



Image Source: PFL Spaces

End of Trip facilities

GTA's Phil Gray and Dick van den Dool recently completed an important piece of work for the ACT Government on reshaping the way planning requirements are applied to developments with regard to bike facilities - a new (draft) ACT End of Trip Facility General Code

The Code includes progressive, best practice measures designed to encourage active travel. The result is a forward-thinking policy document that recognises the locational impact of land uses on generating and attracting active travel trips. When incorporated into the Territory Plan, the Code will create a new Australian benchmark and position the ACT at the forefront of active transport planning.

Conceived, planned and developed through the 20th century, Canberra has largely been designed for the car and despite various efforts over recent years to redress the balance, still firmly remains a car-centric city. Recognising this, the ACT government is pursuing a progressive policy agenda to broaden the transport mix by introducing light rail, supporting e-bikes, and setting emissions-reduction targets. As part of this effort, it has set a target of increasing commuter cyclist trips in the ACT to 7% by 2026.

Amongst the education, encouragement and enforcement mix is provision of appropriate end-of-trip facilities for active travellers. This encompasses facilities such as bike parking, lockers, showers and change rooms. The requirement to provide such facilities imposes costs on developers and ultimately on owners and occupiers, so the requirements need to be appropriate and effective.

Phil led an effort to ensure the ACT Code requirements are appropriate and fit for purpose. His review of bicycle parking policies encompassed not only most Australian states but also leading European cycling countries such as Denmark and the Netherlands.

Policy inputs

The key elements of the draft ACT Code are:

- Bike parking requirements reflect a development's location, existing mode share and development density. Separate minimum bike parking rates are defined for the City (highest), Town Centres (including Northbourne Avenue Corridor) (base rate) and elsewhere (lower);
- No minimum floor space exemptions are allowed for, but pooled parking is accepted; and
- Ambiguity is reduced by significantly reducing the number of uses requiring 'individual assessments'.

The Code is significantly simplified, with its previous 39 pages(!) reduced to 17.

Developers are enthusiastically embracing the ability to reduce car parking by offsetting car parking spaces for bike parking. Phil observes that there may be some pushback from developers on the space required to accommodate increased parking provision, although he notes that this will build in future capacity required to achieve Government mode share targets. It will also offer a greater level of service to active travel users.

The Code is in two parts – provision requirements and design guidance. A practitioners' workplace guide has also been developed and is designed to help business owners, planners and design professionals upgrade existing buildings to provide higher quality end of trip facilities and to ensure new buildings conform to good design principles:

- Good access should be established between the end-of-trip facilities and the surrounding bike network. All end-of-trip facilities should be well connected;
- Design details need to be right
 - bike parking should be user friendly and attractive, safe and secure, with good wayfinding, and easy to maintain and clean.

⊕ For more information or to request a copy of the draft Code, please contact

Will Fooks or **Volker Buhl**
willfooks@gta.com.au volker.buhl@gta.com.au

Bike Stop initiative

Canberra has also instituted a 'Bike-Stop' initiative. Canberra cafes will soon open their change rooms, and showers, or even offer up their ironing boards to cyclists in a bid to get more people on a bike around the city. Bike Stops are an ACT Government initiative to connect Canberra businesses with the facilities cyclists, walkers and runners want. Businesses need to offer at least two facilities that people can come in and access, whether it's water, toilets, tyre pump, hairdryer, showers or lockers. It will be interesting to see how that initiative goes.

Public consultation on the Draft End of Trip Facilities General Code ended in July 2017 and the Government is reviewing comments received. Phil can provide a copy of the draft Code on request. The final Code is expected to be incorporated into the Territory Plan within the next 6 months. The Workplace End of Trip Facilities Guide is likely to be circulated for public consultation soon.

⊕ For more information, please click [here](#)



Image Source: PFL Spaces