

**Notice of Motion, Cr Leppert: Bicycle parking rates in new development**

**Motion**

That the Future Melbourne Committee:

1. Requests that the Planning Minister nominate a date by which the Department of Environment, Land, Water and Planning will complete a review of the ‘bicycle facilities’ particular provision and implement a replacement clause in planning schemes;
2. Requests that the Planning Minister, if he does not wish to nominate a date or if a nominated date is more than two years’ hence, amend clause 52.34 of the Victoria Planning Provisions to allow the variation of ‘required bicycle facilities’ by local schedule; and
3. Requests that the Lord Mayor write to the Planning Minister to give effect to the resolution.

**Background**

It is a City of Melbourne finding and policy that there is insufficient off-street parking for bicycles in certain classes of development, and that the provisions of the Melbourne Planning Scheme in this regard are inadequate. (*Transport Strategy 2012*, page 46; *Transport Strategy 2030*, page 56.)

A timeline of efforts to address the inadequacy of clause 52.34 of the Melbourne Planning Scheme follows:

2012	The City of Melbourne’s 2012 Transport Strategy identified “insufficient secure parking on- and off-street” for bicycles as a key issue: “The provision of on- and off-street secure bicycle parking has not kept pace with the growth in cycling. This deters people from cycling and results in bicycles cluttering footpaths which are needed by growing numbers of pedestrians”. The <b>Priority Action</b> associated with this finding was: “Work with the [Department] to review planning scheme bicycle parking rates for new building developments.”
2014	Due to a lack of traction on the priority action identified in the 2012 Transport Strategy, Council resolved on 25 March 2014 that it:  <i>notes that clause 52.34 of the Melbourne Planning Scheme is a state-wide provision which has not been updated since 2006, and which sets rates of bicycle parking for new developments which fall well short of facilitating current and projected future bicycle parking demand in the City of Melbourne, particularly the CBD;</i>  and  <i>requests the Chairs of Planning and Transport to write to the Department of Transport, Planning and Local Infrastructure to ask that the review of bicycle parking rates in clause 52.34 of the Planning Scheme be made a priority.</i>  The department did not make this a priority.
2016	The City of Melbourne pursued the matter again as part of its 2016 review of local bicycle parking and facilities.
2018	The Victoria Cycling Strategy and Infrastructure Victoria’s 30 year strategy have provided recommendations about the future of bicycle parking requirements in planning systems. One element of the Strategy requires the Victorian Government to “work with local councils to review and update the VPP (Clause 52.34) to enable an increase to the number and standard of bicycle parking and end of trip facilities especially in high demand areas”.
2019	In May 2019 the DELWP advised the City of Melbourne that any changes to Clause 52.34 will need to work across all planning schemes and have yet to be considered by that department.

	On 19 September 2019 the Department of Transport advised Council that it has started to scope a project to review the bicycle facility requirements in the VPPs, but that timeframes, project staging and specific changes to the clause are yet to be confirmed. How this project will be transferred to the DELWP for implementation upon completion is unclear.
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It is important to understand how long it is going to take the DELWP to complete a review of the bicycle provisions in the VPPs. If a review is likely to take many years, or is not guaranteed to result in changes to the VPPs, an alternative is to create a power in the VPP (clause 52.34) to allow the required bicycle facilities to be varied by local schedule; this would allow the City of Melbourne to propose different rates for certain classes of central city development only. Such a change would be a simple addition of a single sentence in clause 52.34-5, which only the Planning Minister may authorise.

The delay in reform of the particular provision is excessive and is compromising government's ability to adequately plan for growth in the central city. The purpose of this motion is to ascertain when the VPP review will be completed, and to propose a local solution should there continue to be no clarity on this question.

**Moved: Cr Leppert**

**Seconded: Cr Oke**