

# Planning Checklist for Cycling

**A step by step assessment tool for ensuring provision for cycling when planning and developing new suburbs**

The Planning Checklist for cycling distils current research, planning laws and guidelines for cycling into three key areas of the planning process: regional, suburban and subdivision. The checklist aims to clarify the requirements for cycling by providing a series of step by step items for each of the different stages of the planning process. Each checklist item includes objective, assessable criteria for the critical requirements for cycling. Each level of the checklist focuses on the connectivity, permeability and quality of cycling in urban growth areas. The aim of the Planning Checklist for Cycling is to ensure that safe cycling routes are considered in new suburban developments. As many factors influence the level of cycling, the checklist is not a guarantee of success. But it does help provide one of the basic preconditions for cycling - a supportive physical environment with places for everyone to ride.



	<i>Regional</i> Growth Corridor Plan (GCP)	<i>Suburban</i> Precinct Structure Plan (PSP)	<i>Subdivision</i> Development Plan
Connectivity	GCP Item 1 - Major corridor routes GCP Item 2 - Major destinations	PSP Item 1 - Corridor routes PSP Item 2 - Local destinations PSP Item 3 - Residence connections	
Permeability	GCP Item 3 - Access to the network	PSP Item 4 - Choice of route – activity centres PSP Item 5 - Choice of route – separate paths PSP Item 6 - Barriers and crossings PSP Item 7 - Topography	
Quality		PSP Item 8 - Separation and volumes PSP Item 9 - Off-road paths PSP Item 10 - Bikes and public transport	DP Item 1 - Consistent connections DP Item 2 - Path alignments DP Item 3 - Clearances DP Item 4 - Surfaces for cycling DP Item 5 - Obstacles within paths DP Item 6 - Road crossings DP Item 7 - Fences & barriers DP Item 8 - Signage & navigation DP Item 9 - Lighting of paths DP Item 10 - Intersections DP Item 11 - Crossing side roads DP Item 12 - Public bike parking

# Growth Corridor Plan

		Yes	No	Response
<b>Item 1</b>	<b>Major corridor routes</b>			
	Are bicycle routes provided along major arterial roads (above 60km/h)?			
	Are bicycle routes provided along other arterial roads (below 60km/h)?			
	Are bicycle routes provided along all Metropolitan Trail Network Paths?			
	Are separated, continuous paths provided alongside all freeways, railways and green corridors?			
<b>Item 2</b>	<b>Major destinations</b>			
	Are activity centres and education facilities connected to the bicycle network? This includes: Central Activity Districts (CAD); Principal Activity Centres (PAC); and Major Activity Centres (MAC).			
	Are transport nodes connected to the bicycle network? This includes train stations, bus and tram interchanges and other public transport interchanges.			
	Are major attractions connected to the bicycle network?			
	Are employment areas connected to the bicycle network?			
	Are major parks connected to the bicycle network?			
<b>Item 3</b>	<b>Access to the network</b>			
	Are all residential areas within 800m of an arterial bicycle route?			

# Precinct Structure Plan

		Yes	No	Response
<b>Item 1</b>	<b>Corridor routes</b>			
	Are separated, continuous paths provided alongside all freeways, railway reserves and other green corridors?			
	Are bicycle routes provided along major roads (Principal Bicycle Network routes and other major roads)?			
	Are bicycle routes provided along all Metropolitan Trail Network Paths (MTN)?			
<b>Item 2</b>	<b>Local destinations</b>			
	Are bicycle routes provided along all connector streets?			
	Are bicycle routes provided to parks, shops, schools and community services etc.?			
<b>Item 3</b>	<b>Residence connections</b>			
	Are all residents and workplaces within 400m of a marked bicycle route?			
<b>Item 4</b>	<b>Choice of route - activity centres</b>			
	Is there a choice of bicycle routes into and through activity centres to suit a range of trip types and purposes?			
	Are there connections to minor and major destinations within the activity centre?			
<b>Item 5</b>	<b>Choice of route - separate paths</b>			
	Are direct routes for transport cycling provided which are not shared with other path users on foot?			
<b>Item 6</b>	<b>Barriers and crossings</b>			
	Are crossing points at barriers provided at least every 800m?			
<b>Item 7</b>	<b>Topography</b>			
	Does the planned bicycle network take account of topography and avoid hills where possible?			
<b>Item 8</b>	<b>Separation and volumes</b>			
	Are separated cycling and walking facilities provided on off road paths where cycling numbers are expected to exceed 200 bikes per hour and pedestrian numbers 100 per hour in peak periods?			
	Are mixed traffic/shared use conditions provided for local streets with speeds <40km/h and volumes of <3000vpd?			
	Are marked bicycle lanes provided for connector or arterial roads up to 60km/h and volumes 3000-5000vpd?			
	Are separated paths provided for connector streets with schools and arterial roads with expected speeds over 60km/h and volumes above 5000vpd?			
<b>Item 9</b>	<b>Off-road paths</b>			
	Are all off road paths at least 2.5m wide with 1m clearance each side?			
	Are all schools and sporting grounds connected directly to the off road path network via a cycling facility that provides separation from motor vehicle traffic?			
	Are off-road paths provided on the side of the road or barrier that ensures the best connections to destinations?			
<b>Item 10</b>	<b>Bikes and public transport</b>			
	Have interactions with the on road public transport network (buses) been catered for?			
	Is secure parking (undercover locked cage with multiple rails inside) provided at railway stations and major bus interchanges?			

# Development Plan

		Yes	No	Response
<b>Item 1</b>	<b>Consistent connections</b>			
	Do the paths and lanes match those in adjoining areas?			
<b>Item 2</b>	<b>Path alignment</b>			
	Are sharp curves and bends avoided unless unavoidable?			
	Are minimum stopping sight distances of 35m provided at all curves?			
	Are slopes restricted to less than 3% gradient?			
<b>Item 3</b>	<b>Clearances</b>			
	Are lateral clearances of 1m provided to path-side obstacles including poles and vegetation?			
	Do all underpasses provide at least 2.5m headroom and 4.0m width?			
<b>Item 4</b>	<b>Surfaces for cycling</b>			
	Are bicycle path surfaces free of hazardous steps or grooves?			
	Are riding surfaces smooth?			
	Are riding surfaces non-slip?			
<b>Item 5</b>	<b>Obstacles within paths</b>			
	Are all obstacles within the riding surface justified?			
	Are all obstacles clearly delineated and proportioned to reduce the hazard to path users?			
<b>Item 6</b>	<b>Road crossings</b>			
	Are all path crossings of roads clearly marked and signposted?			
	Are stop and give way lines clearly marked for path and road users?			
	Do road crossings provide smooth transitions onto and off the road surface?			
	Do path crossings of roads clearly indicate who has priority?			
	Do all road and path users have clear sight of each other at the crossing?			
<b>Item 7</b>	<b>Fences and barriers</b>			
	Are fences and barriers provided where required?			
	Are fences or barriers of acceptable design?			
<b>Item 8</b>	<b>Signage and navigation</b>			
	Are centre and edge lines provided for all shared paths?			
	Is suitable signage provided for all paths?			
<b>Item 9</b>	<b>Lighting of paths</b>			
	Is adequate path lighting provided?			
<b>Item 10</b>	<b>Intersections</b>			
	Is space made for bicycles up to, through, and exiting intersections?			
	Are separate lanterns and signal phasing provided for bicycles?			
<b>Item 11</b>	<b>Crossing side roads</b>			
	For roads with speeds over 40km/h have clearly marked crossings been provided for bicycles?			
	Has priority for arterial bicycle routes been provided over minor street crossings?			
<b>Item 12</b>	<b>Public bike parking</b>			
	Have short term visitor parking rails provided in areas visible by the public and convenient for visitors?			

## Planning Checklist for Cycling - Summary

Regional - Growth Corridor Plan	Yes	No	Notes
	0	0	
Suburban - Precinct Structure Plan	Yes	No	Notes
	0	0	
Subdivision - Planning Permit	Yes	No	Notes
	0	0	

Further comments: