

21 December 2011

Manor Lakes PSP

Submission for the GAA draft Precinct Structure Plans open for public comment

Bicycle Network Victoria supports the provision of cycling networks in new suburban developments and welcomes the opportunity to make a submission to the draft Precinct Structure Plan process.

Bicycle Network Victoria is currently working on a three year project funded by VicHealth investigating how to overcome the low cycling rates in outer suburbs.

A key aspect of this, and a focus of the project, is the lack of consistent and appropriate planning and provision for cyclists of all ages and abilities. This has led to poor provision for potential cyclists who do not have the basic infrastructure to use their bikes for the many transport and recreational journeys/trips that can easily be done by bike. People are dependent on the car rather than having it as one of the travel options available to them. Travel and activity data from existing suburbs show that most trips to schools, friends and shops are within 1-6km – an easy distance to cycle. Trips to work and tertiary education tend to be much longer and rely upon good connections to public transport and places to leave a bicycle securely for the day.

Key deficiencies we have observed in existing suburbs are:

- Schools are not well connected to the wider path network with children expected to ride on busy connector streets with motor vehicles;
- train stations and other public transport hubs not connected to the cycle network;
- arterial roads above 60k/h with on-road bike lanes that only suit a small percentage of the population;
- lack of bicycle paths along rail reserves which would provide connections to stations for many people;
- widely spaced crossings of major barriers such as freeways and railways that mean long detours for bicycle trips; and
- a general deficiency of cycling infrastructure leading to a piecemeal, unconnected series of lane and paths that are not used (a bit like an incomplete water supply network made of a series of unconnected pipes that is expected to provide people with drinking water).

The project has developed a draft Planning Checklist for Cycling that aims to prevent these deficiencies and allow a quick assessment of whether the basic requirements for cycling have been met in development proposals. The Checklist covers the three basic criteria of:

- **Connectivity** (is it physically possible to ride to key destinations?);
- **Permeability** (encompassing directness and choice of routes –is cycling an attractive choice); and
- **Quality/Appropriateness** (does the cycling facility suit the people using it and the trip purpose?).

At **Precinct Structure Plan** level the checklist seeks to establish a finer grained network that allows access to local destinations as well as connections to surrounding areas. At PSP level there is an increased focus on the permeability and appropriateness of the bicycle network routes. Connector streets are usually shown at this level and many key destinations such as schools, community centres and Local Town Centres will be located on these streets.

Using the Planning Checklist for Cycling as an evaluation tool, Bicycle Network Victoria offers the following suggestions for the draft Manor Lakes Precinct Structure Plan (see attached annotated plan and table:

Manor Lakes

Connectivity –

Network of bicycle routes - bicycle routes (on-road lanes and/or off-road paths) are provided along connector and arterial streets and local access streets are configured to limit speeds and volumes. There are also additional shared paths along local access streets which enhances connectivity to local destinations, especially local parks. This provides connectivity to most destinations, including school, parks and Local Town Centres and all residences will be within 400m of a marked bicycle route.

Connections to destinations - The eastern Local Town Centre (LTC) is well connected via off-road paths and on-road lanes though an off-road bike path on the central connector street should be provided. The smaller southern local centre is also connected via bike lanes on the connector street.

Permeability –

Access into Town Centres – Detail of access for bikes within the Eastern LTC is not shown in the plan and seems to rely on local access streets. Figures 1&2 are blanked out in the draft plan.

Access to Schools, Parks Community Centres – All the schools, community centres and active open spaces proposed have off-road path connections to the wider off road path network. The link from Lollypop Creek into the central active open space is shown in Plans 5 & 14 but not in the detailed plans at Figure 5.

Crossing of barriers – Ison Rd to the east is a potential significant barrier for permeability to the east. A crossing point has been indicated for Lollypop creek which overcomes this barrier and potential pedestrian crossings are proposed where shared paths cross the road to the north and south. The Outer Metro Ring road is a potential barrier to the west though the area is reserved for proposed grasslands. A crossing point of the OMR for the Lollypop creek path would allow access to the grasslands for recreational purposes and should be planned in the future development of the OMR.

Quality/Appropriateness –

Connector streets with schools, parks, community facilities – most schools, parks and community facilities will be located on connector streets. These streets are likely to carry significant motor vehicle traffic volumes at moderate speeds (50-80km/h). On-road bike lanes on these roads are unlikely to be used by school children, family groups or novice riders and separated off-road paths, with clear and unhindered crossing of minor streets, are more appropriate. They also serve to connect to the wider off road path network alongside parks and green corridors. Most connector streets in the plan area propose on-road lanes whereas the northern street and the other that link from the south to the west pass schools and parks and would be better designed with off-road paths. They are also designated as bus routes – see below.

Connector streets with buses and bikes - Most of the connector streets have marked on-road bike lanes on potential bus routes. This may lead to conflict between buses and bikes as buses must cross and recross the bike lane to load and unload passengers. Off road bike paths are more appropriate on these routes as bicycles can run behind stops and high frequency bus services will not be hindered in their operation. Off –road bike paths also mean a narrower paved road width which is easier for pedestrians and potential bus passengers to cross. The extension of Eureka Drive is especially important as it provides the direct link to the future Manor Lakes train station.

Bike lanes on high speed roads – Ison Rd, Ballan Rd and Greens Rd are higher speed arterial roads which propose on-road bike lanes alongside motor vehicles travelling above 70-80km/h. Austroads Guides to Road Design (2009, 2011) recommend separated bike paths for these traffic regimes and these are much more likely to be used by less confident and novice bike riders such as children and family groups who do the majority of riding in the community via short trips to school, shops and friend and for recreation. Separated, bike only paths are more appropriate for these roads but care needs to be taken to design intersections and cross overs (driveways etc.) to provide clear and unhindered passage for bike riders. A bike path that stops and gives way at minor intersections does not properly provide or encourage bike riding.

Separated bike paths from pedestrians – where high volumes of bikes riders and pedestrians are expected, especially at peak times such as before and after school, there is the potential for conflict on shared paths. This can be seen on some of the most popular existing shared paths in Melbourne such as the Main Yarra Trail and the Inner Circle Trail where high volumes of bike riders and walkers mean both are disadvantaged. This can discourage walking and cycling; especially by the more vulnerable who may be fearful of venturing onto a busy shared space. Widening of the path only works up to a certain point and then it makes more sense to provide separated bike and pedestrian paths. Experience and modelling has shown that where peak bicycle volumes exceed 200 bikes per hour with more than 100 pedestrians per hour then separate bike and pedestrian paths are appropriate. The links from Lollypop Creek through the LTC would be a candidate for a separated bike path rather than a shared path.

Undercover bicycle parking at public transport hubs – many local trips can be made by bike but longer trips using a bicycle, especially to distant workplaces and tertiary education, rely upon connections to public transport and leaving in a secure place for the day. The current Parkiteer cages at train stations are an example of secure, undercover bicycle parking that allows people to ride to the station and leave their bike. Similar facilities should be provided where public transport connections for bike riders are expected.

Regards

Bart Sbeghen
Healthy New Suburbs
Bicycle Network Victoria



Figure 1: Annotated plan with bicycle comments.

Table 1: Planning Checklist Assessment

Precinct Structure Plan		Manor Lakes Precinct Structure Plan		
		Yes	No	Response
Item 1	Corridor routes			
Connectivity				
	Are separated, continuous paths provided alongside all freeways, railway reserves and other green corridors?	1		Freeway, creeks covered. Rail reserve out to east
	Are bicycle routes provided along major roads (Principal Bicycle Network routes and other major roads)?	1		
	Are paths provided along all Metropolitan Trail Network Paths (MTN)?	1		Paths provided on both sides of Lollypop Creek
Item 2	Local destinations			
Connectivity				
	Are bicycle routes provided along all connector streets?	1		Section 5 shows bike lanes
	Are bicycle routes provided to parks, shops, schools and community services etc.?	1		Shared paths along parks and roads and on-road lanes. Figure 5 does not show the connection to park from Lollypop creek shown on figure 4 and Plan 14
Item 3	Residence connections			
Connectivity				
	Are all residents within 400m of a marked bicycle route?	1		Yes
Item 4	Choice of routes - activity centres			
Permeability				
	Is there a choice of bicycle routes into and through activity centres to suit a range of trip types and purposes?		1	Connection to eastern LTC via shared path from north but no detail on connections into and within
	Are there connections to minor and major destinations within the activity centre?		1	Connection to eastern LTC via shared path from north but no detail on connections into and within
Item 5	Choice of route - separate paths			
Permeability				
	Have direct routes for transport cycling been provided that are not shared with other path users on foot?	1		Mix of on road lanes & off road shared paths provides options. Connection on-road exclusive lanes or path should connect thru centre across bottom of park
Item 6	Barriers and crossings			
Permeability				
	Are crossing points at barriers provided at least every 800m?	1		Ped crossing provided of arterial roads. Crossings of freeway not shown for access for Lollypop Ck path to grasslands. Underpass for Lollypop creek of Ison Rd preferred - Item 4 of Table 11 specifies crossing but not underpass

Precinct Structure Plan

Manor Lakes Precinct Structure Plan

		Yes	No	Response
Item 7	Topography			
Permeability				
	Does the planned bicycle network take account of topography and avoid hills where possible?	1		Follows drainage. Relatively flat
Item 8	Separation and volumes			
Quality				
	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?		1	Only: "Footpaths and cycle paths must be provided with increased width in areas expecting high foot traffic such as near schools, community centres, activity centres, rail station & public transport interchanges & bus stops."
	Are local streets configured to allow shared use by bikes and motor vehicles (speeds <40km/h and volumes of <3-5000vpd)?	1		Shared paths also provided
	Are marked bicycle lanes or off –road paths provided for connector or arterial roads up to 60km/h and volumes < 5000vpd?	1		Bike lanes. Off road exclusive bike paths would be better
	Are separated paths provided for arterial roads (speeds over 60km/h and volumes above 5000vpd) and on connector streets with schools?	1		Bike lanes and shared paths on arterial roads
Item 9	Off-road paths			
Quality				
	Are all off road paths at least 2.5m wide with 1m clearance each side?	1		3m shared paths along creeks and 2.5m through reserves specified
	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 (usually off-road path)?	1		Figures 3&4 show connections
	Are off-road paths provided on the side of the road or barrier that provides the best connections to destinations?	1		Shared paths on both sides of creeks, arterial roads and freeways
Item 10	Bikes and public transport			
Quality				
	Have interactions with the on road public transport network (buses and trams) been catered for?		1	Bus routes on connector streets have bike lanes not off road paths
	Is secure parking (undercover locked cage with multiple rails inside) provided at railway stations and major bus interchanges?		1	"Bicycle parking should be provided within the street network in highly visible locations and close to pedestrian desire lines and gathering spaces."