

THE CITY OF MELBOURNE

BICYCLE PLAN 2007 – 2011 (AMENDED)

INTRODUCTION

1. Bicycle Plan 2007 – 2011 provides a status on bicycle initiatives, raises opportunities and lists strategies and recommendations to take cycling at the City of Melbourne into the future.
2. The Bicycle Plan is consistent with strategies set out in the *City of Melbourne Transport Strategy 2020: Moving People & Freight*. The Transport Strategy provides the strategic basis for future Council decision making on transport matters, including budget allocation for capital works, services and programs. *The Transport Strategy* has the following overall vision for transport in Melbourne by 2020:

“A transport network which is convenient, equitable and sustainable, ensuring a thriving and sustainable City, and which meets the diverse needs of our residents, workers, tourists, visitors and businesses.”¹

3. Cycling is one of the key priorities to meet this vision. The Transport Strategy emphasises the need to improve cycling infrastructure. It notes the need to:
 - 3.1. enhance road safety for cyclists;
 - 3.2. provide more end of trip facilities;
 - 3.3. improve the connectivity and use of the cycling network.²
4. These are some of the issues addressed in more detail within the Bicycle Plan. The Plan has been organised under the following main headings:
 - 4.1. the bicycle network – in general;
 - 4.2. the bicycle network – the CBD
 - 4.3. cycling safely;
 - 4.4. facilities;
 - 4.5. evaluation;
 - 4.6. communication;
 - 4.7. cycling at Melbourne City Council.
5. Bicycle Plan 2007-2011 includes an implementation plan and provides details of other related strategies – as prepared by the City of Melbourne and other levels of government.
6. The Bicycle Plan 2007-2011 replaces Bicycle Plan 2002-2007.

¹ Moving People and Freight. City of Melbourne Transport Strategy 2006-2020, p5

² Moving People and Freight. City of Melbourne Transport Strategy 2006-2020. P. 38

MISSION

7. The City of Melbourne contends that although cycling numbers are low relative to other forms of transport, there is strong *latent* demand for cycling. If the appropriate on and off-road environment can be created, many more people will use bicycles for recreation and more recreational cyclists will become commuter cyclists. Our mission is to make Melbourne a first class cycling city by creating a road environment that:
 - 7.1. is well signed alerting cyclists to potential hazards as well as providing directions;
 - 7.2. has secure storage and parking facilities that are conveniently placed for cyclists;
 - 7.3. is safe and provides separation from motor vehicles wherever possible, and;
 - 7.4. has on-road and off-road paths and bicycle lanes that connect to a municipal bicycle network and the broader metropolitan area.

TARGETS

8. By 2011, 10% of on-road vehicle movements to or through the CBD in the morning peak will be undertaken by bicycles [2006 figure 3.9%]³.
9. Cycling accidents within the municipality will decrease by a minimum of 10% every calendar year relative to the numbers of cyclists riding within the municipality.⁴

³ Figure supplied by City of Melbourne from counting done at all major entry points to the CBD. (this excluded the eastern entry of Collins and Bourke Street and Webb Dock bridge – this will be taken account of in subsequent counts).

⁴ The 2005 figures are provided within the 'Cycling Safely' section of the Bicycle Plan.

BACKGROUND

Today's City – a Snapshot

10. The City of Melbourne is home to nearly 70,000 residents, with another 40,000 expected over the next 15 years. The CBD has a daytime business, working and visiting population of over 700,000 and is host to an increasing number of regional and international visitors. The number of weekday visitors to the Central Business District (CBD) is expected to increase to one million per day by 2014. Docklands will be a growth area, with 15,000 people living in the area once it is completed (over the next 10-15 years)⁵.
11. An estimated 43.8% of the City's population is aged between 15-29 years (*ABS Estimated Residential Population, June 2000*). This high percentage is due to Melbourne's number of student residents and the popularity of the inner city for young people. It is matched by the high level of students commuting to university and secondary school by bicycles during the week. Families and children are a major part of the city community and cycle into the city for recreation, mainly on the weekend.
12. Population growth has implications for bicycle planning because increasing numbers of people can be expected to ride into and around the municipality.
13. Road congestion will be a potential threat to the liveability of Melbourne in coming years. The State Government's Meeting our Transport Challenges (2006) has identified that Melbourne's road network is very congested. This is particularly the case at peak times. This congestion carries economic as well as social and environmental costs. Encouraging greater cycling numbers is an important way of reducing road congestion.

Why Cycle?

14. Cycling is a low cost non-polluting form of transport. Where cycling is used to replace motor vehicles it assists in reducing greenhouse gas emissions. As a major source of physical exercise and personal fitness, cycling provides a healthy alternative to motorised transport. An investment in a bicycle can provide a reduction in health related spending and economic benefit for the whole community.

Cycling within the City of Melbourne

15. The City of Melbourne is well suited to cycling as a mode of travel because it is relatively flat with good quality local roads and an increasing network of bicycle paths and lanes.

⁵ Melbourne City Research. City of Melbourne.

16. There are three main groups of cyclists in the City of Melbourne. These are:

- 16.1. commuter cyclists. [someone cycling to get to a destination – eg. work or social]. There are roughly two sub-groupings of commuter cyclists. The first comprises more experienced riders who will more often seek direct routes to work. They are more likely to be confident riding on the road next to vehicles. They value a high quality road surface and will usually ride faster than other groups of cyclists. The second group comprises less confident riders who only commute on ‘safe’ off road and secondary routes, with many travelling more kilometres than on direct routes to stay off roads. Both groups may require end of trip facilities to get changed for work although some, particularly students, do not change but cycle in everyday clothes. About 60% of all cycling trips are undertaken for commuter purposes.
- 16.2. recreational cyclists. [riding mainly for health and enjoyment] This grouping includes more serious cyclists who are either training for events or committed to long cycling rides. They value a clean road surface and rely upon legible, regularly spaced signs. The grouping also includes lower intensity recreational cyclists - a mix of adults and children who are less likely to be comfortable sharing a riding environment with cars. About 35% of all cycling trips are undertaken for recreational purposes.
- 16.3. visitor or tourist cyclists. This group are likely to be less confident sharing a travel space with vehicles and likely to rely heavily on signs. They are more likely to make shorter trips using hire bikes from sites within or on the periphery of the CBD. About 5% of all cycling trips are undertaken by visitors and tourists.⁶

17. Cyclists commuting from home to work or educational institutions constitute a large proportion of cyclists on weekdays. Smaller numbers of visitors to the city cycle along the Yarra and other off-road trails.

Cycling Numbers

18. Exact numbers of people cycling within the City of Melbourne are not available but there is a pattern indicating a steady increase. In 2003, within the inner Melbourne area only 1% of all transport trips were undertaken by bicycle. This compared to 52% of trips undertaken by car, 26% by walking and 21% by public transport⁷. The City of Melbourne Transport Strategy estimated that in 2006, cycling made up 2% of all cycling trips within the City of Melbourne⁸. This is supported by surveys undertaken by the City of Melbourne in 2006 (into the CBD during morning peak only) which showed that 3.9% of vehicle movements to or through the CBD are bicycles. When public transport usage is included, this amounts to approximately 2% of all traffic movements.

⁶ Source – Bicycle Victoria

⁷ Inner Melbourne Action Plan, p. 19. (2006) - quoting 2003 Department of Infrastructure figures.

⁸ City of Melbourne Transport Strategy. Op Cit. p. 38

19. In March 2004, the City of Melbourne undertook an extensive bicycle count that recorded all bicycles entering the CBD during the morning peak of 7.30am to 9.30am. This recorded a total of 3,438 cyclists with the biggest single number entering Swanston Street at Flinders Street (748). According to Bicycle Victoria, two years later in 2006 there were more than 4000 cyclists travelling in and out of the CBD each day.

The Past Five Years – a Better Network of Bicycle Paths

20. Many improvements have been made to the bicycle network in the past five years. Sixteen kilometres of on-road cycling paths and eight kilometres of off-road cycling paths have been completed across the municipality in this period. This includes Macaulay Road, Hobson’s Road and Dryburgh Street in the west, Elgin and Peel Streets in the north, Clarendon Street and Princes Bridge (which extended the St.Kilda Road route into the CBD) in the south as well as a north-south shared path at Yarra Park and paths at Albert Street and Swan Street in the east.
21. Road bicycle line treatments have been introduced in the CBD in Bourke Street, William Street, La Trobe Street and Collins Streets. New shared pathways were constructed at different parts of the municipality, signs installed and upgraded and coloured pavement treatments introduced to make cycling lanes more legible.

THE CYCLING NETWORK – IN GENERAL

The Current Situation

22. The cycling network consists of the following routes:
- 22.1. the Principal Bicycle Network (PBN). The Principal Bicycle Network (PBN) is a network of arterial cycling routes in metropolitan Melbourne. The PBN consists of approximately 2400 kilometres of existing and proposed on-road and off-road bicycle routes. So far, approximately 600 kilometres of the network has been completed (about 30%). VicRoads has the main responsibility for managing the development of the PBN.
 - 22.2. the Metropolitan Trail Network (MTN) a network of recreational bicycle routes in metropolitan Melbourne that is mostly shared pedestrian bicycle paths and local routes. Parks Victoria has the primary responsibility for coordinating the development of the MTN. The MTN is also integrated with the Principal Bicycle Network. The majority of routes on the MTN are off-road, but there are a number of short sections of on-road routes that link sections of off-road paths.
 - 22.3. Local Area Bicycle Network (LAN). There are more than thirty kilometres of on-road bicycle paths and 40 kilometres of off-road bicycle paths within the City of Melbourne that form the LAN.
23. The construction of separate bicycle paths and lanes is usually the best way to build the network although some cyclists prefer to ride on the road (ie. as a form of transport vehicle). It is not always possible. Shared paths (ie. with pedestrians) are common. The cycling environment consists of:
- 23.1. the On-Road Cycling Environment. This comprises dedicated bicycle lanes usually located between traffic and parking lanes. Narrower line treatments such as those used in Collins Street and Bourke Street are also used by cyclists and form part of this cycling environment as does Swanston Street with its traffic control measures that restrict private motor vehicle access between 7am and 7pm.
 - 23.2. the Off-Road Cycling Environment. This includes shared paths and off-road cycling trails such as the Yarra Trail which forms part of the Capital City Trail, Moonee Ponds Creek Trail and the Maribyrnong River Trail. Many of Melbourne's major parks are connected by cycling routes. Royal Park, Yarra Park and Fawkner Park all feature designated cycling paths within the park boundaries. Carlton Gardens, Fitzroy Gardens, Treasury Gardens and Flagstaff Gardens are areas where cycling is not permitted, however they have on and off-road cycling alternatives at their extremities for commuters and recreational cyclists.

The Capital City Trail

24. The Capital City Trail provides an orbital link into the City of Melbourne's bicycle network. It forms an important connection to Docklands in the west and Carlton in the north. The City will soon have four segments of the trail within its boundaries. Consisting of a 32km loop around Melbourne, Southbank is a common starting and finishing point within the City for riders. The trail passes through Docklands (Webb Bridge to Moonee Ponds Creek); City of Melbourne (Moonee Ponds Creek to Macaulay Rd); Moonee Valley Council (Macaulay Road to Tullamarine Freeway); City of Melbourne (Tullamarine Freeway to Bowen Crescent); City of Yarra (Bowen Crescent to Lygon Street); City of Moreland (Lygon Street to Nicholson Street); City of Yarra (Nicholson Street to Dights Falls and Punt Road) and the City of Melbourne (Punt Road to Webb Bridge).
25. The City of Melbourne is often the start or end of a cyclist's trip due to its place as a capital city. This increases the need to build partnerships with surrounding municipalities so as to increase and improve connections into and through other municipalities. The City of Melbourne will continue to link with the Principal Bicycle Network and the Capital City Trail to improve the entire network.
26. The major bicycle routes within the City of Melbourne form a network around the CBD mirroring the vehicle road network that transports commuters and visitors to the CBD.

The major routes from the South

- St. Kilda Road. A direct route from the City of Port Phillip to Flinders Street Station and along Swanston Street, it is mostly comprised of on-road bicycle paths although it becomes an off-road path as it nears the CBD at Princes Bridge;
- Yarra Trail. An off-road path running south-west that is part of the Capital City Trail mainly along the south of the river with incomplete sections on the Northbank.
- Moray Street. This route runs along Moray Street to Queens Bridge, William Street to Peel Street.

The Major Routes from the East

- Wellington Parade South connecting Hoddle Street to Flinders Street;
- An off-road path that connects Hoddle Street to Swanston Street using Vale Street, Yarra Park, the William Barak Bridge, Birrarung Marr and Princes Walk;
- Albert Street. An on and off-road path between Hoddle Street and Nicholson Street.

The Major Routes from the North

- Rathdowne Street. An on-road bicycle lane that connects to the Capital City Trail at Park Street and connects to La Trobe Street on the periphery of the CBD;
- Canning Street. An on-road bicycle lane that commences at Park Street and connects to the Carlton Street on-road facility on the northern border of Carlton Gardens;
- Royal Parade. An on and off-road bicycle route that commences at Park Street and concludes at the intersection of Flemington Road and Elizabeth Street north (Haymarket Roundabout);
- Gisborne Street. A combination of off-road and on-road pathways that run from St. Georges Road to Victoria Parade and continuing along Gisborne Street and Macarthur Street to Spring Street.

The major routes from the West

- Queensberry Street. An on-road bicycle path that commences at Lauren Street and concludes at Rathdowne Street;
- Footscray Road connecting to Dudley Street and further south along Harbour Esplanade;
- Lorimer Street. A south/west off-road and on-road path that connects to shared paths on Todd Road and proceeds along the southern edge of the Yarra, along Yarra and Southbank promenades and the Capital City Trail;
- Arden Street. This route begins at the Kensington Stockbridge over the Maribyrnong River and continues on-road along Arden Street to the Moonee Ponds Creek off-road bicycle path and proceeding through to the Peel Street/ Queensberry Street intersection;
- Macaulay Road. This on-road path connects to the Maribyrnong (off-road) trail via Hobsons, Kensington and Macaulay Roads.

27. Despite these links, the bicycle path network is limited by:

- 27.1. interruptions to the network that affect the fluency of the cycling experience;
- 27.2. challenges in separating cyclists and motorists on different parts of the existing routes. This causes some cyclists anxiety about their safety and stops others from cycling on these routes altogether. (The Inner Melbourne Action Plan acknowledges that, “the stronger the separation between bicycles and cars, the more people will cycle”⁹);
- 27.3. the need for more directional signs on some parts of the route.

⁹ Inner Melbourne Action Plan. Cities of Melbourne, Stonnington, Port Phillip, Yarra and Docklands. p.19

Opportunities

28. The City of Melbourne is undertaking a major bicycle demonstration project in Swanston Street. This represents a major opportunity. It involves the construction of new bicycle lanes between the kerbside and parked vehicles - ie. instead of the usual location between parked cars and the road. This new bicycle lane will be installed from Franklin Street to Faraday Street. The advantages of this initiative is that it:
- 28.1. reduces the possibility of a moving vehicle hitting a cyclist;
 - 28.2. reduces the potential for car driver doors being opened into the path of cyclists.
29. Cyclist separation from vehicles on the roadway is very important to the future growth of cycling as a mode of choice for commuters. The trial will be used to assess whether to use this bicycle lane separation treatment in other areas of the City of Melbourne. The project will cost \$450,000 and is funded by the Victorian Government through VicRoads.

Improving Network Connections

30. Areas where network connection improvements are required are listed below.
- 30.1. Between CBD and Hoddle Street (east-west) including Albert Street and Wellington Parade to Birrarung Marr;
 - 30.2. The lack of a bridge over Manningham Street on the Capital City Trail. A bridge will provide a grade separation link across Manningham Street. Currently cyclists have to dismount due to a staircase (the bridge has been designed and construction will start in 2007);
 - 30.3. Macarthur Road. This would link Racecourse Road/ Flemington Road to Royal Parade. This road is used by cyclists even though there is no vehicle separation or adequate lane width for cyclists to share the traffic lane with confidence;
 - 30.4. Further links through Yarra Park to connect East Melbourne to the Main Yarra Trail. This would provide a segregated facility allowing cyclists to avoid the often congested arterial road network which abuts Yarra Park on all sides;
 - 30.5. Royal Park from the northern entrance to the Melbourne Zoo and the Netball Hockey Centre to Elliot Avenue. This would complete a north/south link through Royal Park between Abbotsford Street/ Flemington Road to the south and the Capital City Trail to the north of the zoo as well as being a feeder route into the Upfield Shared Path and Sydney Road;
 - 30.6. Yarra River – the north bank from Punt Road through to Birrarung Marr to Charles Grimes Bridge. This area has poor connectivity for cyclists and pedestrians. A Northbank study¹⁰ has been

¹⁰ The Northbank Promenade Concept Development and Feasibility Study (2003) by Department of Infrastructure in association with ARUP and Peter Elliot.

- prepared that details \$22 million of capital works. This includes provision for segregated paths for cyclists, submerged tunnels for cyclists and reconfigured crossings at major roads. The Victorian Government and the City of Melbourne have allocated funding to undertake works on this link. When completed it will take some pressure off an already congested Southbank by creating a continual link along the Northbank Promenade;
- 30.7. a link from Queensberry Street to Gertrude Street through Royal Exhibition Buildings car park to provide cyclists with a direct route between these established east-west links. Discussions on this issue have been held with the different stakeholders;
 - 30.8. Moonee Ponds Creek at Footscray Road to Lorimer Street (Webb Bridge) and Johnson Street, South Melbourne. This would provide a direct north-south connection to the west of the CBD between Docklands and Port Melbourne;
 - 30.9. The new Convention Centre pedestrian and cycle bridge will create key linkages between existing bicycle routes and major developments, activities and initiatives in Docklands, Port Phillip and surrounding areas as they are completed. The Bridge will complement the regional network by:
 - 30.9.1. connecting the east to west link along the south river front (from Webb Bridge to Clarendon Street) traversing the site from the Capital City Trail to the Docklands - Yarra's Edge Precinct;
 - 30.9.2. connecting the north to south link from Wurundjeri Way via the new Yarra Bridge to Normanby Road to link the Station Pier - Bay Trail; and
 - 30.9.3. creating a bicycle & pedestrian link at the west end of the site adjacent to Charles Grimes Bridge;
 - 30.10. Clarendon Street from Whiteman Street to the Yarra River. This potential link is identified in the Southbank Structure Plan;
 - 30.11. Improving ease of access for cyclists between the east and west sections of Arden Street, at the Kensington railway crossing. Currently cyclists have to dismount when crossing the railway line due to a stepped bridge. A study will be conducted to investigate the feasibility of providing a ramp which would allow cyclists to cross the railway line without dismounting.
31. In Port Melbourne, the City of Melbourne has bicycle paths along Salmon Street, Todd Road, Lorimer Street and Ingles Street. With this area expected to grow in worker population, there are opportunities to review and further enhance the local network.
 32. Parkville Gardens is the site of the former Commonwealth Games village. The need for bicycle paths will also need to be assessed in this Village.
 33. The Capital City Trail moves through the Docklands and the main north-south link is at Footscray Road. The location of the Capital City Trail through Docklands requires review and possible realignment. Further

local and sub-regional bicycle paths are required. These links must seamlessly connect to the current City of Melbourne boundaries.

Other Network Issues

34. The operation of the road network also impacts on cyclists' experience of the city. Roads are made safer for cyclists when cycling movements are made part of traffic light sequencing. For example, at the intersection of Canning and Elgin Streets, where cyclists are given a green cycle light ahead of motorists. Council needs to expand the use of cyclist priority signalling on key routes. Requiring VicRoads approval, these works will be included in Local Area Traffic Management Plans.
35. Wherever possible, on-road cycle lanes will not directly connect with Melbourne's formal gardens. For example, the Canning Street bicycle lane leads directly to the Carlton Gardens and some cyclists continue their journey through the gardens even though cycling is currently prohibited (except for families). In these situations, improved signs will be used to direct cyclists along alternate routes around the perimeter (eg. Barkly Street). Where other practical options do not exist, options for a safe passage through parks will be investigated.

Developing the Network – Quality Routes

36. 'Quality Routes' are defined as those that carry high volumes of bicycle traffic or have the potential to do so and connect to areas and sites frequently visited by cyclists. They connect cyclists to important destinations – in many cases facilitating cycling trips between municipalities or to the central city. Proposed Quality Route improvements are:
 - 36.1. **St.Kilda Road.** St.Kilda Road is a major north/south link that connects into Swanston Street and crosses the Yarra River at Princes Bridge. Due to the significance of St.Kilda Road as a major link in the bicycle network it may require special treatment. Crashes and other conflicts between parked vehicles and cyclists occur. A car door opened without warning is enough to force cyclists to move into the traffic lane. There are areas of St.Kilda Road where the bicycle lane disappears at the approach to an intersection (eg. Commercial Road). This site in particular will be treated to improve the line of separation from vehicles. Although the options require further investigation, this treatment is likely to include a vibriline (sometimes referred to as a 'rumble strip') and coloured pavement to discourage motorists moving into the bicycle lane;
 - 36.2. **Morell Bridge.** A better connection to the on-road bicycle path across Morell Bridge to Northbank would provide an important alternative to the busier Princes Bridge and Southbank where cyclists are on shared pathways;

- 36.3. **Queensbridge/ Moray Streets.** This route connects to Queensbridge Street and allows cyclists to turn east along Flinders Street or travel along William Street. [Also, the City of Port Phillip is proposing to build an off-road path from Fitzroy Street, St.Kilda up to Albert Road - through Albert Park- along Cecil Street to Whiteman Street]. The bicycle link travels several kilometres. Its development was staged over several years and lacks commonality in design and signs;
- 36.4. **Harbour Esplanade at Docklands to Footscray Road and Dudley Street.** This is an off-road concrete and asphalt footpath with a wide reserve along the south side of Footscray Road. It requires some maintenance. There are several conflict points which require upgraded signs. The route may require realignment and alternate treatments to ensure its integrity. The City of Melbourne has written to VicTrack to upgrade the rail crossing to provide an audible warning to alert cyclist that the gate will be shutting. The lighting to aid night cyclists needs to be improved. An audit of this area is required and an improvement plan will be developed;
- 36.5. **William Street/ Peel Street/ Royal Parade/ Flemington Road.** This major route carries many cyclists but is discontinuous. There is a section in Peel Street at the Queen Victoria Market between Dudley Street and Victoria Street where the lane stops. The City of Melbourne will advocate to VicRoads to add an on-road link here. It requires some coloured pavement treatments at intersections where competing road uses provide potential conflicts;
- 36.6. **Haymarket Roundabout.** The cycling environment at the Haymarket Roundabout needs to be improved to reduce the potential for conflict with motorists. Work needs to be done to find a traffic management solution;
- 36.7. **Swanston Street.** At Faraday Street, the introduction of bicycle separation treatment that will provide cyclists with a dedicated cycling lane placed in between the footpath and parked motor vehicles.
- 36.8. **Rathdowne Street.** A popular north-south link to the CBD with cyclists, it provides a direct route into Exhibition Street. Cyclists require more separation from motorists as well as increased safety at signalised intersections (eg. intersection with Victoria Street). Coloured lane treatments are required at different points along the on-road lane and vibraline may be appropriate;
- 36.9. **Albert Street.** The City of Yarra has completed an on-road lane at Elizabeth Street, Richmond which connects into Albert Street, East Melbourne. In 2007, the City of Melbourne will attempt to augment this route by adding an on-road bicycle lane between Hoddle Street and Nicholson Street – linking to Nicholson Street/Spring Street and Bourke. Albert Street is important because none of the major arterial roads east of Hoddle –

Victoria/Barker, Bridge, Swan and Toorak Road – have on-road or off-road bicycle lanes/ paths. Bicycle Victoria has also raised safety concerns for cyclists crossing the busy Hoddle Street intersection - at Albert Street and more generally across Hoddle Street. These issues will be discussed with VicRoads as part of the Albert Street bicycle lane development;

- 36.10. **Macarthur Street/ Gisborne Street.** The connection from the eastern end of Collins Street is important because it provides a link through the City of Melbourne to Brunswick Street and beyond. The route requires upgrading including linemarking and signs;
- 36.11. **Wellington Parade South/ Yarra Park to Bridge Road.** This area requires improved linemarking and treatments to improve separation between motorists and cyclists. An off-road alternative between Hoddle Street and Yarra Park would allow cyclists to get from Hoddle Street to Swanston Street entirely off-road. This alternative will be further investigated;
- 36.12. **Queensberry Street.** This is a key east-west link. This link was not working well because many motorists drove along the bicycle lane. The City of Melbourne recently installed a ‘chevron’ painted island treatment at this site. (The treatment provides delineation between the bicycle lane and the traffic lane through use of thick diagonal lines in a converging pattern). The Street will be monitored to check if the new treatment has been successful; however special treatment may be required to improve the safety and effectiveness of this link.
- 36.13. **Faraday Street/ Canning Street/ Elgin Street.** This route requires green pavement on Canning Street at Elgin and Faraday Streets as well as improved signs and linemarking.

Developing the Network – Economy Routes

- 37. A list of ‘economy’ or *secondary* routes has been developed. These routes complement the quality routes. They may connect to major destinations but their main purpose is to improve local area cycling. These routes are Victoria Street, Cardigan Street, Elgin Street, Swan Street, Dynon Road, Dryburgh Street, Abbotsford Street, Salmon Street and Adderley Street. These routes generally require stronger cyclist delineation measures such as wider lane lines and coloured lane treatments.

Developing the Network – Recreational Routes

- 38. These paths are off-road and are traditionally used by families and occasional cyclists as a source of exercise and recreation. The Yarra Trail is a typical recreational off-road bicycle path. Parts of the Capital City Trail also travel through parks and reserves. In recent years, there has been a change with more commuter cyclists choosing to use these routes. Further work is required to sign these routes properly and using consistent signage. Some of the surfaces also need improvement for cycling. For example, unsealed parts of the paths get very muddy and slippery in

winter. There is also a need for improved directional signs on parts of the Capital City Trail (eg. from Clarendon Street to Webb Bridge).

Actions

The City of Melbourne will:

- audit each of the above 'quality', 'economy' and 'recreational' cycling routes and add initiatives into its capital works program for completion;
- meet with VicRoads to discuss possible improvements for cyclists crossing the Hoddle Street intersection (and other major intersections as required);
- Assess the need for bicycle paths at Parkville Gardens before this area becomes established.

The City of Melbourne will:

- undertake an audit to assess the best locations for new bicycle routes in Docklands and Port Melbourne;
- investigate all of the areas where network connections need to be improved or better maintained in consultation with other stakeholders and undertake improvement works as appropriate.

THE CYCLING NETWORK – THE CBD

The Current Situation

In and Out of the CBD

39. People who cycle to the City of Melbourne use the CBD as a means of getting to other parts of the municipality of Melbourne and as a destination point in its own right. Traffic surveys show that the period of peak bicycle use within the CBD is during the morning and afternoon peak periods (7.00am to 9.00am and 4.30pm to 6.30pm). The greatest number of bicycle movements into and out of the CBD occur between:
- 39.1. Elizabeth Street and William Street – mostly cyclists from the north using Royal Parade/ Flemington Road on-road paths;
 - 39.2. Swanston Street –cyclists from St.Kilda Road and north from Carlton and Melbourne University;
 - 39.3. Exhibition Street – cyclists using Rathdowne and Canning Streets from Carlton in the north and from the south along Batman Ave and the Capital City Trail;
 - 39.4. Queensbridge Street – cyclists coming from the west along Yarra Promenade;
 - 39.5. La Trobe Street – cyclists travelling west out of the CBD;
 - 39.6. The Capital City Trail – cyclists travelling east or west along the Yarra River connecting to the main Yarra Trail to the east and various other routes to the west;
 - 39.7. Collins Street – cyclists travelling via McArthur or Nicholson Street to Fitzroy;
 - 39.8. Albert Street between Hoddle Street and Nicholson Street.

Bicycle Lanes in the CBD

40. Without dedicated cycle lanes, other arrangements have been put in place to assist cyclists move around and through the CBD. These are:
- 40.1. **Swanston Street.** The street is well used by cyclists. The ban on most through vehicles between 7am and 7pm and a 30 kilometre speed limit supports a cycle friendly environment. The cycling environment is undermined to some extent by the high number of delivery vehicles, taxis and coaches that also (legitimately) use the street. It can lead to cyclists having to travel on the tram tracks to navigate past parked vehicles. It is estimated that 270,000 tourists per annum are transported from bus stops in Swanston Street. The City of Melbourne Transport Strategy commits the City to pursuing options for a new coach terminal in the central city. A new terminal would allow the coaches in Swanston Street to be relocated. When the number of vehicles is combined with trams, cyclists still need to be very careful riding in Swanston Street;
 - 40.2. **La Trobe Street.** A ‘clearway’ bicycle lane has been established between Spencer Street and Victoria Pde. The lane operates between 7.30am and

9.30am on the south side and 4pm and 6.30 pm on the north side. It enables cyclists to use this area at times when vehicles are not allowed to occupy the parking lane;

- 40.3. **William Street.** A permanent, 24 hour bicycle lane has been established from Franklin Street to Lonsdale Street and a 'clearway' bicycle lane south of Lonsdale to Flinders Street. The clearway bicycle lane operates north to south in the morning peak (7 am to 9.30 am) and south to north in the evening peak on the west side (4pm to 6.30 pm).

41. Other measures established to aid safe cycling in the CBD include:

- 41.1. line treatments in Bourke Street (full length except for the Mall and not between Russell and Swanston Streets), Collins Street full length and in Elizabeth from Victoria Street to Flinders Street. These treatments vary in width from 800 millimetres to one metre and are delineated by a white line between a parked vehicle space and the roadway. The line treatments give cyclists some separation from vehicles in these parts of the CBD. Whilst most vehicles appear to have abided by the artificial separation, cyclists still have to be wary – especially of parked vehicles with the possibility of car doors opening. The amount of road space available to a cyclist because of these line treatments lessens close to 'platform tram stops'.
- 41.2. bicycle boxes established in La Trobe, William, Collins, Elizabeth and Bourke Streets. These square lines on the road allow cyclists to get to the head of the traffic queue, creating a safer environment for cyclists waiting at traffic lights;
- 41.3. bicycle lanes will be installed in Spring Street between Nicholson Street and Wellington Parade in 2007.

42. Shared path facilities have been created at Southbank Promenade with a 10-kilometre speed limit. This saves cyclists from having to dismount during a ride that is part of the 'Capital City Trail'. Speed surveys and observations are being used to evaluate this initiative. Shared routes for pedestrians and cyclists have also been established at Sandridge Bridge.

Opportunities

Future Infrastructure Plans in the CBD

43. It has been the intention of the City of Melbourne to provide four dedicated on-road bicycle routes within the CBD - two east west links and two north south link. Efforts to achieve this outcome have been restricted by the sometimes conflicting demands of all road users. An improved tram network is leading to further competition for road space.
44. The City of Melbourne will continue to explore ways to establish bicycle routes through and into the CBD. The possible operation of dedicated bicycle lanes will be checked against a CBD Transport Model due for completion in 2007. The software is used for traffic planning allowing for the impact of any change to existing traffic conditions (eg. reallocating road space) to be calculated.

45. Future infrastructure opportunities in the CBD include:

- 45.1. investigating use of more storage boxes and bicycle lanterns to improve cycling conditions;
- 45.2. use of bicycle lane separation in the CBD.

46. Where dedicated bicycle lanes are not possible, the City will find more innovative ways of setting out bicycle priority routes. This will include ways to improve conditions for cyclists in the vicinity of 'Platform tram stops'.

Actions

The City of Melbourne will:

- review the installation of dedicated CBD bicycle lanes in 2007 when the CBD Transport Model becomes available;
- find ways to improve the delineation of line treatments in the CBD so as to make them more obvious to motorists;
- develop measures to improved conditions for cyclists in the vicinity of platform tram stops;
- review the use of the bicycle separation treatments following completion of the Swanston Street trial;

CYCLING SAFELY

The Current Situation

47. Council has supported Victorian Government education programs such as the VicRoad's program known as 'Share the Road'. The campaign aims to raise awareness of the safety issues that arise in the interaction between motor vehicles and cyclists. Through the campaign, the City of Melbourne has distributed reflective anklets with a safety message and promoted the themes of 'Share the Road' at bicycle forums.
48. The City is also a member of RoadSafe Inner Melbourne Community Road Safety Council Inc. The City of Melbourne has also helped to introduce campaigns such as the 'Bike Ed for Schools' program that bring social and safety benefits at a primary school level.
49. There are actions in the City of Melbourne Transport Strategy that when implemented will make the municipality safer for all road users. These include the introduction of a 40-kilometre speed limit across the CBD.
50. There are other programs at a State Government level that also aim to improve community safety. For example, 'TravelSmart Communities Program'. Sponsored by the Victorian Government, the program aims to create less car traffic on the roads, less pollution and greenhouse gases, stronger local economies and improved community safety. The program is designed to help people reduce their dependency on cars and if possible to choose alternatives such as cycling, walking or catching public transport¹¹.

Injuries to Cyclists

51. The number of injuries incurred by cyclists within the City of Melbourne is increasing (*see Table below*). This is a recent trend with injury numbers in the five years before 2004 relatively stable. Some of the growth is likely to be due to increased use of the road by cyclists.

| Year | Fatal | Serious Injury | Other Injury | TOTAL |
|------|-------|----------------|--------------|------------|
| 2000 | 1 | 19 | 80 | 100 |
| 2001 | 0 | 31 | 65 | 96 |
| 2002 | 0 | 27 | 97 | 124 |
| 2003 | 0 | 28 | 72 | 100 |
| 2004 | 1 | 43 | 113 | 157 |
| 2005 | 1 | 35 | 119 | 155 |

Source: VicRoads, 2006 - note at time of printing 2005 figures only available up to 31 October - 2005 figures averaged to end of that year.

¹¹ TravelSmart. Victorian Government Webpage.

| Description (Accidents in 2004) | Fatal | Serious Injury | Other Injury | TOTAL |
|--|-------|----------------|--------------|-----------|
| Collision with an open door of a vehicle | 0 | 10 | 28 | 38 |
| Right- through | 0 | 6 | 12 | 18 |
| Cross traffic at an intersection | 0 | 5 | 5 | 10 |
| Lane side swipe | 0 | 1 | 9 | 10 |
| Left turn side swipe at intersection | 0 | 3 | 6 | 9 |
| Out of control on carriageway | 0 | 2 | 7 | 9 |

Source: VicRoads, 2006

52. The mid-block section with the highest number of crashes on average per year per kilometre was a 120 metre section of Swanston Street/ St.Kilda Road south of the Flinders Street Station on the west side where cyclists travelled into the City. The most common crash type occurred when car doors were opened in a cyclist's path. This crash type accounted for 78% of crashes at this site. This collision is one that commonly happens in bicycle lanes when cyclists ride adjacent to parked cars. The reason for the high number of crashes in this area will be further investigated and action taken to reduce the number. Other 'black spot' locations include Collins Street mid block (car door collisions) and the Haymarket roundabout.

Road Conflict between Cyclists and Motorists

53. Research undertaken in 2003¹² (*Kerryn Alexander Research*) indicated that cyclists are "aware that they are vulnerable road users with many having had frightening, [traffic related] experiences" (page 4). Situations that can cause problems for cyclists mentioned in the research included:

- 53.1. Multi-lane roundabouts;
- 53.2. Narrow roads;
- 53.3. Merging lanes;
- 53.4. The CBD (busy, many parked cars, car doors opening).

54. Among the concerns expressed by cyclists were:

- 54.1. Cars are still using bicycle lanes, particularly during busy times when they try to 'sneak' down the left;
- 54.2. Cars turning left can cut off cyclists as motorists are often not aware of cyclists' speed of travel and stopping distances;
- 54.3. Parked cars can block bicycle lanes, especially when clearways are not enforced;
- 54.4. The road surface in some bicycle lanes is rough and unsafe (eg. broken glass swept into bicycle lanes after an accident, potholes).

55. Among the concerns expressed by motorists were:

¹² This work was entitled 'Market Testing of Messages (for motorists and cyclists) for a Sharing the Road Campaign'. The outcomes were generated by focus groups conducted with cyclists and motorists in Victoria. Although the sample size was very small, the issues raised are considered generic enough to be precised here. For example, Victoria's Road Safety Strategy (2002-2007) and the City of Melbourne's Road Safety Plan also note that cyclists are a vulnerable road user group.

- 55.1. Annoyance that cyclists can break road rules with apparent impunity;
- 55.2. Difficulty seeing cyclists, especially at night (with and without use of lights);
- 55.3. Cyclists weaving around traffic (particularly couriers);
- 55.4. Difficulty adjusting speed to allow for bikes, for example, when turning left.

Road Conflict between Cyclists and Pedestrians

56. The main issues that may lead to conflict between pedestrians and cyclists are:

- 56.1. reckless or thoughtless behaviour. This usually relates to cyclists riding too fast. There are also situations where cyclists ride on footpaths that are not designated shared pathways¹³. This has been raised during the consultation on the Bicycle Plan as a problem - particularly at the northern end of Elizabeth Street, at Southbank and along Bourke Street. Conflict on shared paths between cyclists and pedestrians are a common area of conflict. The majority of cyclists do not threaten the safety of pedestrians because of the way they ride, but a minority of cyclists do so. Pedestrians also contribute to collisions with cyclists due to stepping out onto a 'cyclist side' of a shared path line – for example, if they are using headphones that limits their ability to hear a bicycle bell.
- 56.2. poor path design. This includes situations where a path is too narrow to manage the volume of traffic, situations where there are poor sightlines and also where the materials used to construct the path change unexpectedly, and;
- 56.3. poor path maintenance. For example, where tree roots have damaged the footpath and where debris is on the path.¹⁴

Opportunities

57. Opportunities to make cycling safer for cyclists and pedestrians include:

- 57.1. placing signs that alert cyclists to the possible presence of pedestrians especially approaching areas where sightlines are not clear. Signs will also be placed to warn cyclists of temporary changes in the road space – eg. due to works being undertaken or where bicycle lanes and paths come to an end perhaps unexpectedly.;
- 57.2. working with VicRoads to introduce parts of the 'Share the Road' program within the City of Melbourne. For example, the City of Melbourne will give out stickers to motorists in areas such as St.Kilda Road to help educate motorists about the dangers of car door collisions;

58. A 'code of conduct' could be set in place to help regulate cyclist behaviour. The concern with a code of conduct is that it may be of only limited value in as much as the people who are most likely to be the cause of problems are those least likely

¹³ Under the *Road Rules- Victoria*, people aged 12 years of age or older are not permitted to ride their bicycles on the footpath, unless they qualify for an exemption (eg. if they are over 18 and riding with a child under 12 who is under their supervision).

¹⁴ Austroads. Pedestrian-Cyclist Conflict Minimisation on Shared Paths and Footpaths AP-R287/06 : p. 12 details these instances of pedestrian/cyclist conflict.

to seek out the solution. Rather than a Code of Conduct, there may be value in better promotion of the road rules to all road users.

59. Another option is to lobby the State Government to seek the compulsory registration of cyclists. If adopted, this would mean that bicycles would carry registration plates. This would be likely to carry a registration fee to pay for the administrative costs involved with the registration. Bicycle Victoria oppose registrations of bicycles arguing that although it would make finding stolen bicycles easier - testing, monitoring and licensing bicycles would not be cost effective relative to the benefits¹⁵. Registration would make it easier to identify cyclists who break road rules and ride recklessly. On balance, this measure is not supported because of:

- 59.1. the likely cost at a time when people are being encouraged to cycle;
- 59.2. the likely administrative burden of a measure that would be introduced because of the actions of a minority of cyclists.

60. A further option is to give new commuters and older adults learning to ride access to road safety/ how to maintain your bicycle sessions. These could operate from city based cycling shops.

Actions

The City of Melbourne will work with:

- o VicRoads to establish a part of the Share the Road program yet to be used within the municipality that alerts motorists to the dangers of opening driver side car doors adjacent to bicycle lanes.
- o Melbourne Bicycle Users Group and Bicycle Victoria to resolve safety problems and issues and encourage them to use their networks and websites to contact cyclists and ask for their vigilance in areas where there are safety concerns.
- o the Victoria Police where enforcement is necessary. The City of Melbourne will continue to alert the Victoria Police and asks them to patrol if there are safety concerns about a particular area and road laws are being broken.

The City of Melbourne will investigate the number of crashes that occur in Swanston Street between Flinders Street and Princes Bridge, especially immediately south of Flinders Street Station and at Collins Street and the Haymarket roundabout and devise a plan in conjunction with other stakeholders to reduce this number.

The City of Melbourne will continue to support bicycle education programs established in schools.

Other options that improve safety education for cyclists will be explored with the Victorian Government.

¹⁵ Bicycle Victoria website. Bicycle Victoria position: Registering of Bicycles.

FACILITIES

The Current Situation

Bicycle Parking and Storage

61. There are more than 1200 bicycle hoops within the municipality (750 of these are in the CBD) that allow cyclists to safely park their bicycles.
62. As well as the City of Melbourne's bicycle parking hoops, there are bicycle parking facilities installed by private operators containing groups of rails within an enclosed area (eg. Royal Children's Hospital), bicycle lockers (eg. Melbourne Central Station) and bicycle parking frames in some private and public car parks (eg. Nauru House). In some areas of the municipality, there are not enough bicycle hoops to meet demand.
63. Amenities important to cyclists include showers, toilets and drinking facilities. Council has set an example by providing bicycle-parking facilities in all Council owned car parks. People commuting to work mainly seek off-street parking. The current trend is for the needs of commuter cyclists to be met by their employers.
64. In October 2004 the Victorian Minister for Planning established the Australian Standard for bicycle parking facilities as an incorporated document. The amendment encourages cycling as a mode of transport and establishes consistent statewide provisions for bicycle parking and associated shower and change facilities. The clause requires that any new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land. Exemptions may apply.
65. The amendment was mainly introduced to encourage cycling as a mode of transport. The change has led to more commercial buildings allocating space for bicycle storage.

Bicycle storage and facilities survey - 2003 - Overview

66. Council undertook a survey into the needs of cyclists for end of trip facilities in April 2003. The survey was undertaken to help assess the need for bicycle parking within the CBD. 1,147 responses were received. 920 of respondents were workers commuting into the city with 520 riding in to work every day. Most of the remainder were students (70), and visitors (73). The survey revealed that:
 - 66.1. of those cyclists who travel to the city and use on or off street parking, 62 % park their bicycle within a city building with a further 21% of people parking (eg tied to bicycle rails etc) one block or less away from their destination;
 - 66.2. some respondents cycle into the city, park near a rail station, then commute by train to another destination on a daily basis;
 - 66.3. there was a preference for bicycle enclosures and bicycle lockers, as these facilities are more secure than bicycle parking rails.

Route and Directional Signs

67. Route and directional signage is limited throughout the municipality and has not been altered to reflect changes in the network made in the past five years. For example, there is a need for signs that directs cyclists to major landmarks (eg. Melbourne Zoo). Signage also varies from one municipality to the next and more consistency is required.
68. This will especially apply to off-road signs including shared paths. Adjustments will be made to existing signs or where necessary new signs erected. This will increase the use of different routes, help cyclists to avoid or navigate breaks in the network connections and promote travel to other municipalities.

Opportunities

69. There is a need for more public showers (the City Baths provide the few showers available for public use) as many businesses do not provide showers for their workers commuting by bicycle. The main message from the survey quoted above is that cyclists prefer to park close to their destination. This means that there is likely to be little demand for one large bicycle parking facility in the CBD unless it is located at a destination to which many people cycle. A larger facility may work at destinations such as RMIT and at Flinders Street Station.
70. At other locations, a ‘pod’ system (ie. where a group of bicycles are stored within or against the one facility/structure) is preferred. This smaller storage unit enables people to access it with a key with no need for the expense of an attendant. The pod may allow for parking for up to 30 bicycles. The City of Melbourne is developing a prototype for a storage pod that involves the provision of toilets and showers surrounded by bicycle lockers. The prototype is intended to be a demonstration model. Underneath Council House One at City of Melbourne or at the Centre Square Carpark are likely locations.
71. There are also opportunities to improve bicycle signage to make sure that cyclists have access to cycle information during their journey and that this signage is consistent across municipalities. A Statewide on and off road bicycle signage strategy is being developed by VicRoads and Parks Victoria in conjunction with local government including the City of Melbourne. Implementing the outcomes from the strategy will also improve signage.

Actions

The City of Melbourne will:

- **undertake an audit of existing route, directional and destination signs and improve signs and linemarking across the bicycle network;**
- **develop a pod system bicycle storage unit as a prototype in the CBD and then review its effectiveness with a view to promoting these facilities across the municipality.**

EVALUATION

The Current Situation

72. The City of Melbourne conducts annual counting of bicycles entering the CBD. This information is used to calculate whether or not cycling numbers are rising. It also meets with Bicycle Victoria to review issues – particularly progress on completing capital works.

Opportunities

73. The opportunity exists for the municipality to develop a more rigorous annual measurement and evaluation program on cycling. This new program will aim to detail the issues that have arisen over the year, list the achievements and record cycling trends within the municipality. This will be very similar to the program in Denmark that is known as the ‘Copenhagen Account’ where every year the City’s record in the field of cycling is shown.

Actions

The City of Melbourne will establish an annual *Melbourne Bicycle Account*. Data from the Melbourne Bicycle Account will be used to help the City of Melbourne and interested cyclists plan for the following year. The account will detail:

- the outcome of qualitative cyclist surveys;
- details of the implementation of the Bicycle Plan;
- details of works that connect to the municipal boundary;
- statistics regarding injury, and;
- the outcomes of seasonal cycling surveys.

In support of a more thorough evaluation City of Melbourne will undertake bi-annual bicycle counts in Autumn and Spring. They will support existing counts taken by Bicycle Victoria..

COMMUNICATION

The Current Situation

74. The City of Melbourne provides TravelSmart maps through tourist outlets, bicycle shops and outdoor stores. These maps are a joint initiative with the Victorian Government and provide details of on-road and off-road cycling routes and information about cyclist safety, the location of cycle shops and public transport stops. The maps connect with similar maps produced by other Councils.
75. The City of Melbourne supports the annual Ride to Work day held in October each year.
76. The City of Melbourne does not have a forum for regular contact with cyclists or bicycle associations. Current contact is built around resolution of issues. While there is value in this contact, there is benefit in engaging cyclists on broader planning and management issues related to cycling.
77. The main organisations with a role in cycling that the City of Melbourne has contact with are:
- 77.1. Bicycle Victoria whose aim is to get more people to cycle more often. The organisation works to build more cycling infrastructure and support behavioural change programs. They support bicycle rides and advocate to organisations such as the City of Melbourne and the Victorian Government for higher levels of bicycle funding;
 - 77.2. the Melbourne Bicycle Users Group which aims to develop Melbourne's cycling community and to work with the City of Melbourne and other organisations to make it safer and easier to cycle in Melbourne.
 - 77.3. VicRoads who are the Victorian Government's responsible authority for cycling infrastructure. They fund bicycle initiatives including capital works on the Principal Bicycle Network and significant projects on local roads.
 - 77.4. The Department of Infrastructure (Victorian Government) who undertake bicycle planning works and conduct facilities programs. They are responsible for the Victorian TravelSmart Program (including production of the TravelSmart maps).

Opportunities

78. There is an opportunity to establish a regular meeting with cyclists. The meeting will be advertised in local papers and through Bicycle Victoria's cycling network. The meeting will try and find solutions to difficult problems. The City of Melbourne Bicycle Account will form the basis of any discussion. A web-link for cyclists within the City of Melbourne would also be a useful communication tool. The link could be used by the City of Melbourne to advise cyclists of road closures and potential hazards as well as to report or comment on possible

network improvements. It may be possible to use Bicycle Victoria's network to establish this. It will be further investigated.

79. Sharing plans and ideas with neighbouring municipalities is important as it provides a means of improving route connections beyond the City of Melbourne. The City of Melbourne shares a municipal boundary with the Cities of Maribymong, Port Phillip, Stonnington and Yarra. There is an opportunity for more regular meetings with neighbouring municipalities that assist with sub-regional planning. The Inner Melbourne Action Plan (IMAP) provides a forum for these meetings to take place.

80. There are also opportunities to improve the promotion of the benefits of cycling. The Active Melbourne program is a good vehicle to achieve this. The messages that need greater airing within the community include the personal health and fitness benefits, the cost savings in cycling relative to use of a car and the lower environmental impacts.

81. Sponsoring a Cyclovia is also a good opportunity to convey messages about sustainable transport. A Cyclovia involves opening roads to people to ride their bicycles, walk, rollerblade or push a pram by restricting access to motor vehicles. Private cars are not allowed to drive along the selected road but are still able to cross at designated intersections.

Actions

The City of Melbourne will:

- establish an annual meeting with interested cyclists. The purpose of this meeting will be to inform cyclists of work done in the past twelve months, upcoming initiatives and to seek feedback about City of Melbourne performance;
- contact neighbouring municipalities and state the City of Melbourne's support for regular meetings;
- establish a web-link [possibly in conjunction with Bicycle Victoria] for cyclists that will enable them to report ideas about bicycle network improvements and report hazards;
- continue to financially support 'Ride to Work' Day as a means of promoting and rewarding cyclists who commute to the CBD;
- use the 'Active Melbourne' program as a vehicle for promoting the benefits of cycling to the general community;
- update and print the Melbourne City Council Bike Map every two years;

CYCLING AT MELBOURNE CITY COUNCIL

The Current Situation

82. The City of Melbourne is a provider of TravelSmart for Workplaces in the city as well as a participant employer. TravelSmart is a behaviour change program delivered through workplaces, communities and schools that helps people to choose more sustainable travel alternatives. The program is jointly funded by Federal and State Governments.

83. The City of Melbourne Staff Travel Plan (September 2005) has adopted the following targets over a three year period:

83.1. To reduce single occupancy motor vehicle travel by 20% (to, from and during work)

83.2. To increase the number of business trips using public transport, walking and cycling by 50%.

84. An implementation plan includes:

84.1. developing an incentives plan for staff that choose alternative transport;

84.2. including TravelSmart information in recruitment and induction packages, and;

84.3. investigating the provision of interest free loans to staff who wish to purchase a bicycle.

85. So as to be consistent with the goals and action of this Plan, the City of Melbourne must also give its own staff every encouragement to commute to work. As part of the planning to meet this commitment, the City has allocated 60 bicycle spaces in its CH2 building. Showers and lockers for cyclists have been provided as part of the development. Showers are also provided in other Council buildings.

86. The Council provides seven electronic bicycles and three other bicycles for short distance staff journeys as part of its corporate fleet.

Opportunities

87. There is an opportunity to:

87.1. better advertise the availability of bicycles and to promote these as a short distance alternative to a motor vehicle;

87.2. investigate the provision of incentives for cyclists who commute to work. This could involve subsidising the purchase of bicycles used for commuting to work or pay for bicycles and allow employees to pay back the cost through a salary debit over a set period.

Actions

The City of Melbourne will:

- continue to implement the 'Staff Travel Plan' according to its implementation schedule;
- continue to advertise and advocate for staff to use bicycles in preference to vehicles for short work related trips;
- investigate whether it can assist employees who commute to work to purchase bicycles.

A FIVE YEAR IMPLEMENTATION PLAN - YEAR ONE - 2007

| Strategies | Actions |
|---|---|
| Implement the City of Melbourne Bicycle Network Improvement Plan. Capital expenditure (Subject to budget approval) | Complete the following capital works projects: |
| | Swanston Street - bicycle separation project — first stage – Faraday to Victoria Street |
| | Macaulay Road – bicycle lane - Epsom Rd to Boundary Rd |
| | Spring St and Nicholson St – from Victoria Pde to Flinders Street – bicycle lane |
| | Gisborne St – Victoria Pde to Cathedral Place – narrow the bluestone channel, introduce coloured pavement treatment |
| | Elgin Street – west of Lygon Street – narrow bluestone channel |
| | Yarra Park – complete sign and linemarking enhancement |
| | Faraday Street – Melbourne University – bicycle path |
| | Albert Street – Hoddle St to Nicholson St – bicycle path (<i>part one</i>) |
| | Macarthur Road – bicycle path adjacent to pathway on both sides of the road (link Royal Parade to Flemington Road) |
| | Wellington Parade South – Jolimont Rd to Clarendon St – bicycle lane. |
| | Collins St – introduce coloured paving/ narrow asphalt separation islands. |
| | Park Street – Upfield rail line – install signalised crossing. |
| | Arden Street – Conduct a feasibility study of providing a ramp across the railway line between the east and west sections of Arden Street, Kensington, which would allow cyclists to cross the railway line without dismounting. |
| | Undertake ‘quality route’ improvements (<i>year one of rolling program</i>) |
| Place new bicycle parking hoops | |

A FIVE YEAR IMPLEMENTATION PLAN - YEAR ONE - 2007 (CONTINUED)

| Strategies | Actions |
|--|---|
| Complete bicycle projects as directed by the Bicycle Plan | Undertake the following bicycle projects: |
| | develop a plan to reduce the number of bicycle collisions with car doors in St.Kilda Road/Swanston Street. |
| | Investigate improvements to the Haymarket interchange and north end of Elizabeth St. |
| | Establish a web-link for cyclists to report issues and hazards [possible in conjunction with Bicycle Vic] |
| | Continue to implement the City of Melbourne Staff Travel Plan |
| | Undertake a bicycle count listing the number of bicycles that enter and exit the CBD during peak periods in Spring and Summer. |
| | Continue to financially support 'Ride to Work' Day as a means of promoting and rewarding cyclists who commute to the CBD |
| | Use the 'Active Melbourne' program as a vehicle for promoting the benefits of cycling to the general community. |
| | Investigate further ways of meeting the need for extra bicycle parking in the vicinity of Lygon Court, Carlton. |
| | Establish an annual 12 month meeting with cyclists to discuss broader bicycle planning issues. |
| | Develop a prototype bicycle parking harness that could be used to tether bicycles to parking poles in selected areas of the municipality. |
| Continue to sponsor sponsorship of cycling events and initiatives such as the Great Melbourne Bay Ride and Ride to Work Day. | |

A FIVE YEAR IMPLEMENTATION PLAN - YEAR TWO 2008

| Strategies | Actions |
|---|---|
| Implement the City of Melbourne Bicycle Network Improvement Plan. Capital expenditure (Subject to budget approval) | Complete the following capital works projects |
| | Swanston Street - bicycle separation project — second stage – Faraday Street to Victoria Street - <i>subject to approval</i> |
| | Royal Parade – Park St to Grattan St – install new signs |
| | Albert Street – Hoddle St to Nicholson St. – install bicycle path – <i>part two</i> |
| | Manningham Bridge – complete grade separated structure over Manningham Street for cyclists and pedestrians |
| | La Trobe St, Exhibition St, William St – strengthen current links and improve linemarking at La Trobe Street. |
| | Harbour Esplanade – undertake audit, route maintenance and upgrade signs |
| | William St – from Flinders St to Flemington Rd – introduce coloured paving treatment |
| | Morell Bridge – improve connection between Southbank and Northbank |
| | Place new bicycle parking hoops |
| | Northbank redevelopment. - install bicycle lanes and undertake associated works - <i>part one</i> |
| | Undertake ‘quality route’ improvements (<i>year two of rolling program</i>) |
| | Construct a ‘pod’ bicycle storage facility as a demonstration project and commission it (subject to feasibility check). |

A FIVE YEAR IMPLEMENTATION PLAN - YEAR TWO 2008 (CONTINUED)

| Strategies | Actions |
|--|---|
| Complete bicycle projects as directed by the Bicycle Plan | Undertake the following bicycle projects: |
| | Establish a City of Melbourne Bicycle Account. |
| | Undertake audits of all City of Melbourne cycling routes to check effectiveness of signs and linemarking. The audit will commence with those routes identified in the plan as 'quality routes'. (<i>four year rolling program</i>) |
| | Audit the Footscray Road cycling path and prepare an improvement plan that addresses problems with road conditions and traffic light sequencing. |
| | Continue to implement the City of Melbourne Staff Travel Plan |
| | Undertake a bicycle count listing the number of bicycles that enter and exit the CBD during peak periods in Spring and Summer. |
| | Contact neighbouring municipalities to investigate whether or not there is support for regular meetings to discuss bicycle issues at municipal boundaries and new innovations; |
| | Implement a plan developed in response to the number of crashes that occur in Swanston Street/ St.Kilda Road immediately south of Flinders Street station. |
| | Investigate the provision of a new on-road path from Whiteman Street, along Clarendon Street to the Yarra River [<i>note that Victorian Government Major Projects is investigating network improvements in Clarendon Street</i>]. |
| | Implement outcomes of a review regarding the need for extra bicycle parking in the vicinity of Lygon Court, Carlton. |
| | Review the installation of dedicated CBD bicycle lanes – using the CBD Transport Model (including checks at La Trobe and Exhibition Streets). This includes developing measures to improved conditions for cyclists in the vicinity of platform tram stops. |
| | Review the possible extension of the bicycle separation treatment to other areas of the municipality if the trial in Swanston Street is a success. |
| Investigate the possible widening of the shared path from Swan Street to Birrarung Marr. | |

A FIVE YEAR IMPLEMENTATION PLAN – YEAR THREE - 2009

| Strategies | Actions |
|---|--|
| Implement the City of Melbourne Bicycle Network Improvement Plan. Capital expenditure (Subject to budget approval) | Complete the following capital works projects |
| | Northbank redevelopment. Install bicycle lanes and undertake associated works – <i>part two</i> . |
| | Canning St – introduce coloured pavement treatment at Elgin St and improved linemarking and signs |
| | Queensbridge/ Moray St – improved linemarking, signs and materials |
| | CBD line treatments - improve the delineation of so as they are more obvious to motorists |
| | Undertake ‘quality route’ improvements (<i>year three of rolling program</i>) |
| | Place new bicycle parking hoops |
| | Upgrade signage and install new signage on bicycle lanes and paths (<i>based upon audit results</i>) |

A FIVE YEAR IMPLEMENTATION PLAN – YEAR THREE – 2009 (CONTINUED)

| Strategies | Actions |
|---|---|
| Complete bicycle projects as directed by the Bicycle Plan | Undertake the following bicycle projects: |
| | Undertake audits of all City of Melbourne cycling routes to check effectiveness of signs and linemarking. <i>(four year rolling program)</i> |
| | Advocate to VicRoads for the installation of an on-road link in Peel Street at the Queen Victoria Market between Dudley Street and Victoria Street. |
| | Introduce coloured paving treatments at selected sites along Peel Street, Royal Parade and Flemington Rd. |
| | Continue to implement the City of Melbourne Staff Travel Plan |
| | Port Melbourne – undertake a study to advise on a new bicycle path network. This will include a review of the Lorimer Street/ Ingles Street intersection. It will also seek to resolve a network gap along Moonee Ponds Creek to Lorimer Street at Webb Bridge connecting to Johnson Street, South Melbourne. |
| | Undertake feasibility study Queensberry St - Gertrude St – bicycle lane through Royal Exhibition Gardens |
| | Respond to feedback from the bicycle Web Page as appropriate and incorporate comments into Council’s bicycle programs and plans. |
| | Undertake a bicycle count listing the number of bicycles that enter and exit the CBD during peak periods in Spring and Summer. |
| | Review the installation of dedicated CBD bicycle lanes – using the CBD Transport Model (including checks at La Trobe and Exhibition Streets). This includes developing measures to improved conditions for cyclists in the vicinity of platform tram stops. |
| | Update and print the Melbourne City Council Bike Map. |
| | Rathdowne Street – complete investigation into ways of strengthening separation from cars |
| | Investigate ways of assisting City of Melbourne’s commuting cyclists to purchase bicycles. |
| | Continue to sponsor sponsorship of cycling events and initiatives such as the Great Melbourne Bay Ride and Ride to Work Day. |
| Implement outcomes from the review of the widening of the shared path from Swan St to Birrarung Marr. | |

A FIVE YEAR IMPLEMENTATION PLAN – YEAR FOUR - 2010

| Strategies | Actions |
|---|---|
| Implement the City of Melbourne Bicycle Network Improvement Plan. Capital expenditure (Subject to budget approval) | Complete the following capital works projects. |
| | Yarra Pedestrian Bridge – install new bicycle lane on bridge– east of Charles Grimes Bridge. |
| | Docklands – complete study into on and off road paths and begin to implement changes to existing paths and new paths and connections based upon study. |
| | St.Kilda Road – complete investigation into ways of strengthening separation from cars and begin new line marking works. |
| | Northbank redevelopment. Install bicycle lanes and undertake associated works – <i>part three</i> |
| | Footscray Road. Implement the Footscray Road improvement plan that addresses problems with road conditions and traffic light sequencing. |
| | Port Melbourne. Begin implementation of physical works based upon outcomes of Port Melbourne bicycle study (<i>Part One</i>). |
| | Rathdowne Street. Introduce coloured paving and other vehicle separation works where possible as identified. |
| | CBD. Continue to implement physical improvements to the CBD cycling environment. |
| | Place new bicycle parking hoops. |
| Undertake ‘quality route’ improvements (<i>year four of rolling program</i>) | |
| Upgrade signage and install new signage on bicycle lanes and paths (<i>based upon audit results</i>) | |
| Complete bicycle projects as directed by the Bicycle Plan | Undertake the following bicycle projects: |
| | Undertake audits of all City of Melbourne cycling routes to check effectiveness of signs and linemarking. (<i>four year rolling program</i>) |
| | Continue to implement the City of Melbourne Staff Travel Plan |
| | Undertake a bicycle count listing the number of bicycles that enter and exit the CBD during peak periods in Spring and Summer. |
| | Continue to sponsor sponsorship of cycling events and initiatives such as the Great Melbourne Bay Ride and Ride to Work Day. |

A FIVE YEAR IMPLEMENTATION PLAN – YEAR FIVE - 2011

| Strategies | Actions |
|---|---|
| Implement the City of Melbourne Bicycle Network Improvement Plan. Capital expenditure (Subject to budget approval) | Complete the following capital works projects |
| | Port Melbourne. Implement outcomes of the Port Melbourne study on a new bicycle path network. (<i>Part Two</i>) |
| | Peel Street at the Queen Victoria Market between Dudley Street and Victoria Street - install an on-road link (subject to VicRoads approval). |
| | Whiteman Street along Clarendon Street to the Yarra River. Install a new on-road path (subject to outcome of study). |
| | Northbank redevelopment. Install bicycle lanes and undertake associated works – <i>part four</i> . |
| | Docklands –implement changes to existing paths and new paths and connections based upon study. |
| | Place new bicycle parking hoops |
| | Undertake ‘quality route’ improvements (<i>year five of rolling program</i>) |
| Upgrade signage and install new signage on bicycle lanes and paths (<i>based upon audit results</i>) | |

A FIVE YEAR IMPLEMENTATION PLAN – YEAR FIVE – 2011 (CONTINUED)

| Strategies | Actions |
|--|--|
| Complete bicycle projects as directed by the Bicycle Plan | Undertake the following bicycle projects: |
| | Undertake audits of all City of Melbourne cycling routes to check effectiveness of signs and linemarking. The audit will commence with those routes identified in the plan as ‘quality routes’. (<i>four year rolling program</i>) |
| | Continue to sponsor sponsorship of cycling events and initiatives such as the Great Melbourne Bay Ride and Ride to Work Day. |
| | Assess the need for bicycle paths at Parkville Gardens (including surrounding streets such as Oak, Poplar and Manningham). |
| | Investigate the installation of an off-road path between Hoddle Street and Yarra Park. |
| | Investigate possible further links through Yarra Park to connect East Melbourne to the Main Yarra Trail. |
| | Respond to feedback from the bicycle Web Page as appropriate and incorporate comments into Council’s bicycle programs and plans. |
| | Undertake a bicycle count listing the number of bicycles that enter and exit the CBD during peak periods in Spring and Summer. |
| | Update and print the Melbourne City Council Bike Map. |

APPENDIX ONE

RELATED STRATEGIES

The Australian National Cycling Strategy 2005-2010

88. The Strategy has as its vision to promote more cycling as a means of improving the well-being of Australians. This includes providing funding that creates infrastructure and facilities that support increased cycling and encouraging improved policy integration at a Federal, State and Local level.
89. The National Cycling Strategy was adopted by all levels of government and recognises bicycle riding as a legitimate mode of personal passenger transport. It represents an acknowledgement by government that cycling will be taken into account when considering transport alternatives.

Melbourne 2030

90. The Victorian Government sets out a vision for metropolitan Melbourne in Melbourne 2030. This is a 30-year plan to manage growth and change across metropolitan Melbourne and the surrounding region. The plan emphasises the need to give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods – Direction Eight - Better Transport Links – Policy 8.7. Individual initiatives to improve cycling include:
- 90.1. continue to implement the Principal Bicycle Network;
 - 90.2. amend planning/ building controls so that end of trip facilities for bicycles are provided in commercial buildings;
 - 90.3. improve facilities for cyclists at public transport stops.

Victorian Government Transport and Liveability Statement – Meeting our Transport Challenges

91. This outlines the State Government’s key strategies and priority actions in transport for the next ten years. The plan commits the Victorian Government to more than doubling its bicycle capital expenditure from \$4M to over \$10M per annum as well as the allocation of significant off-road bicycle funding.

Inner Melbourne Action Plan

92. Inner Melbourne Action Plan (IMAP) is a collaboration between inner city Council’s to determine what they need to work on together if the aims of Melbourne 2030 are to be met. It highlights the need to, “effectively link transport routes so that the Inner Melbourne Region is accessible throughout by walking, cycling and public transport”.

93. IMAP notes that implementing the Principal Bicycle Network is a challenge ahead. The action relating to bicycles in IMAP is to, “review the Principal Bicycle Network and work with VicRoads to complete it within five years.
94. This vision is consistent with Council’s pre-eminent planning strategy, City Plan 2010. City Plan 2010 articulates a vision for the City of Melbourne’s to be a ‘Thriving and Sustainable City’. Transport is an integral part of a sustainable and thriving city. The City of Melbourne Transport Strategy 2020: Moving People & Freight offers a way to respond to current and future transport issues and achieve the vision held in City Plan 2010.

City Of Melbourne Transport Strategy

95. Implementation of Council’s Melbourne Transport Strategy 2020 will provide viable alternatives to private car usage (with corresponding reductions in pollution, noise, energy consumption, greenhouse gas emissions and road traffic congestion). There will be a corresponding increase in walking, cycling and public transport usage, with associated health benefits.
96. The strategy calls for greater attention to planning for bicycles, recognising the relatively high levels of bicycle ownership and significant advantages of increased cycling - personal (mobility, health, cost, and reduced car dependence) and societal (efficient, reduced pollution, noise, congestion, and parking need).
97. Objectives of the strategy include integrating cycling into the transport system as a legitimate mode of travel and a focus on safety (20).
98. Short term actions identified in the Transport Strategy that relate to bicycles are:
- 98.1. Identify dedicated routes for cyclists to resolve issues where bike trails meet City gardens.
2006-2010
 - 98.2. Provide a pedestrian/cycle bridge at Manningham Street, Parkville to improve the safety and connectivity of the Capital City Trail for cyclists accessing Flemington, Kensington, Docklands and the City.
2006-2008
 - 98.3. In developing a new bike plan and associated implementation timetable, maximise the number of off road cycle routes and the utilisation of innovative surface and design treatments for on-road routes, wherever possible.
2006-2007
 - 98.4. In addition to sponsoring Ride to Work Day and promoting the ‘Share the Road’ campaign, develop new partnerships with the Victorian Government and VicRoads to establish new educational and promotional programs which promote cycle safety– particularly for children and young people, and new drivers.

2006-2020

- 98.5. Investigate the viability of a 'Cycling Superstation' and alternatives which would provide accessible end-of-trip facilities for all CBD cyclists.

2006-2007

- 98.6. In conjunction with adjoining municipalities, reinforce the City of Melbourne's key regional cycling routes (see Map 2) through appropriate design treatment, signs, surface treatment, and road management.

2006- 2020

- 98.7. Work with VicRoads, cycle users and other stakeholders to build on the Principle Bicycle Network (PBN) by identifying new on road and off road routes within the City of Melbourne.

2006-2020

City Of Melbourne – Active Melbourne Strategy

99. The Active Melbourne Strategy has been developed to provide a strategic framework and identify the key actions for Council to ensure that a range of sport, recreation and leisure goals can be achieved. The strategy is part of Council's response to the issues and challenges of increasingly sedentary lifestyles, with the aim of enhancing the health and well being of our community. In its simplest form, this strategy will strive to provide opportunities for as many people as possible to participate in physical activities that contribute positively to their health and wellbeing.
100. In previous years, Council has approved both a Sports Policy and a Recreation and Leisure Strategy. With these documents due for review and the overlap of sport, recreation and leisure in the community, the development of the Active Melbourne Strategy will build on the successful foundations laid by these documents and effectively combine them into a single strategic plan. At the time of writing, 'Active Melbourne' is in draft form.

Kensington Action Plan

101. The Kensington Action Plan includes initiatives designed to boost cycling numbers and make the cycling environment safer. The specific initiatives are:
- 101.1. Improve bicycle networks and conditions for pedestrians by upgrading paths, connections, lights, gradients and crossings.
- 101.2. Promote education programs and initiatives including Vic Roads Bike Education and Travel On programs such as RACV Traffic Safety Education Program, Essendon Traffic School, Share the Road campaign.

APPENDIX TWO – GLOSSARY

Advanced start lines – include a cyclist lane that is closer to the pedestrian crossing than the other traffic lanes at traffic lights.

Storage or bicycle boxes – positioned between the pedestrian crossing at the stop lines for motor vehicles they allow for numerous cyclists to wait at traffic lights in a visible position and allow for early take off.

Shared bicycle/parking lane - offer space for cyclists to cycle between the adjoining traffic lane and parallel-parked cars. Recommended to be constructed between 3.5 and 4.5 m in width.

Wide kerbside lane - is a normal traffic lane on the outside lane of the carriageway that is wide enough to accommodate both a travelling cyclist and a motor vehicle side by side.

Bicycle Lantern – attached to traffic signals the lanterns allow cyclists to proceed through the intersection prior to other motor vehicles.

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