed by the subtitle "Building design for a sustainable future". Below this, there are two columns of text. The left column is titled "What's included in this fact sheet:" and lists: "Why do we need to change our Transport patterns?", "Reducing onsite car parking", "Fuel efficient transport", "Public transport", "Car share", and "Bicycle facilities". The right column is titled "Why do we need to change our Transport patterns?" and contains two paragraphs of text explaining the need for change and the Council's aim to reduce car dependency.

**SDAPP**  
Sustainable Design Assessment  
in the Planning Process  
10 Key Sustainable Building Categories

city of  
**Yarra**

**6.0**

**Transport**  
Building design for a sustainable future

**What's included in this fact sheet:**

**Why do we need to change our Transport patterns?**

- Reducing onsite car parking
- Fuel efficient transport
- Public transport
- Car share
- Bicycle facilities

This fact sheet outlines ways in which our reliance on cars can be reduced and how alternative forms of transport should be incorporated into your building design.

**Why do we need to change our Transport patterns?**

In Australia, cars account for approximately 50 percent of our total transport greenhouse gas emissions. The other half includes emissions from trucks, buses, aviation, railways and shipping. In addition to contributing to global warming, car exhaust contains

It is Council's aim to reduce the dependency on cars by its residents. Research has shown that approximately 80% of Australian adults rely on their car to commute to work. It is our aim to substantially reduce this figure. And while governments are working on the

# Don't trust developers (or their traffic engineers!)



Some developers don't know how to design good bike parking.

Some developers don't care about bike parking.

Plenty of consultants will write whatever they are paid to write by the developer.





# Refer big or important developments to someone that knows about bike parking

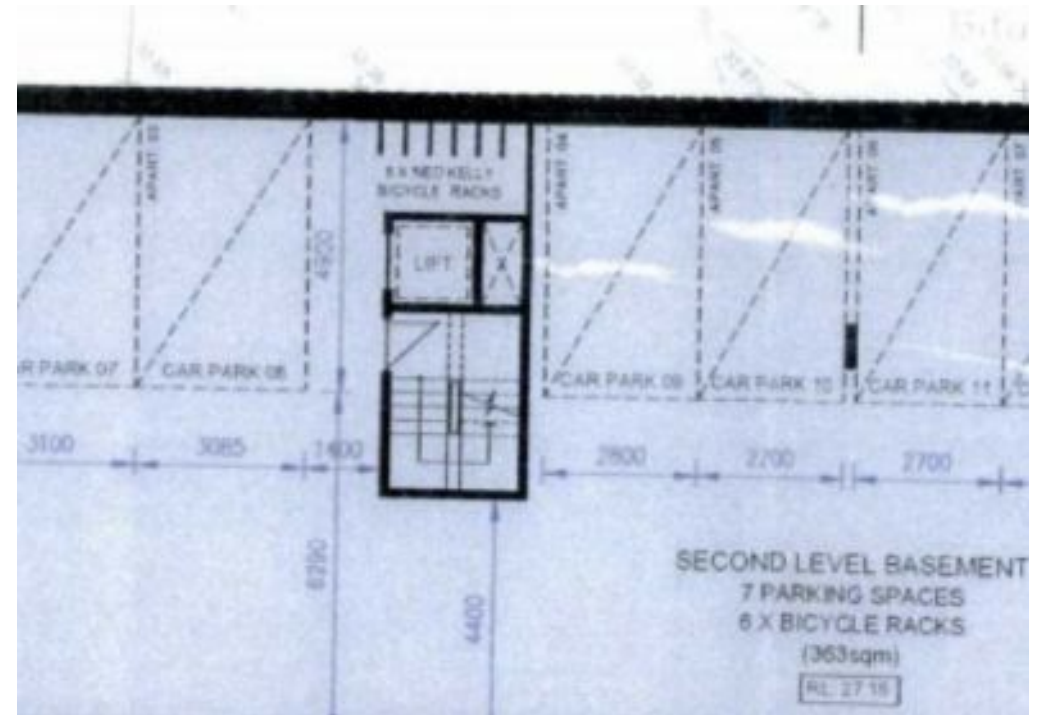


Statutory Planners are extremely busy.

They have to know a bit about a lot of things.

They have to balance many considerations.

Internal referrals are critical.



# Teach the person that knows about bike parking a bit about planning!



Referral comments need to stand up to scrutiny.

They must be justifiable.

They must reflect expectations of the planning scheme.



# Get your bike parking person to talk to other teams



Consistent advice from various teams.

Easier to resolve issues when they do arise.

Its good practice regardless of your field!

**It can stop conditions being put on permits that are not achievable.**

Encouraging bikes is  
all about making  
them convenient!

