

PLANNING POLICY No. 7

Provision of Bikeways and Bicycle Facilities

1.0 Purpose

The purpose of this Planning Scheme Policy is to:

- guide the Council and private sector works and expenditure in relation to bikeways and bicycle facilities in the City; and
- show a strategic network of existing and proposed on-road and off-road bicycle routes, in the form of a Bikeways Network; and
- specify standards of construction, upgrading, reservation for bikeways and bicycle facilities when development is over or adjacent to part of the Bikeways Network, and is considered to link with the network or is likely to attract or generate bicycle trips; and
- provide indicative costs for standard bikeway treatments and contributions; and
- ensure the design of new roadworks and/or upgrade of existing roads in the City to include appropriate bikeways.

1.1 Application of the Policy

This policy applies throughout Rockhampton City and will be considered when assessing development applications for:

- material change of use; and
- reconfiguring of lots.

Applicants when preparing such applications must therefore consider this policy.

This policy should be considered by Council and other relevant agencies in the design and construction of infrastructure and other public works (i.e. roads, bridges, pedestrian overpasses/underpasses, transport interchanges, community facilities, and streetscape improvements).

2.0 Policy Context

2.1 Policy Impacts

This Planning Scheme Policy has been prepared to provide a mechanism for the construction of the Rockhampton Bikeway Network, in accordance with the Bikeways Policy Map, and to ensure the provision of appropriate bikeway and bicycle facilities in new development.

Implementation of this policy will improve the physical network of bikeways in the City, and consequently encourage increased bicycle usage in the City by providing an alternative mode of transport to the private car.



This Policy will ensure that bikeways and bicycle facilities are addressed at the planning stage of new development and accordingly provision for bikeways and facilities will be made at the earliest possible stage.

An integrated bikeway network will also:

- provide an alternative mode of transport to the private vehicle and thereby reduce the associated pollution of a car dependant society; and
- help reduce the number of trips of private vehicles and therefore reduce traffic congestion and pressures to augment the road system in the future; and
- promote the City as a cycle friendly destination; and
- provide an inexpensive and efficient transport alternative; and
- offer an alternative recreational and healthy experience.

3.0 Implementation of the Policy

3.1 Development on or Adjacent to Bikeway Networks

If development is proposed for land that is on or adjoining a proposed bikeway, as identified on the Bikeways Policy Map, the proponent is required to give due consideration to the Bikeway Network and where reasonable and relevant the Council will require as a condition of approval:

- construction of that part of the proposed bikeway network which traverses or adjoins the subject land and provision of appropriate on-site bicycle facilities; or
- contributions to be paid towards the construction of the bikeway provisions and on site bicycle facilities and reservation of land for the future construction of the proposed bikeway and facilities.

Contributions will be charged in accordance with the schedule for Contribution Rates for Bikeways as adopted by Council, as detailed in Schedule 1 of this Policy.

3.2 Provision of Local Bikeway Networks

In new residential subdivisions, in addition to addressing any relevant bikeways as identified on the Bikeways Policy Map, the Council will require identification and construction of appropriate local bikeway networks. These local networks should provide access to schools, community facilities, parkland, shops, and connections to the City wide network.

In new residential subdivisions, the proposed plan of layout must identify the proposed local bikeway network and where reasonable and relevant, the following will be required as a condition of approval:

- construction of the local bikeway network and provision of appropriate on-site bicycle facilities; or



- contribution to be paid towards the construction of the local bikeway network and on-site bicycle facilities and reservation of land for future construction of the proposed network and facilities.

Contributions will be charged in accordance with the schedule for Contribution Rates for Bikeways as adopted by Council, as detailed in Schedule 1 of this Policy.

3.3 *Provision of Bikeways on New Roads and Road Upgrades & Other Infrastructure*

Bikeways must be considered on all new roads and road upgrades in the City and appropriate bikeways should be included in the design and construction of the following road types:

- Major Urban Arterial Roads;
- Urban Arterial Roads;
- Urban Sub-Arterial Roads; and
- Major Urban Collector Roads.

Safe bicycle movement should also be provided for in the design and construction of infrastructure works such as bridges, pedestrian overpasses/underpasses and streetscape improvements.

3.4 *Provision of Bicycle Facilities*

Appropriate bicycle parking facilities are required to be incorporated into uses likely to attract or generate significant numbers of bicycle trips which include for example, but are not limited to, the following uses:

- commercial premises; and
- shops; and
- major shopping outlets; and
- educational establishments; and
- community facilities, and
- health care, and
- indoor and outdoor sport and recreation facilities.

Therefore, new uses of land that are involving new Building Works (other than minor building works as defined in the Planning Scheme) are required to provide bicycle parking facilities in convenient and accessible locations to an appropriate standard that are close to entrances and exits to the site.

Note: At the discretion of Council, a monetary contribution in lieu may be accepted by Council in accordance with section 3.5 of this policy.

3.5 *Payment of Contributions*

In instances where;



- the provision of bicycle facilities within a site that are safe, convenient and useable are unable to be achieved / provided due to site constraints; or
- the Council is of the view that the location of parking facilities in a centralised or common area would be more advantageous than a location within the site (provided the location is within 50 metres of the subject site), or
- the construction of part of the bicycle network would be better done as a larger construction project than an individual site project the Council may accept a development contribution instead. Development contributions for bikeways and / or bikeway facilities shall be paid as follows:
 - in respect of a Reconfiguring a Lot, the payment shall be made prior to Council signing or sealing the Plan of survey; or
 - in respect of a material change of use, the payment shall be made prior to the use commencing.

Monetary contributions made to Council in lieu of providing shall be made in accordance with Schedule 1 of this Planning Scheme Policy.

3.6 *Cycleway Planning Standards*

The Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles sets out guidelines for on-road and off-road cycleways. The following guidelines, based on the above guide, are recommended as suitable for application in Rockhampton for cycleway planning standards.

3.6.1 *On-road Cycleways (including Arterial Routes)*

Exclusive Bicycle Lane or Sealed Shoulder

- 2 metres is the desirable width where traffic speed is high
- 1.5 metres is the desirable width where traffic is travelling at less than 80km/h
- 1.2 metres is the desirable minimum width
- 1 metre width is acceptable for a limited length where it is not possible to achieve 1.2 metres

Wide Kerbside Lane

- 3.7 metres is the desirable minimum width
- 4 metres to 4.2 metres is the desirable width
- 4.5 metres is the desirable maximum width where traffic volumes are sufficiently high to cause two traffic streams to form in the kerbside lane

Shared Bicycle / Car parking Lanes

- 3.5 metres is the absolute minimum width
- 4 to 4.2 metres is the desirable width
- 4.5 metres is the desirable maximum width



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- Full integration of bicycles with other traffic may be preferable where parking turnover is high, through traffic speeds are low and the desirable minimum width of 4 metres cannot be achieved

3.6.2 Off-Road Cycleways

Shared Paths

- 3 metres is the desirable width
- 2.5 metres is the desirable minimum width
- 0.5 metres clearance from any obstructions beside the path is a minimum requirement

Bicycle Paths

- 3 metres is the desirable width for high speed cycling
- 2.5 metres is the desirable minimum width
- 2 metres is the absolute minimum width
- 0.5 metres clearance from any obstructions beside the path is a minimum requirement



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SCHEDULE 1

Valid for 2003 / 2004 Financial Year

Infrastructure Contributions

<u>Area</u>	<u>Contribution Rate</u>
Whole of Rockhampton City	\$75 per linear metre for part of the Bicycle network
Whole of Rockhampton City	An amount to be determined at the time of application for a contribution towards Bicycle Parking facilities.

