

1 INTRODUCTION

The City of Rockingham supports the use of sustainable transport and acknowledges the need to provide supportive environments including bicycle parking and end-of-trip facilities. New developments should endeavour to include bicycle parking alongside car parking. Large-scale development will be encouraged to also provide end-of-trip facilities including lockers, change rooms and showers.

Existing development will be encouraged to provide these bicycle parking and end-of-trip facilities when upgrading developments.

The aim of the policy is to facilitate the appropriate provision of secure, well designed and effective on site bicycle parking and end-of-trip facilities to encourage the use of bicycles as a means of transport and access to and within the City. The *Western Australian Bicycle Network Plan 2014-2031* seeks to double the number of cycling trips in Western Australia within five years, and this Policy aims to cater for this projected demand for bicycle parking and end-of-trip facilities.

2 POLICY APPLICATION

This Policy applies to all applications for Development Approval, including change-of-use applications where an intensification of land use is proposed.

3 POLICY OBJECTIVES

The objectives of this Planning Policy are as follows:

- (a) To ensure the provision of appropriate bicycle parking and end-of-trip facilities as outlined in Table 1 and Table 2;
- (b) To provide guidance on the development and design of bicycle parking and end-of-trip facilities; and
- (c) To encourage the use of bicycles for all sorts of journeys.

4 POLICY STATEMENT

4.1 Provision of Bicycle Parking Devices

All developments subject to this Planning Policy shall be provided with long-term parking and short-term parking in accordance with the following ratios:

Table 1 – Bicycle Parking Rates

Land Use	Minimum Short-Term Parking	Minimum Long-Term Parking
Multiple Dwelling	As per Residential Design Codes	As per Residential Design Codes
Office	0.05 spaces per 100m ² NLA	0.45 spaces per 100m ² NLA
Shop		
- Local Centre	0.20 spaces per 100m ² NLA	0.1 spaces per 100m ² NLA
- Neighbourhood Centre	0.30 spaces per 100m ² NLA	0.12 spaces per 100m ² NLA
- Regional Centre	0.25 spaces per 100m ² NLA	0.05 spaces per 100m ² NLA
Retail	0.15 spaces per 100m ² NLA	0.07 spaces per 100m ² NLA
Education	N/A	0.3 spaces per student and staff

Land Use	Minimum Short-Term Parking	Minimum Long-Term Parking
Accommodation	N/A	0.1 spaces per staff
Place of Assembly	0.05 spaces per visitor	0.1 spaces for staff
Food and Drink Premises	0.1 spaces per five seats	0.1 spaces per staff
Health Services	0.1 spaces per patient (max on site at any one time)	0.1 spaces per staff
Industry	N/A	0.1 spaces per 100m ² NLA
All other uses	0.05 spaces per visitor	0.1 spaces per staff

Note: All rounding of bicycle parking rates is to be calculated by rounding up to the nearest whole number.

The Council may approve an application that does not comply with Table 1 or may approve an application for a use that is not listed in Table 1 having regard to:

- (i) the *Western Australian Bicycle Network Plan 2014-2031* aim of doubling the number of cycling trips in Western Australia within five years;
- (ii) *Austroroads Part 14 - Bicycles*;
- (iii) the nature of the proposed development;
- (iv) the number of employees likely to be employed on site;
- (v) the anticipated demand for employee, customer, resident and student parking; and
- (vi) the orderly and proper planning of the locality.

4.2 Design of Bicycle Parking Facilities

All bicycle parking facilities shall comply with the following:

- Bicycle parking facilities shall be located in a convenient and safe location and not require access via steps; and
- Bicycle parking facilities shall be located as close as possible to the main entrance of the premises.

All bicycle parking devices should be designed in accordance with *AS 2890.3 - Bicycle Parking Facilities* and *Austroroads Part 14 - Bicycles*, must be convenient and secure, and should comply with the following criteria:

- enable wheels and frame to be locked to the device without damaging the bicycle;
- be placed in public view (i.e. where they can be viewed by passers-by, shopkeepers, station attendants, teachers or fellow workers);
- be located outside pedestrian movement paths;
- be easily accessible from the road;
- be arranged so that parking and vehicle manoeuvring will not damage adjacent bicycles;
- be protected from manoeuvring motor vehicles and opening car doors;
- be as close as possible to the cyclist's ultimate destination;
- be well lit by appropriate existing or new lighting;
- be protected from the weather;
- be sympathetic in design, material and colour to compliment the surrounding environment; and



- secure devices to protect from theft.

Where the building is built up to the front boundary, the City will accept short-term parking spaces being provided in the road reserve adjacent to the building, located so as to provide a minimum clear footpath width of 1.5m directly adjacent to the building unless otherwise approved by the City, subject to the standards defined in AS 2890.3 being met.

Long-term parking must be provided on site.

4.3 Provision of End-of-Trip Facilities

Where long-term bicycle parking spaces are provided, showers must be provided at the following rate:

Table 2 - Provision of showers

Number of Showers	Change Rooms
One shower following the first five (5) long-term parking spaces, plus an additional shower for each four (4) bicycle parking spaces thereafter	One change room or direct access to a communal change room per shower

Note: in instances where more than one shower/facility is required, there must be provision for separate male and female facilities.

Where it can be demonstrated that staff of a development work predominately part-time, casual or varied hours, the requirement to provide for shower facilities may be reduced where shower facilities are used at different hours.

Clothing lockers encourage cycling by providing secure storage for cycling clothes, footwear and towels. Clothing lockers should be:

- provided at a minimum rate of one clothing locker for each long-term bicycle parking space;
- of suitable volume and dimensions to allow storage of clothing, towels, cycling helmets and footwear;
- well ventilated, secure and lockable; and
- located close to shower and change facilities.

Where possible, showers and clothing lockers should be located close to long-term bicycle parking facilities. Where bicycle parking lockers are provided, clothing may be stored within the bicycle parking locker provided there is adequate space and hangers.

5 AUTHORITY

This Planning Policy has been adopted by the Local Government under the deemed provisions of TPS2 and whilst it is not part of the Scheme and does not bind the Local Government in respect of any application for Development Approval, the Local Government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

6 INTERPRETATIONS

For the purposes of this Planning Policy, the following terms shall have the same meaning as in Town Planning Scheme No.2:

Local Government: *means the Local Government of the City of Rockingham.*

Deemed Provisions: *means the Schedule 2 – Deemed Provisions for local planning schemes in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015.*

Device: *means a thing to or in which one or more bicycle frame(s) and wheels can be locked, and includes rails, bicycle lockers and bicycle compounds.*

End-of-Trip Facilities: *are secure bicycle storage and other secure 'end of trip' facilities such as lockers and showers.*

Net Lettable Area (NLA): *means the area of all floors within the internal finished surfaces of permanent walls but excludes the following areas:-*

- (a) all stairs, toilets, cleaners cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other services areas;*
- (b) lobbies between lifts facing other lifts serving the same floor;*
- (c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building;*
- (d) areas set aside for the provision of facilities or services to the floor or building where such facilities are not for the exclusive use of occupiers of the floor or building.*

Residential Design Codes: *means State Planning Policy 7.3 – Residential Design Codes – Volume 1 and 2 as amended from time to time.*

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

Short-Term Parking: *includes parking for shoppers and visitors to a premises.*

Space: *means parking for one bicycle.*

7 DELEGATION

Applications for Development Approval that comply with the objectives and provisions of this Planning Policy will be determined under delegated authority, pursuant to the Delegated Authority Register.

8 ADOPTION

This Planning Policy was adopted by the Council at its ordinary Meeting held on the 28 April 2009.

9 AMENDMENT

This Planning Policy was amended by the Council at its ordinary Meeting held on the 17 December 2019.