



Byron Shire Development Control Plan 2014

Chapter B5 Providing for Cycling



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Chapter B5 – Providing for Cycling

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B5.1 Introduction

B5.1.1 Aims of this Chapter

The Aims of this Chapter are:

1. To implement those provisions of the **Byron Shire Bike Strategy and Action Plan** that can be achieved through the development process.
2. To reduce car dependency and to promote alternative transport such as cycling as a sustainable means of transport by ensuring the appropriate provision of cycling facilities and by accommodating the needs of cyclists through the development process.
3. To improve equity and accessibility for people who do not have access to motor vehicles or other conventional modes of transport.
4. To increase opportunities for community and social interaction and for the pursuit of healthier and more active living by ensuring the provision of cycling facilities through the development process.
5. To provide minimum standards for facilities for cycling and cyclists within Byron Shire.

B5.1.2 Application of this Chapter

This Chapter applies to development applications that are subject to the provisions of Byron LEP 2014 and are intended for:

1. **Residential accommodation** for 3 or more **dwellings** in any zone; or
2. Subdivision to create 3 or more residential, large lot residential, industrial or commercial lots in any zone; or
3. **Tourist and visitor accommodation** (more than 5 beds) in any zone; or
4. **Commercial premises** (more than 100 m² of GFA) in any zone; or
5. Any other traffic generating land use in any zone where there is a nexus with cycling or cycling facilities.

B5.1.3 The Byron Shire Bike Strategy and Action Plan

The primary objectives of the **Byron Shire Bike Strategy and Action Plan** (Bike Plan) are to:

1. retain, increase and improve cycling facilities;
2. consistently review cyclist needs;
3. provide a consistent standard of facilities for cyclists within the area.



The Bike Plan is a comprehensive strategic and action plan that develops:

- a) the strategic framework for improved cycling in the Shire;
- b) a non-infrastructure based Action Plan;
- c) an infrastructure based Action Plan;

The Bike Plan's strategic framework defines Council's vision and direction regarding the bike network and its future management. It is based upon the identified needs of cyclists and review of existing bike network and facilities. The framework recognises the needs of different cyclists (commuter, recreational, child, utility, sporting or tourist) and the often competing demands they and other road users generate, including on and for limited road space, land use and funding.

The framework also recognises the role cycling has or potentially has in delivering sustainability, be it economic (tourism and trade), environmental (less polluting) or social (health, community building); benefits which just as often need non-infrastructure activities (promotional materials and events, behavioural programs) to support the ongoing and proposed infrastructure improvements.

The Bike Plan's Action Plans in particular are intended to define the most important issues to be addressed in the delivery and the development of an integrated transport network. The infrastructure-based Action Plans focus on the provision and upgrading of intra-town bikeway links, inter-town bikeway links and the New South Wales coastline cycleway.

B5.2 Development Controls

B5.2.1 Transport Management and Access Assessment

Objectives

1. *To further the Aims set out in the Byron LEP 2014 by promoting the use of cycling in Byron Shire as a means of transport that is consistent with the Principles of Sustainability.*
2. *To ensure that development proposals take into account the full range of transport implications, impacts, modes and opportunities related to the proposed development.*
3. *To encourage an increase in the use of cycling as an alternative transport mode in order to reduce the dependence on use of motor vehicles within Byron Shire.*
4. *To provide a consistent basis for assessing the need for provision of facilities for cycling and cyclists in the development process.*

Performance Criteria

1. Development applications must demonstrate that all potential modes of transport have been addressed in assessing the requirements for transport and access to and from the proposed development. The assessment must address the potential for cycling as a means of transport to and from the site and the resultant need for the provision of facilities for cycling and cyclists at the site. The assessment must also address the need for providing and/or upgrading cycleways and other cycle related facilities to serve the proposed development, including those defined in the 'Action Plans' contained in the **Byron Shire Bike Strategy and Action Plan**.



2. Larger scale developments, including projects where completion of the approved, pending and intended future stages of development would result in a total parking demand of more than 100 car spaces calculated in accordance with the requirements of Chapter B4 Traffic Planning, Vehicle Parking, Circulation and Access must be accompanied by a Transport Management and Access Plan that addresses:
 - a) the strategic environment of the site and its access, including relevant Council roads and transport strategies, the [Byron Shire Bike Strategy and Action Plan](#) and Council's Section 94 Plans and Contributions Plans;
 - b) a description of the proposed development and the existing transport infrastructure that provides access to and within the site;
 - c) an assessment of the transport, freight and access demands and travel patterns projected to be generated by the proposed development across all potential transport modes in accordance with Chapter B4 Traffic Planning, Vehicle Parking, Circulation and Access with the addition of cycling;
 - d) analysis of the capability of the existing external transport system and internal facilities on site, including cycling facilities, to accommodate the development's transport and access demands;
 - e) proposed transport action plan, including the measures proposed to address external shortfalls, to provide facilities on site and to accommodate the needs of cycling and cyclists.

Prescriptive Measures

There are no Prescriptive Measures.

B5.2.2 Design to Promote and Facilitate Cycling

Objectives

1. *To further the Aims set out in the Byron LEP 2014 by promoting the use of cycling in Byron Shire as a means of transport that is consistent with the Principles of Sustainability.*
2. *To promote and foster alternative means of transport that reduce the dependency on use of motor vehicles in Byron Shire.*
3. *To ensure that development proposals encourage and promote cycling as a mode of transport by incorporating provision for well-designed, safe and convenient cycling access and end of trip facilities.*

Performance Criteria

1. Development proposals must be designed in a manner that encourages and facilitates safe and convenient cycle access to and from the site.
2. Cycle access to and from the site must be designed to afford cyclists protection from threat of collision or unsafe interaction with motor vehicles accessing the site.
3. Cycle access within the site must be designed to provide convenient, direct and safe access to and from cycle parking and end of trip facilities located on the site, and must afford cyclists protection from collision or unsafe interaction with motor vehicles. Cycle parking and end of trip facilities must be located to facilitate easy access between those facilities and the development, consistent with Section B5.2.4.

Prescriptive Measures

There are no Prescriptive Measures.

B5.2.3 Provision of Cycleways

Objectives

1. *To augment and implement the existing and proposed cycleways identified by the **Byron Shire Bike Strategy and Action Plan** where they relate to development proposals.*
2. *To ensure that development applications accommodate, and where required provide cycleways and related facilities identified by the **Byron Shire Bike Strategy and Action Plan**.*

Performance Criteria

Where development applications include or adjoin the site of an existing or proposed Cycleway or facilities identified in Table 6: Infrastructure Based Action Plan of the **Byron Shire Bike Strategy and Action Plan**, the proposed development must be designed to accommodate the cycleway and/or related facilities so identified.

Prescriptive Measures

There are no Prescriptive Measures.

B5.2.4 Provision of Bicycle Storage, Parking and End of Trip Facilities

Objectives

1. *To facilitate and encourage the use of cycling as an alternative, sustainable mode of transport in Byron Shire.*
2. *To ensure that development proposals include provision for well-located and well-designed bike parking, storage and end of trip facilities for cyclists, consistent with current sustainable transport practise and provision standards.*

Performance Criteria

1. Development applications that include site construction works other than internal building alterations must include provision for well-located and well-designed bicycle storage, parking and end of trip facilities within the development. They must be located to maximise their accessibility and ease-of-use for persons using the site. They must provide convenient, direct and safe access to and from the adjoining road and cycleway network.
2. The number and extent of bicycle storage, parking and end of trip facilities provided must be capable of accommodating the anticipated demand for cycling and cyclist numbers demonstrated by the Transport Management and Access Assessment prepared for the development in accordance with Section B5.2.1. Bicycle parking, storage and associated facilities must be designed and constructed in accordance with AS 2890.3. If a Transport Management and Access Assessment is not required, Chapter B4 Traffic Planning, Vehicle Parking, Circulation and Access still applies.

Prescriptive Measures

1. Development applications that include site construction works other than internal building alterations must include Bicycle parking spaces as per the requirements of Chapter B4 Traffic Planning, Vehicle Parking, Circulation and Access. Details to be submitted identifying if the parking is for short term purposes (e.g. for customers) or for the longer term (e.g. storage for staff).
2. Bicycle parking facilities must be designed and constructed in accordance with Figure B3 in AS AS2890.3. The provision of all-weather protection for bicycle parking is encouraged.
3. Bicycle parking facilities must be located and designed to provide 600mm minimum clearance between parked bicycles and the edge of a motor vehicle traffic lane; and 1m minimum clearance where the average speed of traffic exceeds 60 km per hour. Bicycle parking facilities must provide a minimum 1200mm clearance between a parked bicycle and any other obstruction where pedestrians may need to pass.
4. **Bicycle storage spaces** may be provided as fully enclosed individual lockers (referred to in AS 2890.3 as Class 1 facilities), or as locked compounds (referred to in AS 2890.3 as Class 2 facilities), depending on the type of development and practicality of access to the facility. Compounds must be fitted with a sufficient number of devices for securing bicycles (referred to in AS 2890.3 as Class 3 facilities). Bicycle storage facilities must be covered to provide weather protection.
5. A private garage is deemed to incorporate the equivalent of an individual locker space.
6. Access paths to bicycle storage or parking facilities must ensure that the clearances shown in Figure 3.1 in AS 2890.3 will be provided. Where an access path to a bicycle storage or parking facility includes stairs, the stairs must include a bicycle wheeling ramp in accordance with figure 7.12 in the Austroads Guide to Traffic Engineering Practice - Part 14, Bicycles.
7. Bicycle parking and storage facilities must be located and designed to ensure that:
 - a) the bicycle frame can be secured, not just a wheel or wheels;
 - b) the device must provide stability for the bicycle;
 - c) the device must not create potential for damage to the bicycle;
 - d) the device must not include a slot in the ground that may fill with dirt and become difficult to maintain or use over time;
 - e) the facilities are in view of staff, customers and passers by or covered by surveillance cameras;
 - f) the facilities are located outside pedestrian movement paths;
 - g) the facilities are easily accessible from the road including provision of a convenient cut-down crossing (pram/kerb ramp) near the bicycle parking facilities;
 - h) the facilities are arranged so that parking entries and exits will not damage adjacent vehicles;
 - i) the facilities are protected from manoeuvring motor vehicles and opening car doors;
 - j) the facilities are be as close as possible to the cyclist's ultimate destination;
 - k) the facilities are well lit by appropriate new or existing lighting and protected from the weather; and
 - l) the facilities are attractive and designed to blend in with the development.

7. Where bicycle parking and storage facilities are not immediately obvious from the street or a building, directional signs must be provided to facilitate and promote use of the facilities.
8. Showers and lockers (where required by a Transport Management and Access Assessment) must be provided close to bicycle storage and parking facilities.