

Policy title:	PROVISION OF PUBLIC TRANSPORT INFRASTRUCTURE POLICY
Policy number:	5.3.3
Objective:	To ensure public transport considerations are examined early in the development assessment process
Link to community vision/service:	Infrastructure
Program Area:	Infrastructure
Policy created: 14/12/99	Council reviewed: 14/12/99
Last reviewed by staff: 14/12/99	TRIM Ref: ED10/15868 & ED16/32168

1. Introduction

The aim of this Policy is to encourage:

- consideration of access for all forms of public transport early in the design of developments,
- the seeking of advice from the Public Transport Policy Advisory Group early in the design process regarding the optimum location of public transport infrastructure, and
- the provision of transport infrastructure appropriate to the scale of development.
- the provision of public transport infrastructure which is accessible to the disabled.

2. Public Transport Policy Advisory Group

Council's Public Transport Policy Advisory Group comprises representatives of bus, taxi and community transport operators in Lismore, as well as community representatives, Councillors and staff.

Members can assist in the development process by giving advice regarding the most efficient location of bus and taxi access, bus stops and shelters, taxi ranks, cycleways and footpaths. Provision of such advice in the early stages of design may avoid a need for later, and costly, changes to design or for unexpected conditions of consent.

Proponents of developments are invited to attend PAG meetings for discussion or advice, or may submit a design for comment.

3. Access Committee

Council's Access Committee is also happy to provide advice on the provision of suitable access for the disabled to all forms of transport. The Committee's Servicing Officer can be contacted on 66 250500.

4. Definitions

Public transport means buses, taxis, community transport, bicycles and walking.

Public transport infrastructure includes footpaths, bus stops and/or shelters, bus layby's, adequate space and geometry for turning buses, footpath access of reasonable grade to a bus stop, taxi rank or

adequate space for taxi arrival and departure, sufficient circulation space for buses and taxis, provision for bicycle arrival and departure and lockable cycle racks.

5. Requirements

Provision for public transport infrastructure should be included in designs and development applications for the following forms of development which may generate a need for arrival or departure by public transport:

- Shopping centres, including neighbourhood shopping centres,
- Multi-unit residential development, including retirement villages, nursing homes, hostels
- Hospitals
- Sports and entertainment venues, including clubs, sports fields and hotels
- Schools, technical colleges, university
- Other major employment generators, for example business or technology parks.

Not all of the above listed infrastructure is to be provided in all developments; however provision for public transport should be considered and provided in accordance with the scale of the development and needs of expected customers/employees/residents, including the disabled. Bus shelters should be provided at major attractors.

Development proposals should be designed to optimise pedestrian and disabled persons' access to and within the development. Particular attention is to be given to movement of pedestrians to and from public transport stops, bicycle parking areas and disabled parking areas.

Depending on the expected volumes of pedestrian traffic, weather protection for key pedestrian movement corridors should be integrated into the building design.

Depending on the scale of development, cycleways should be provided for the movement of bicycles from adjacent streets and cycleways onto the site, and movement of bicycles to conveniently located bicycle parking areas within the site.

Provision for access by motor vehicles and parking should not compromise the equity and amenity of bicycle, pedestrian and disabled access.

6. Siting of development

Development sites should desirably be selected close to regular bus routes and stops to maximise access by public transport users. Developments which are expected to generate public transport use should not be placed at the head of culs-de-sac, as buses may have difficulties negotiating turning circles.

Note: Requirements for public transport infrastructure provision at subdivision stage are contained within Council's Development Control Plan 28 - Subdivision. Council's S.94 Contributions Plan also requires contributions for the provision of footpaths, cycleways and bus shelters.