

Draft RideSafe Strategy 2020



Please note that this is not the final appearance of the RideSafe Strategy. Graphic design work will be completed following the public exhibition period.



Acknowledgement of Country

Mornington Peninsula Shire acknowledges and pays respect to the elders, families and ancestors of the Bunurong/BoonWurrung people, who have been the custodians of this land for many thousands of years. We acknowledge that the land on which we meet is the place of age-old ceremonies, celebrations, initiation and renewal; and that the Bunurong/BoonWurrung peoples' living culture continues to have a unique role in the life of this region.



The RideSafe Vision

The vision of the RideSafe Strategy 2020 is to encourage more people to cycle on the Mornington Peninsula for transport and recreation purposes, by providing a safe, low stress, integrated and connected cycling network that focuses on the user experience.

The following four strategic objectives have been developed to assist in achieving this overarching vision.

Strategic Objectives

1. Improve cycling infrastructure to reduce the risk to users

The effect cyclist trauma on limiting participation is very strong. The provision of infrastructure to lower the perceived risk will likely have a strong influence on participation rates. Along with the associated infrastructure, the most effective way to reduce the risk and increase the safety of cycling is to encourage more people to cycle.

2. Develop a connected cycling network to ensure all areas of the Peninsula can be accessed by bicycle

In order to take up cycling as a legitimate transport option, people want a network of low-stress cycling routes that connect directly and conveniently to other local and regional routes and destinations, and that integrate with routes of other transport modes.

3. Enhance the user experience to encourage more people to cycle

The Strategy seeks to encourage and facilitate cycling and non-vehicular modes of transport for both recreational trips and short distance trips through the creation of a cyclist friendly environment. Cyclist friendly environments are created through low stress, integrated and connected networks which also include safe crossing points, wayfinding signage, cycle storage facilities, rest stations, are designed to appropriate standards and well maintained.

4. Educate road and trail users and promote cycling on the Mornington Peninsula

Educating all road users about cyclist safety is important in creating a safe cycling environment, which ultimately leads to increased participation. The Strategy recognises the importance of supporting cycle tourism through promotion of the Peninsula's key cycling routes and recreational trails. A key focus of this strategy, in line with increasing cycle tourism, is increasing the participation of underrepresented groups.

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Introduction

Council adopted the original RideSafe Strategy in 2010 to provide the Shire with guidance in strategically planning cycling infrastructure to promote and encourage cycling for both sustainable transport and recreation purposes.

RideSafe 2010 has served the Shire well in planning cycling infrastructure, seeking funding and promoting cycling on the Mornington Peninsula. This has resulted in an investment of \$1.6 million into new cycling infrastructure and facilities, in addition to the Shire's continued investment in footpaths and shared paths of \$7.1 million.

Since the adoption of RideSafe 2010, the cycling environment on the Peninsula and state-wide has evolved. The State Government has released the Victorian Cycling Strategy 2018-28, which revealed a renewed focus to invest in safer, lower-stress, better-connected networks, prioritising strategic cycling corridors and making cycling a more inclusive experience.

In light of these changes, it was identified as an opportune time to review the RideSafe 2010 strategy to ensure that it remains receptive to the needs of the Mornington Peninsula's current and future cycling environment, whilst also aligning with the State Government's strategic direction for cycling.

The initial review process involved benchmarking exercises, an environmental scan of the current and projected cycling trends and research, consultation with other local and state agencies and initial consultation with underrepresented cycling groups. The findings from this review process informed the development of strategic objectives, designed to increase cycle participation rates on the Mornington Peninsula.

Following the review process, a background paper was put on public exhibition and extensive community consultation was undertaken. The community consultation process resulted in over 400 social media engagements and over 500 submissions received. The new RideSafe Strategy 2020 (the Strategy) was been developed following the consultation exercise, with consideration given to the feedback received. The Strategy will guide the Shire to allocate resources most efficiently to remove inhibiting factors to cycling participation and increase cycle participation on the Mornington Peninsula.

Policy Context

Council Plan

Cycling as a mode of transport aligns with the connectivity theme of the Council Plan. Presented in Table 1.

The Council Plan provides detailed strategic direction in achieving our goal of a “connected and mobile community”.

These actions include:

1. Educate and advocate for the ongoing implementation of sustainable transport options in the Shire.
2. Educate and promote alternative transport options within the Shire.
3. Plan and deliver transport infrastructure to service the needs of the Mornington Peninsula community.
4. Implement programs to improve road safety and maximise the safety of all road users.
5. Improve informational and guidance signage to facilitate easier mobility in the Shire.
6. Improve walking and cycling infrastructure to drive active transport and increase awareness of the needs of all road users.
7. Continue the enhancement of the Shire’s Trail Network.

Related Council Strategies

- Transport to 2050 - Integrated Transport Strategy (currently in development)
- Ensuring Our Future – Our Climate Emergency Response from 2020-2030ESD Policy for Council Buildings and Civil Works (currently in development)
- Sustainable Transport Strategy 2015-2020
- Roadside Equestrian & Mountain Bike Trails Strategy 2012
- Pedestrian Access Strategy 2019
- Positive Ageing Strategy 2013-2018
- Housing and Settlement Strategy 2017
- Special Charge Schemes Policy for Infrastructure Works 2018
- Disability Inclusion Plan 2018-2022
- Municipal Public Health and Wellbeing Plan 2017-2021
- Road Management Plan 2018
- Carbon Neutral Policy 2016

State Government Strategies

- Victorian Cycling Strategy 2018-2028
- Plan Melbourne Strategy 2017-2050
- Victorian Pedestrian Access Strategy 2010
- Public Health and Wellbeing Plan 2019-2023

Federal Government Strategies

- National Cycling Strategy 2011-2016

Table 1: Themes of the Mornington Peninsula Shire Council Plan 2017-21

Theme	Community Outcome	Strategic Objective
Our Place	Protection and enhancement of the unique natural and built characteristics of the Mornington Peninsula Inclusive, functional and accessible places Strong resilience and adaptation to climate change	<ol style="list-style-type: none"> 1. Through strategic planning we improve and protect the unique characteristics of the Mornington Peninsula 2. We create thriving, accessible and inclusive places to live, work and visit 3. Our stewardship and advocacy protects and enhances the Mornington Peninsula’s biodiversity and coastal experience 4. We demonstrate leadership in climate change mitigation and adaptation
Our Connectivity	A connected and mobile community	<ol style="list-style-type: none"> 1. Our advocacy and communications leads to improved mobility and connectivity within the Mornington Peninsula 2. We support an integrated transport and connectivity network
Our Prosperity	Employment, education and training opportunities exist within the Mornington Peninsula The Mornington Peninsula economy is sustainable, diverse and successful A year-round visitor economy that is dispersed throughout the Mornington Peninsula	<ol style="list-style-type: none"> 1. Our work facilitates opportunities for job creation and an environment for business to succeed 2. Support our visitor economy to enhance shoulder season and off peak visitor experiences that are dispersed throughout the region 3. Our efforts grow key strategic industries in the Mornington Peninsula
Our Wellbeing	A healthy, happy, inclusive and active community	<ol style="list-style-type: none"> 1. Our community works together to achieve reasonable standards of health and wellbeing for all residents 2. Elder citizens feel valued and are supported 3. Children feel valued and are supported 4. Youth feel valued and are supported 5. Families and parents feel valued and are supported 6. People with a disability feel valued and are supported 7. A self-determined, engaged and inclusive community is accessible to all residents 8. Our community is sustained through crisis 9. Facilitate and promote connected and active lives 10. Facilitate and promote cultural connection and participation

The Benefits of Cycling

The Peninsula has experienced a steady population growth of almost 7 per cent since 2011. The population is projected to grow to over 180,000 by 2036. The Peninsula's population surges in the holiday period, where it hosts most of the estimated 6.3 million visitors annually. The growth in population and the growing tourism numbers place strain on the local road network and consequently presents the Mornington Peninsula Shire with a challenge in managing these transport pressures.

Bicycles are a convenient and cost-effective way of exploring the peninsula and commuting. Bicycles are a more space efficient form of transport in comparison to cars, they allow people to travel longer distances than they can walk and integrate much more effectively with public transport trips than driving and parking cars.

The benefits from an increased number of cyclist trips on the Peninsula will be enjoyed by residents and visitors alike. An increase in cycling will facilitate a more integrated and connected transport system where all the modes could complement each other. Cycling will allow for more people to move freely on our transport network, resulting in reduced delays and congestion on our roads. By reducing the number and proportion of car trips, space could be reallocated to expand our footpaths, cycle facilities and bus lanes.

The revised Strategy will provide a strategic approach to reduce car dependency on the peninsula and in turn support a behavioural shift towards a culture of cycling for both recreation and transport purposes.

Cycling also brings a range of broader benefits to the community. These benefits range from improved health of cyclists and reduced environmental impacts to a more prosperous economy and community. Some of the benefits of cycling are explored below:





Health

Health professionals recommend a minimum of 30 minutes of exercise per day. This is enough to maintain good physical and mental health for an average person. Riding to work, school or taking your bike on short neighbourhood trips is a convenient and practical way to incorporate the recommended regular exercise into your day.

Research suggests that just three and a half hours of cycling per week can reduce your risk of cardio-vascular disease by 20% (Oja, et al., 2011).

Community

Cycling enables social interaction and allows for a connected community. More cyclists in our neighbourhoods also increases cycling presence on our roads, thereby promoting a safer road environment.

Cycling also allows for a low-cost transport alternative for the lower socioeconomic demographic and allows increased mobility for younger people including school-aged children.

Road Safety

Cycling presents a very low road safety threat to other road users when compared to cars. Research suggests that communities with higher levels of cycling have fewer cyclist lives lost. This is mainly attributed to the increased road presence and visibility of cyclists (Robinson, 2005).

Transport accounts for approximately 30% of carbon emissions on the Mornington Peninsula Shire, meaning we can make significant progress towards our emissions targets through improved transport practices.

Environment

Cycling is a pollution-free mode of transport. Promoting cycling aligns with both the Mornington Peninsula Shire's declaration of a Climate Emergency in August 2019, and its Carbon Neutrality Policy, adopted in February 2016.

One person cycling 10 kilometres each way to work and back would save approximately 800 kilograms of greenhouse emissions annually. This distance is equivalent to a trip from Rosebud Plaza to the Blairgowrie shopping strip, which is approximately a 30-minute bike ride.

Economic

The Mornington Peninsula receives approximately 6.3 million visitors every year. This results in significant seasonal congestion on our road network, especially during the summer peak. It is estimated that by the end of 2020, congestion will cost Australia \$20.4 billion per year. More bikes and less cars on the road can reduce this congestion and the associated cost to the economy.

Research also suggests that bike lanes and cycling can increase local retail sales by 24% (Aldred, 2014).



Understanding Cyclists

There are many different types of cyclists with differing levels of skills and confidence, who cycle for various reasons. Understanding the reasons for cycling is important to ensure the most effective infrastructure and facilities are developed for each respective user category. The planning and development of appropriate infrastructure facilities will be the primary driver in encouraging and facilitating an increased level of cycle participation.

The differing skills and abilities of various groups can require different infrastructure. The two main infrastructure types that satisfy all cyclist categories are off-road pathways and on-road cycle lanes.

Seven categories of cyclist have been identified and their specific characteristics and requirements are shown in Table 2.

Table 2: Types of cyclists and their expectations

Category	Rider characteristics	Rider environment
Primary school children	Cognitive skills not developed, little knowledge of road rules, require supervision.	Off-road paths, very low volume residential streets or footpaths (permitted for children under 13 in Victoria).
Secondary school children	Skill varies, developing confidence.	Generally use on-road facilities or off-road paths where available.
Recreational	Experience, age, skills vary greatly.	Desire off-road paths and quiet local streets, avoid heavily trafficked routes, more experienced may use road system for long journeys.
Commuter	Vary in age, skill and fitness. Some are highly skilled and able to handle a variety of traffic conditions.	Some favour off-road paths or low-stress roads over more direct routes, others want quick trips regardless of traffic conditions. Require space to ride and smooth riding surface, speed maintenance as well as appropriate end of trip facilities.
Utility	Ride for specific purposes (shopping), short length trips.	Not on highly trafficked roads, needs include comprehensive, low-stress routes, appropriate end of trip facilities.
Touring	Long distance journeys, may be heavily equipped, some travel in groups.	Often route is similar to that of other categories.
Sporting	Often in groups, two abreast occupying left lane, needs similar to commuters.	Travel long distances in training on arterial roads, may include challenging terrain in outer urban or rural areas, generally do not use off-road routes because of high speed and conflict with other users.

Barriers to cycling

Understanding what the barriers are to cycling enables solutions to be implemented to facilitate and encourage cycle participation. It is important to note that some barriers can be overcome with simple measures, whereas others may never be overcome regardless of the action taken. Table 3 outlines some of the potential barriers and possible solutions.

Table 3: Barriers to riding bikes

Barriers to cycling	Potential methods to overcome barriers
<p>“I don’t feel safe”</p>	<ul style="list-style-type: none"> • Upgrade bicycle infrastructure to improve safety and reduce potential conflict between cars, bike riders and pedestrians. • Separate cyclists from vehicles by providing off-road bike paths. • Promote ‘share the path’ messages and encourage courteous behaviour by all path and road users.
<p>“The distance is too far”</p>	<ul style="list-style-type: none"> • Ensure route information and maps provide estimated travel times and distances. • Encourage people to take shorter local rides to build up their confidence and endurance. • Consider the promotion of E-bikes and E-scooters.
<p>“I don’t own a bicycle”</p>	<ul style="list-style-type: none"> • Encourage businesses close to cycle facilities to lease bicycles. • Encourage people to borrow a bike if they want to try riding before they commit to buying a bike. • Continue to offer bicycle vouchers at Pay It Forward Bicycle Education
<p>“I’m not a bike rider – that’s just not me”</p>	<ul style="list-style-type: none"> • Promote that people of all demographics and abilities cycle for different reasons. • There will always be a proportion of the community who will not ride a bike, for some this barrier may not be able to be overcome.
<p>“There is no direct or convenient route”</p>	<ul style="list-style-type: none"> • Provide information, maps and route planning options to help people identify suitable bike routes. • Continue to improve the cycling network so that it provides connected and convenient routes.
<p>“I don’t like riding on the road”</p>	<ul style="list-style-type: none"> • Provide separation from vehicles by providing a network of off-road bike paths and physically separated on-road bike lanes. • Provide bike education to develop experience and confidence in riding on the roads. • Provide information on how to ride safely on the road and on-road rules and etiquette.
<p>“I’m not fit enough”</p>	<ul style="list-style-type: none"> • Promote that there are many different people, of all abilities, who cycle for different reasons. Highlight options such as E-bikes and scooters. • Encourage people to start with shorter trips and recreational rides to build their fitness and endurance.

Barriers to cycling	• Potential methods to overcome barriers
“I don’t know how to ride a bike”	<ul style="list-style-type: none"> • Provide information on how to ride safely and on riding etiquette. • Provide bike education to develop experience and confidence in riding a bike.
“I have to make other stops on the way”	<ul style="list-style-type: none"> • Encourage cycling for other trips or for recreation, not just commuting. • May be a real barrier and may be difficult to overcome.
“No end-of-trip facilities at my destination”	<ul style="list-style-type: none"> • Increase provision of end-of-trip facilities, including in appropriate Shire projects, new developments. • If there is adequate demand, consider developing central, shared end-of-trip facilities in priority locations.

Current Research and Trends

Current research and surveys highlight that 60 per cent of Victorians are curious about cycling but are deterred by real or perceived safety concerns. The Victorian Cycling Strategy identifies that the provision of safer, lower-stress, better connected networks and the development of a more inclusive cyclist experience will facilitate and encourage cycling for both transport and recreation purposes. State Government surveys highlight that the provision of these safe cycling environments would encourage 4 in 10 people to cycle more often to destinations close to where they live.

The 2017 National Cycling Participation Survey reveals an overall decline in cycling participation by approximately 5 per cent from 2011 to 2016. In Victoria, the cycling participation rates are marginally higher than the national average, however this still follows the downwards trend. Cycle participation accounts for approximately 1,015,800 Victorian residents riding in a typical week and 2,170,600 residents riding at least once a year.



Cycling Infrastructure

Cycling safety has improved significantly between 1990 and 2014, as cycling fatalities per 100,000 inhabitants decreased by 46% in Australia. However, cycling-related crashes comprise 15 per cent of all road hospitalisations despite representing less than 1 per cent of kilometres travelled in Australia. These statistics reinforce concerns over safety which acts as a major barrier to more people cycling. Addressing safety concerns presents as a key opportunity to increase cycle participation, as this targets the 60% of the community who are interested in cycling yet are concerned for safety. Investments in dedicated cycling infrastructure can increase cycle participation within a short period of time. This was evident in Bogota, Colombia and Seville, Spain, both of which experienced a cycling boom shortly after the installation of over 300km of protected cycle tracks. Such protected facilities are especially important to attract a more diverse range of people to cycle, namely women, children and seniors.

Footpath Riding

Another possible solution to engage less confident cyclists is allowing footpath riding for people of all ages. This has been implemented in Tasmania, Queensland, WA, SA, ACT and NT. Research in Queensland indicates the footpath was used by cyclists in locations where the urban road was considered unsafe or inconvenient. Providing the opportunity to ride on the footpaths may encourage new cyclists due to a lower level of perceived danger. In NSW, children aged up to 16 are legally able to ride on the footpath. This policy is based on studies which indicate adequate road sense is not developed until the age of 16. In Victoria, the maximum legal age of cycling on footpaths was recently increased from 12 to 13 years of age.





School Programs

Implementation of bike safety education programs in schools have been proven to be effective in developing bike safety knowledge and skills of school aged children. Despite improvements in bike safety knowledge, research indicates education is not effective in changing behaviour to encourage more children to ride to school. Other strategies are required to promote cycling to school, such as the Victorian Ride2School program. Evaluation of this program highlights children enjoy walking and cycling to school and parental involvement is crucial to achieve changes in travel behaviour.

Global Cycling

Global cycling participation rates have increased significantly within recent decades, with the most dramatic growth occurring in cities where cycling had not previously been a regular means of travel. The success of cycling in Europe and North America has been attributed to the shift in cultural attitudes towards less car dependence and increased demand for development in or near the city centre. The future of cycling is predicted to continue increasing due to the recent innovations of bike sharing systems and electric-assisted bikes (E-bikes) and scooters.

Collaboration with other agencies

As the bicycle network on the Peninsula is under the jurisdiction of multiple agencies it is important to work collaboratively to deliver the best outcome for the end user. The two other state agencies concerned with bicycle infrastructure within the Shire are the Department of Transport and Parks Victoria. Each of these agencies control different aspects of the current bike infrastructure and through collaboration with the Shire, would be able to assist in achieving greater community benefits.

As well as these two external agencies who control the physical infrastructure, working alongside organisations such as Bicycle Network, Amy Gillett Foundation in addition to local bicycle user groups will ensure project outcomes will meet the current and future needs of the Peninsula's cycling environment.

The Standard of Infrastructure

It is important that all new infrastructure is built to the standard of current best practice. When determining what current best practice is for bicycle infrastructure, it is important to look at European cycling cities such as Copenhagen in Denmark and Amsterdam in The Netherlands. These cities successfully engage, promote and encourage cycling and cycle safety to their guests and residents through their infrastructure.

There is a need for different infrastructure at different points on a bicycle network, whether on-road or off-road. Austroads has prescribed standards for the types of facilities that should be provided.



Community Consultation

The community consultation in the development of the Draft RideSafe Strategy was completed over a period of 2 months, resulting in 403 social media engagements and comments; in addition to 504 individual survey submissions via 'have your say' surveys. The submissions received from the consultation exercise provided a broad mix of age groups, however the 16 to 22 age groups were underrepresented (Figure 1). Positively, the submissions received accounted for a gender split of 52% male and 46% female (Figure 2). Additionally, 86% of respondents indicated they are permanent residents of the Shire while a further 5% have a holiday home in the Shire. The remaining responses were from day or weekend visitors (Figure 3).

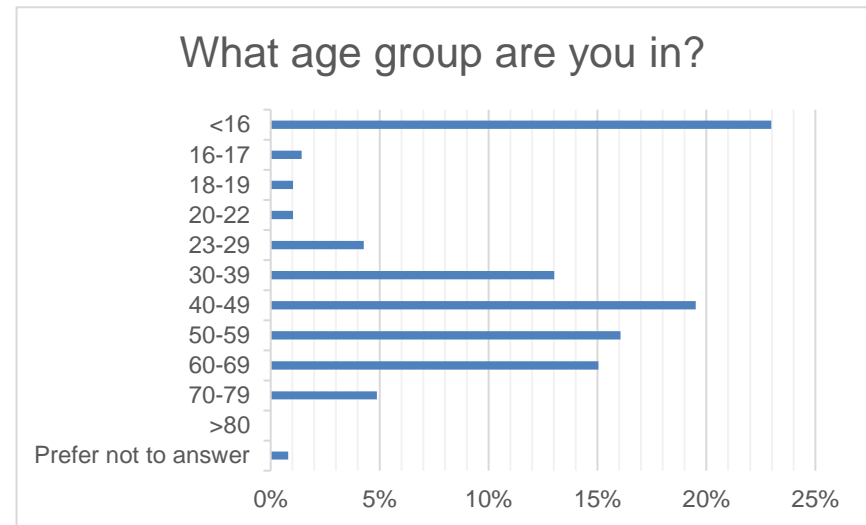


Figure 1: Results of Survey Question 1

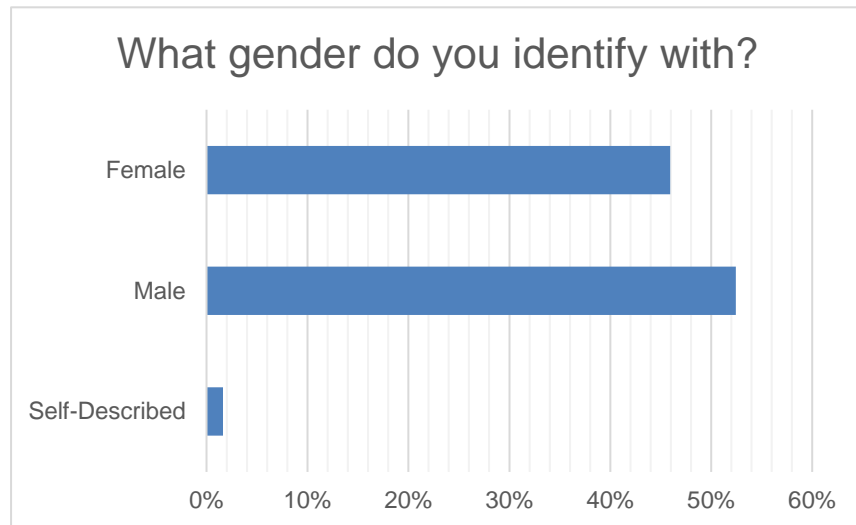


Figure 2: Results of Survey Question 2

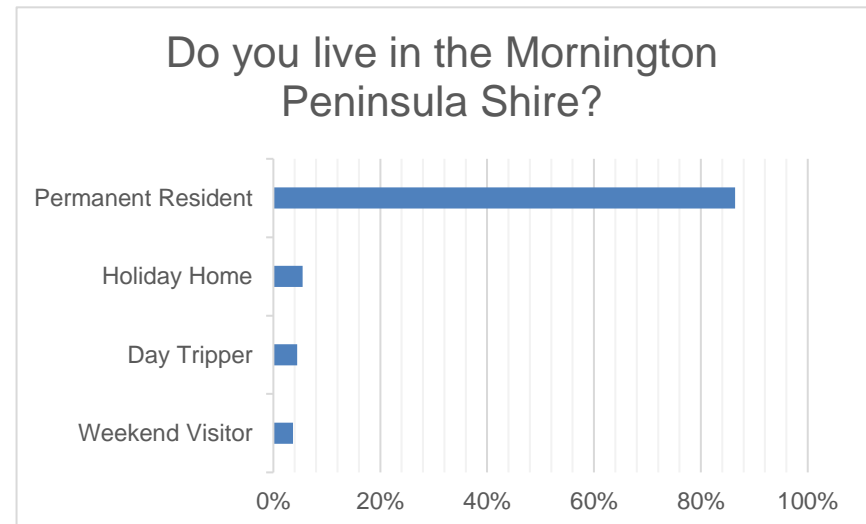


Figure 3: Results of Survey Question 3

The consultation revealed that 67% of respondents were interested in cycling and do cycle, with approximately 16% interested in cycling but do not cycle (Figure 4) indicating that in general those who cycle were more likely to respond to the survey. 20% of respondents reported cycling daily, while the largest proportion (34%) reported cycling on average once a week. A further 34% of respondents indicated that they cycle monthly (Figure 5).

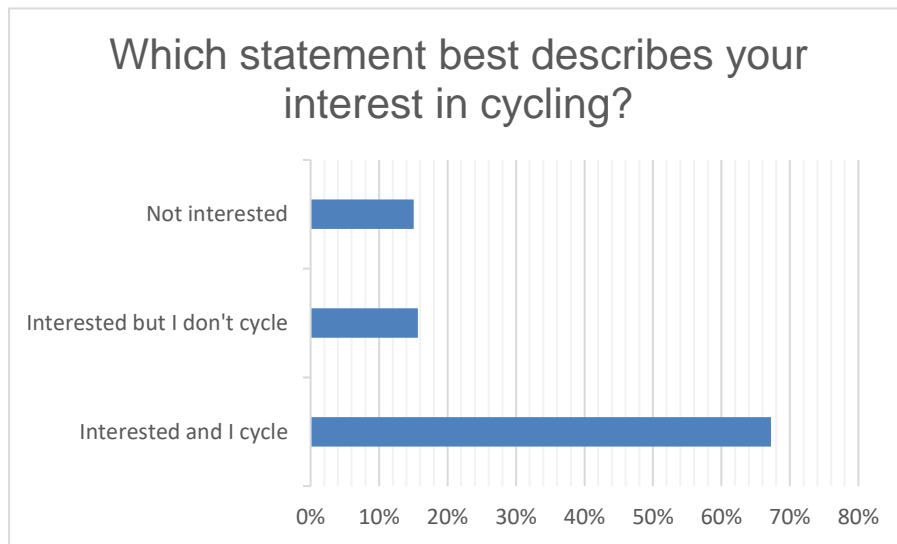


Figure 4: Results of Survey Question 5

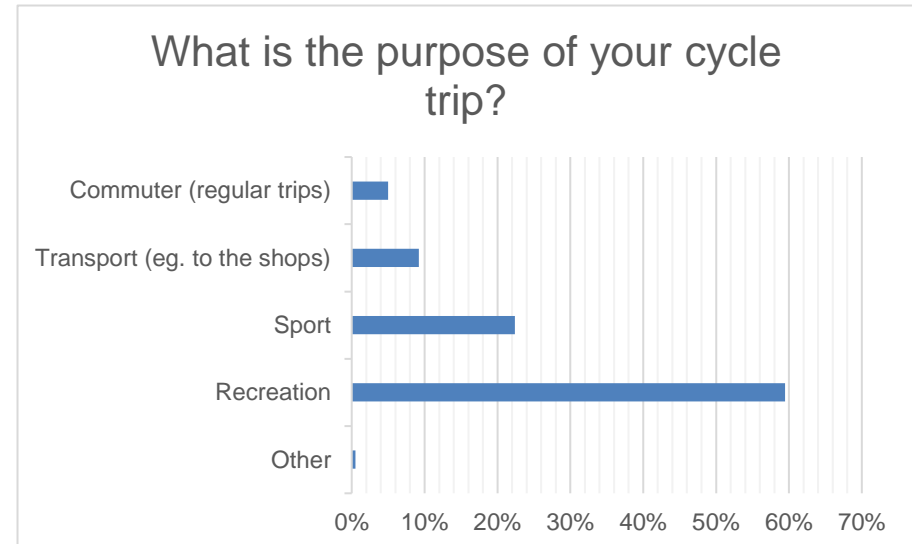


Figure 5: Results of Survey Question 7

Most respondents (59%) reported cycling for recreation (Figure 6). 37% of respondents to the survey indicated that they ride on roads. However, only 8% and 6%, specifically indicated doing so on roads with cycle lanes and roads with sealed shoulders, respectively. A further 32% of survey respondents indicated that they only cycle on designated cycling or shared use paths (Figure 7).

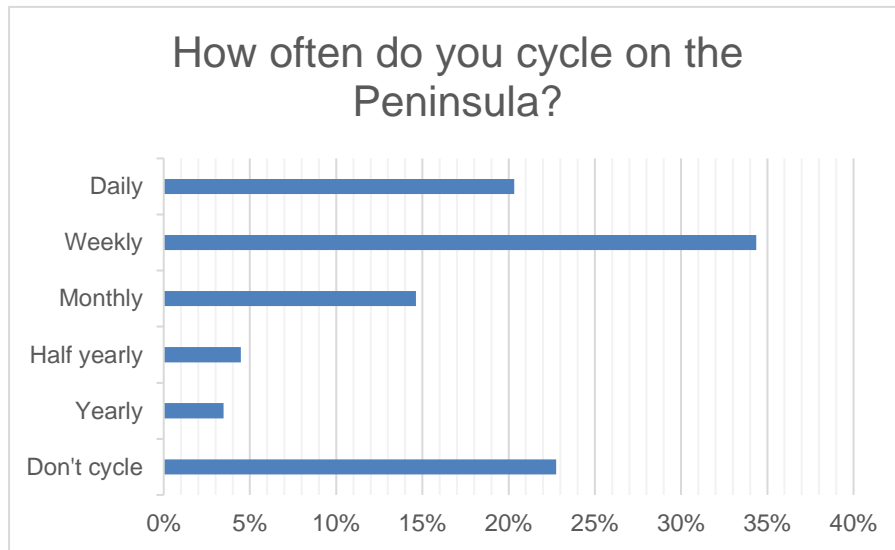


Figure 6: Results of Survey Question 6

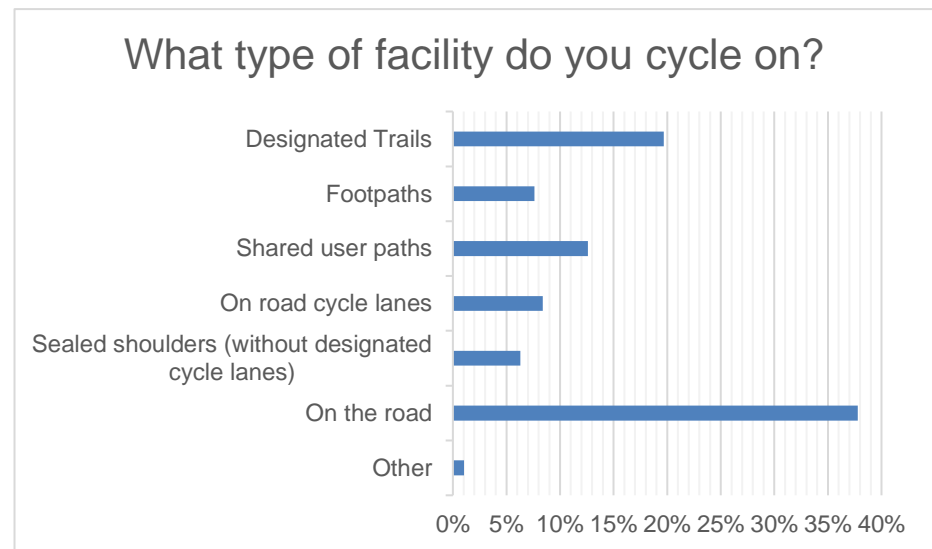


Figure 7: Results of Survey Question 8

Of the reasons given for not cycling, the most common response was as a lack of separated on-road cycling lanes, closely followed by a lack of bicycle ownership, then a lack of off-road shared use paths. Of the respondents who selected “Other”, most cited a lack of interest in cycling, while some pointed to more general safety concerns (Figure 8).

These responses are reflected in the response to the question of what would be needed to increase the respondent’s cycling participation. 31% of respondents indicated that more separated cycling paths would increase their participation, while 21% indicated that more on-road cycling lanes would increase uptake (Figure 9).

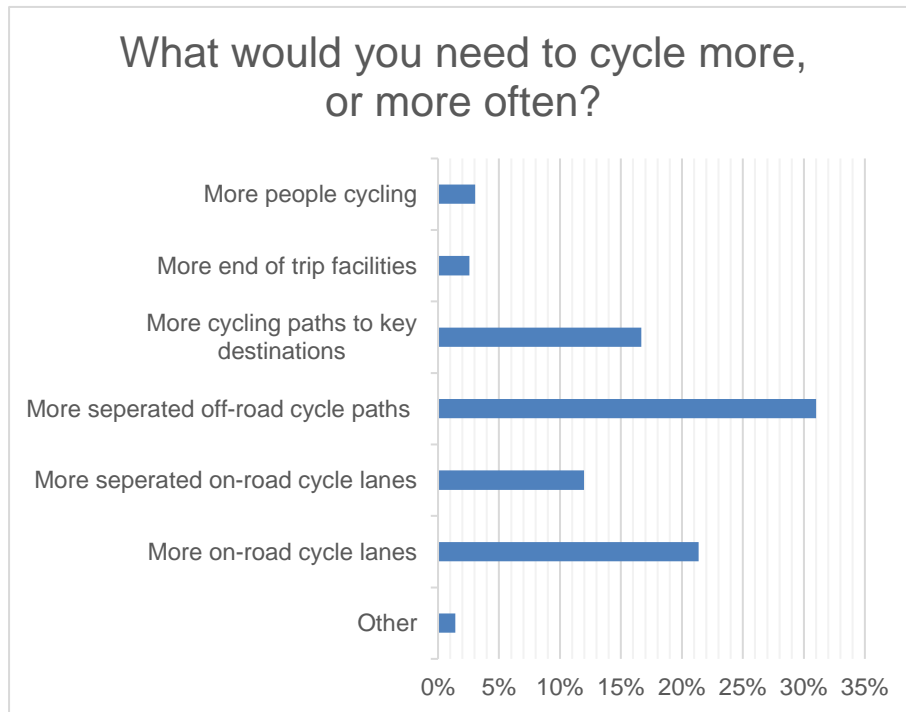


Figure 8: Results of Survey Question 10

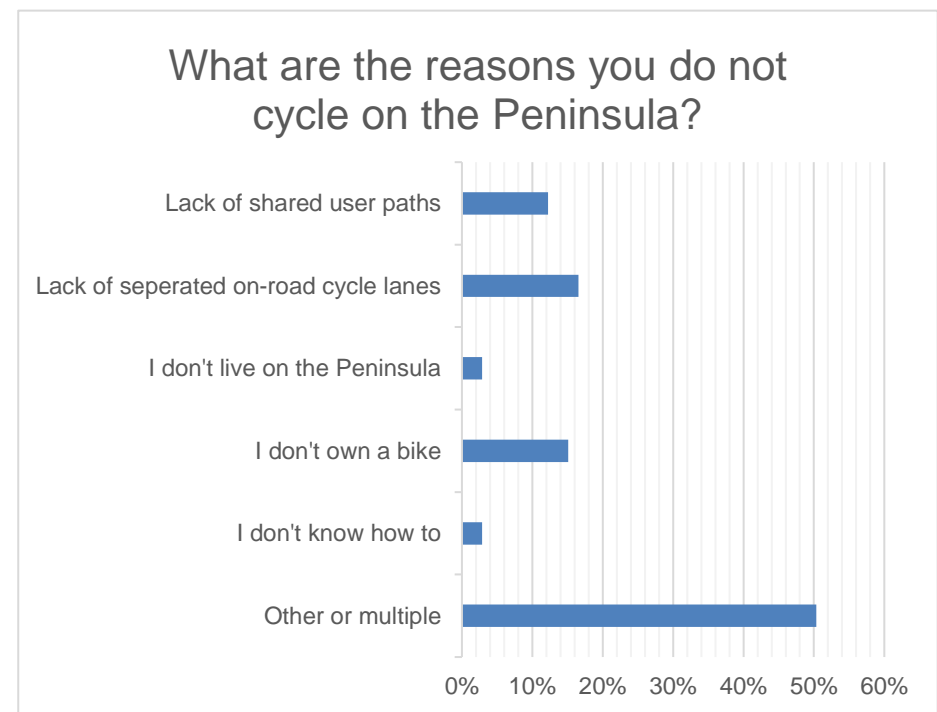


Figure 9: Results of Survey Question 9

35% of respondents indicated that they would cycle daily if the improvements mentioned in the previous question were implemented (Figure 10), an increase of 15%.

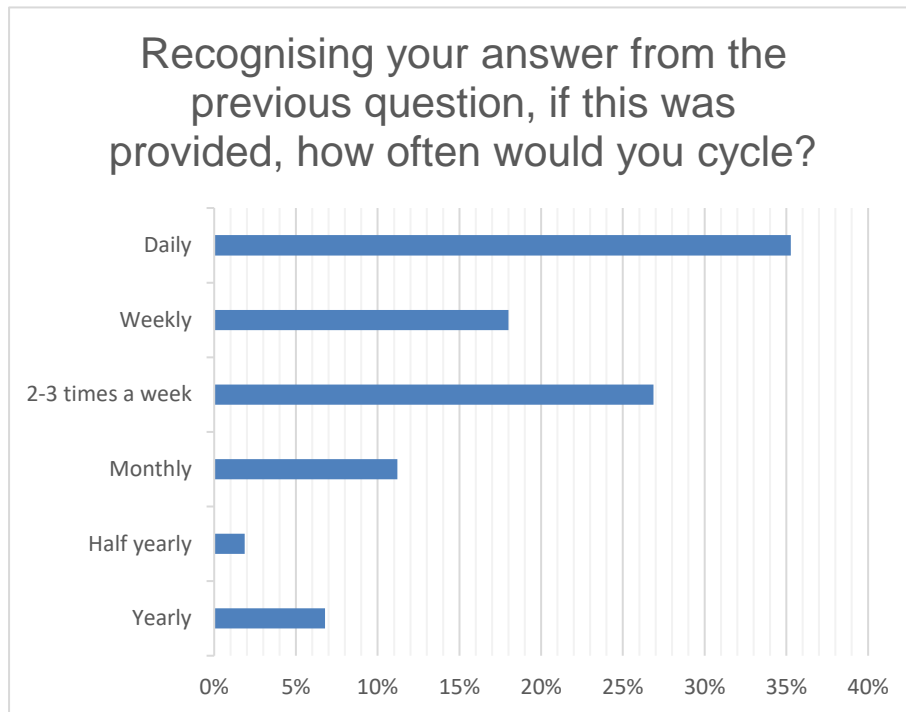


Figure 10: Results of Survey Question 11

The consultation data revealed that overall, respondents were unsatisfied with the level of cycling infrastructure and facilities on the Peninsula, with 76% of respondents providing a score from 0 to 5 out of a possible 10 (highest level of satisfaction). This highlights that significant investment is required to improve cycling infrastructure and facilities (Figure 11).

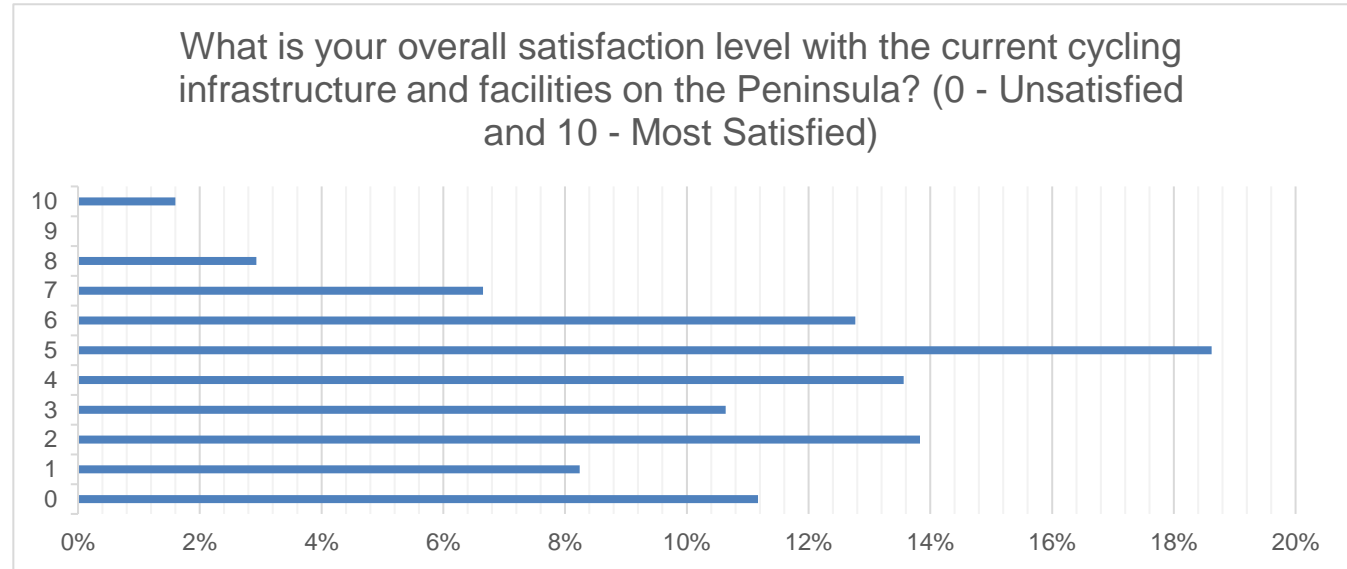


Figure 11: Results of Survey Question 13

There was also a clear indication of the types of cycling infrastructure and facilities that respondents were wanting to see budget expenditure on in order of priority, which included off road paths (64%), new bicycle lanes (61%), and sealed shoulders (43%). It must be noted that respondents were provided the ability to select multiple options to improve infrastructure and facilities (Figure 12).

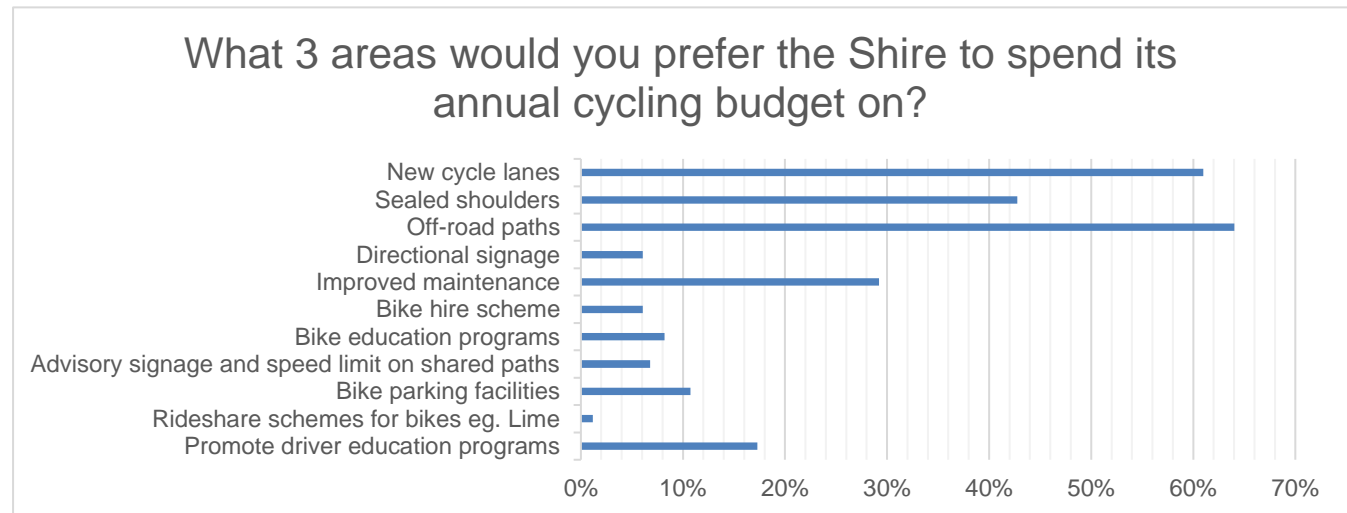


Figure 12: Results of Survey Question 16

Cycling on the Peninsula

The Peninsula caters to a diverse range of cyclists with people riding on-road, off-road and on mountain bike trails. The Peninsula is seen as a cycling destination by road cyclists and mountain bikers alike with large numbers riding on the roads and trails. There is a wide network of shared paths and bay and rail trails that are frequently used for more leisurely rides by families.

The bicycle infrastructure on the Peninsula is ever expanding with additional facilities being constructed to enable and encourage more cycling and a safer environment to cycle in. There are multiple agencies involved with cycling on the Peninsula including the Shire, Department of Transport (formerly VicRoads) and Parks Victoria. Each of these bodies carry responsibilities for certain aspects of the Peninsula's cycling infrastructure and they have all published maps outlining their routes. The Department of Transport have on-road facilities and identified routes that are known as the principal bicycle network and strategic cycling corridors, whilst Parks Victoria manages the off-road trails in Arthurs Seat State Park.

The primary reason for cycling on the Peninsula is for recreation and leisure purposes. The Shire is a cycling destination for riders from both within the municipality and from beyond, with the majority of trips by bicycle made along Nepean Highway and Point Nepean Road where bicycle infrastructure is consistent. The hinterland is also a very popular place to ride, with the extensive mountain bike trails and road network around Arthurs Seat, Red Hill, Flinders and Balnarring all utilised very frequently. Mount Eliza is also a popular cycling destination.

The map in Figure 13 is a Strava Heat Map which shows the routes travelled by cyclists across the Peninsula that have been logged on the Strava application. Due to its user base, Strava predominantly captures sport and recreational rides and gives an indication of the frequency of use of the roads and trails on the Peninsula.



Figure 13: Strava Heat Map of the Mornington Peninsula

On-road cycling

The on-road bicycle infrastructure within the Shire is the responsibility of the Victorian Department of Transport, or the Shire, depending on who is the responsible road authority. The Department is generally the authority for arterial roads, including freeways, highways and key links between townships. Any bicycle infrastructure on the Department's road network requires written approval prior to construction. The approval process often has a significant cost for the applicant. The Department has developed two sets of maps outlining their priorities for the bike network, the principal bicycle network and the strategic cycling corridors. These are outlined below.

Principal bicycle network

The principal bicycle network is a network of existing and proposed cycle routes (shown in Figure 14) that have been identified by the Department to facilitate cycling to major destinations around metropolitan Melbourne. The current plan was released in 2012 with the first version developed in 1994.



Figure 14: The Victorian Government's Principle Bicycle Network (PBN)

The network consists of on-road bicycle lanes, off-road paths and improvement projects. Under the Road Management Act (2004), the Department is generally responsible for the management of on-road bicycles lanes on arterial roads and off-road paths within freeway reservations. Likewise, the Shire is responsible for the management of on-road bicycle lanes on local roads and off-road paths on local road reserves.

There are many routes identified on the Peninsula that form part of the principal bicycle network and they are outlined in the map below. There is a subset to the principal bicycle network which are the bicycle priority routes.

Strategic Cycling Corridors

A revised cycling strategy will complement the planning efforts of the Department to develop a better bicycle network throughout Victoria. As the managing authority of the arterial road network, the Department has implemented the strategic cycling corridors initiative as a subset of the Principal Bicycle Network to improve cycling around major activity centres in metropolitan Melbourne.

Off-road cycling

The off-road bicycle infrastructure within the Shire falls is the responsibility of the Shire and Parks Victoria. Parks Victoria is responsible for the construction and maintenance of all trails within the national parks on the Peninsula, where there is an extensive mountain biking network in and around Dromana, Arthurs Seat and Red Hill in Arthurs Seat State Park. The Shire is responsible for the extensive network of shared paths and bay trails across the Peninsula.

Rail Trails

The Mornington Rail Trail and Red Hill Rail Trail both offer 6km off-road gravel/dirt tracks which attract recreational riders.

Peninsula Link Trail

A 25km shared path, constructed as part of the Peninsula Link freeway, begins at Patterson Lakes and concludes at Moorooduc. This predominately sealed concrete path provides cyclists, runners and walkers accessible links to various destinations such as many open spaces, parks and reserves. The Peninsula Link Trail also connects with the existing gravel Dandenong Creek Trail and EastLink Trail, providing a dedicated route from Moorooduc to Melbourne CBD.

Bay Trails and Foreshore Paths

The Bay Trail network and shared paths comprise another important component of the bicycle network. These paths provide a place to ride for families young and old and are heavily utilised by the local community and our visitors in the warmer months.

The Shire aims to further develop shared paths across the Peninsula by constructing the missing links in the Bay Trail network. Once these gaps are filled it will create a more accessible network for both pedestrians and cyclists. In addition to the accessibility benefits, these improvements are expected to drive tourism and economic development opportunities, opening the door for cycle tourism and increased recreational cycling.



Arthurs Seat State Park

Arthurs Seat State Park is a network of mountain bike trails. This expansive network receives visitors from near and far and is an important piece of bicycle infrastructure within the Shire. The trails are maintained by Parks Victoria and draw mountain bikers from all parts of Victoria. A map of the park is shown in Figure 15.



Figure 15: Arthurs Seat State Park Mountain Bike Trails

Strategic Objectives

The vision of the RideSafe Strategy 2020 is to encourage more people to cycle on the Mornington Peninsula for transport and recreation purposes, by providing a safe, low stress, integrated and connected cycling network that focuses on the user experience.

To assist in achieving this overarching vision, the following four strategic objectives were developed based on research and benchmarking, then refined following the community consultation process.

1. Improve cycling infrastructure to reduce risk to users

Over the years there have been many studies and surveys completed to investigate cycling participation rates. This research highlights that a major barrier to cycling participation is the perceived risk of being hit by a car (Bauman, et al., 2008). In the past five years there have been an average of 16 fatal or serious injury crashes per year involving cyclists within the Shire, three of these being fatal. While the actual risk may be lower than perceived, its effect of prohibiting participation is very strong and the provision of infrastructure to lower the perceived risk will likely have a strong influence on participation rates (Fishman, Washington, & Haworth, 2012).

Most people will not ride on roads unless there is some form of separation between vehicles and cyclists. The degree of separation required to raise the confidence of riders largely depends on the abilities of the rider. Advanced riders may be more confident to ride with simple line marking on the road, whereas novice and intermediate riders are more likely to require physically separated cycle lanes or off-road paths.

Along with the associated infrastructure, the most effective way to reduce the risk and increase the safety of cycling is to encourage more people to cycle. For every doubling of cycle use, the risk of injury per cyclist falls by around one third (Jacobsen, 2003). The Strategy recognises that increasing cycling numbers on the Mornington Peninsula requires the normalisation of cycling as an activity that is frequently undertaken not only by advanced road cyclists but also everyday people, including women and children. To drive this cultural shift, the creation of a cycling network that caters to the requirements of all users is required.

To assist in achieving this objective, this strategy proposes several key actions:

- Aligning with the Shire's commitment as a Towards Zero Municipality, create a cycling network where mistakes don't result in death or serious injury.
- Ensure that all relevant transport strategies support actions to reduce risk for cyclists.
- Consider the inclusion of cycle facilities on all road construction, upgrade and renewal projects.
- Reduce speed limits to a limit that is appropriate for the environment, thereby reducing the risk to cyclists.
- Develop a risk assessment tool to identify the highest value infrastructure improvements.
- Implement improvements in priority order or through existing projects.
- Advocate for safe cycling infrastructure on key cycling routes managed by the Victorian Department of Transport.

2. Develop a connected cycling network to ensure all areas of the Peninsula can be accessed by bicycle

Recreational cycling is popular on the Peninsula, particularly on the off-road trails and paths. The Peninsula also has a large cohort of regular on-road cyclists, many of whom ride large distances from other municipalities.

Planning and delivery of on and off-road cycling facilities alone would not generate demand to increase cycle participation. In order to take up cycling as a legitimate option, people want a network of low-stress cycling routes that connect directly and conveniently to other local and regional routes and destinations, and that integrate with other multimodal transport routes.

The Pedestrian Access Strategy and Principal Pedestrian Network (PPN) plays an important role in identifying key destination points and path access to these destinations. The PPN will provide guidance in mapping off-road cycling routes.

The Strategic Cycling Corridors and the Principal Bicycle Network developed by the Victorian government will guide cycle network planning for on-road infrastructure, in addition to the recommended infrastructure facilities.

Given the scale, varying landscapes and environments of the Peninsula it is difficult to provide a low stress on and off-road paths on much of the road network. This is further complicated by the management of the arterial road network by the Department of Transport. The Shire recognises its important role in strategically planning and delivering a connected local cycling network, whilst advocating alongside the cycling community for the delivery of on road cycling infrastructure on state-managed arterial roads.

In order to plan and deliver an integrated and connected cycling network which plays an important role in increasing cycling participation rates, the Shire recognises the importance of community consultation. A detailed community consultation process has been undertaken to identify the preferred local and regional routes on the Peninsula and the required cycling facilities and infrastructure to increase cycle participation.

The strategy proposes the following actions to assist in creating an integrated and connected cycling network:

- Focus funding on key on-road and off-road routes to create a core network across the Peninsula.
- Prioritise and deliver missing links and gaps in the current cycle network.
- Assist in delivering the shared path connections identified on the Pedestrian Access Strategy
- Advocate to state government for the implementation of the Principal Bicycle Network and Strategic Cycling Corridors, under the responsibility of the Victorian Department of Transport.

3. Enhance the user experience to encourage more people to cycle

The strategy seeks to encourage and facilitate cycling and non-vehicular modes of transport for both recreational trips and short distance trips through the creation of a cyclist friendly environment.

Cyclist friendly environments are created through low stress, integrated and connected networks which also include:

- High-quality public places and streetscapes.
- Convenient and safe crossing points.
- Coherent wayfinding and advisory signage.
- Appropriate materials and design standards.
- Adequate cycle storage facilities and rest stations.
- Regular maintenance of cycling infrastructure.

In addition to the creation of a low stress, integrated and connected cycling network, the strategy identifies that encouraging cycling participation involves the provision of supporting infrastructure and the appropriate environment.

In recognition of this, the strategy proposes the following actions to assist in achieving this objective:

- The creation of cyclist friendly environments as identified above.
- Consider the neighbourhood character of the area in designing and delivering cycling infrastructure.
- Minimise environmental impacts and where possible retain existing vegetation when designing and delivering cycle related projects.
- Incorporate the provision of bike stations and end of trip rest facilities on key cycling routes.
- When constructing shared pathways, provide appropriate crossing facilities that can safely fit bicycles.
- Consider the provision of cycle friendly infrastructure and facilities in township place-making projects and master plans.
- Install advisory signage for shared paths to assist with pedestrian and cyclist awareness and reduce conflict.
- Provide wayfinding signage to key tourist destinations that can be accessed via cycling.
- Ensure that cycling facilities and infrastructure are maintained to the appropriate standards.



4. Educate road and trail users and promote cycling on the Mornington Peninsula

Educating all road users about cyclist safety is important in creating a safe cycling environment, which ultimately leads to increased participation. The Shire has been and will continue to support bike education classes and bicycle network groups and schools to promote safe cycling education and practice. The Shire will also continue to advocate to the state government for “a metre matters” legislation to be introduced in Victoria.

The Shire’s off-road cycle paths are shared use paths for both pedestrians and cyclists. Given the number of footpath-related projects planned to be built, shared paths will serve as the primary off-road cycling infrastructure for most cyclists on the Peninsula. This requires shared path users to respectfully share the space with other path users. The Shire will assist with education and signage to encourage people who ride on shared paths to take care and cycle at a speed appropriate to the conditions.

The strategy also recognises the importance of supporting cycle tourism through promotion of the Peninsula’s key cycling routes and recreational trails. A key focus of this strategy, in line with increasing cycle tourism, is increasing the participation of underrepresented groups. Women, children and seniors are far less likely to cycle than males under 45. In addition to protected cycle infrastructure, people are more likely to cycle when they see it as activity for a diverse range of people, and when they feel accepted. A cycling environment with more women, children and other underrepresented groups will play an important role in changing the attitudes and behaviours of cyclists and road users.

To assist in educating, advocating and promoting cycling tourism on the Mornington Peninsula, the strategy proposes the following actions:

- Continue to deliver and support Bike Education and Pay It Forward programs.
- Work with schools to promote and encourage parents and students riding to school.
- Work with the Shire’s economic development team and the tourism bodies to explore opportunities with businesses and interest groups to promote cycle tourism on the Mornington Peninsula.
- Produce, promote and update maps identifying cycling routes suitable for a range of riders. Provide network maps on the Shire’s website and customer service offices.

Key Cycling Routes and Trails

The maps in this section show the Mornington Peninsula's key on-road cycling routes and key off-road trails.

The key on-road routes map was developed in consideration of the following factors:

- In line with the strategic objectives of this Strategy, particularly improving safety and connectivity of the network.
- In line with the Victorian Government's Principal Bicycle Network, to optimise state government investment.
- Inclusion of popular on-road cycling routes demonstrated by Strava data and community input, to avoid need for behaviour change.
- Where multiple parallel routes exist, selecting the safest option to build on.
- Avoiding routes that are not practical to make safe, where possible.
- Provision of one on-road route to most areas of the Peninsula.
- Maximising the benefit, practicality and cost-effectiveness of infrastructure.

The map of key off-road trails consists of the Mornington Peninsula Bay Trail. This is for the following reasons:

- Completion of the 'missing links' of the Bay Trail would result in 111 km of connected trails on the Mornington Peninsula, linked in two directions to the Peninsula Link and Eastlink trails and the Stony Point train line, meaning they are accessible from Melbourne without a car.
- This would provide ongoing economic, environmental and social benefits for the Peninsula, including the ability to promote sustainable and cool season tourism opportunities.
- The cost associated with this project is expected to be in the order of \$50 million and is likely to take several years to fully implement.
- This approach creates a clear and defined platform for advocacy to state and federal governments for funding assistance.

This Strategy recognises that the Mornington Peninsula would benefit greatly from having off-road trails and on-road cycling infrastructure along every road in the municipality. It also recognises that due to the relatively large size of the Peninsula compared to its population, that this is not able to be implemented in practice. This applies to both Shire-managed and state-managed roads. This approach to targeting a smaller number of priority routes that can be made safe, will improve the ability for these routes to be installed or improved, resulting in a safe and connected cycling network for the Mornington Peninsula.

Draft Key On-road Cycling Routes



Legend:

- PBN Routes
- Non - PBN Routes
- Council Maintained Roads



Draft Key Off-road Cycling Trails

Legend:

-  Existing Trails
-  Missing Links

Note: Exact routes to be determined through the planning and design process



Conclusion

The RideSafe Strategy 2020 outlines the proposed approach to achieving the Shire's vision of increasing cycling participation on the Mornington Peninsula. The Strategy sets out the drivers behind its vision, including policy context, current research and trends in cycling. The Strategy development process, including benchmarking and feedback from community consultation has guided the identification of the actions to be completed over the life of the Strategy. This proposed approach will ensure that the Strategy meets the current and future cycling needs of the Mornington Peninsula community.



Appendix 1: RideSafe 2020 Action Plan

This action plan has been developed to propose a range of actions to assist in achieving the four strategic objectives of RideSafe 2020. While a static version of this action plan will be adopted as part of the Strategy, a live version will continue to be updated over the life of the Strategy, as actions are completed and refined based on changes in external strategies and continued review of the Shire’s cycling network.

Table 4: Action Plan for the RideSafe Strategy 2020

Strategic Objective	Actions	Priority	Cost	Outcome
1	Develop a risk assessment tool to identify the highest value infrastructure improvements.	High	Medium (TAC grant already secured)	A tool that can be used to audit the cycling network to identify and prioritise required improvements.
1	Audit key routes on the existing cycling network using the risk assessment tool to identify risk levels and deficiencies.	High	Low	Identify deficiencies in the network and key cycling routes to inform the strategic planning of network improvements and route mapping.
1	Implement priority on-road infrastructure improvements as identified by the network auditing exercise.	High	Medium to High	Note: This action will be populated with actual projects in the fixed-term action plans, as audits are completed. It is likely to include both Shire projects and advocacy to the state government.
1	Implement priority off-road infrastructure improvements as identified by the network auditing exercise.	High	Medium to High	Note: This action will be populated with actual projects in the action plans, as audits are completed.
1	Consider cyclist safety when managing speed limits on Shire-managed roads, particularly on key cycling routes.	High	Low	Improved safety for on-road cyclists.

Strategic Objective	Actions	Priority	Cost	Outcome
1 & 2	Include cycling facilities in all road construction, upgrade and renewal projects on key cycling routes.	High	Medium to High	Ensure that key cycling routes are safe and connected.
1 & 2	Consider the inclusion of cycling facilities on all road construction, upgrade and renewal projects as well as large scale developments.	Medium	Medium to High	Improved cycling infrastructure Shire-wide.
1 & 2	Advocate to Department of Transport for the construction of the Principle Bicycle Network and Strategic Cycling Corridors, under their responsibility.	High	Low	Network improvements on some of the most important cycling routes on the Peninsula.
2	Seek funding (internally & externally) to design and deliver missing links on the Bay Trail.	High	High	Connected off-road trail network facilitating access to all areas of the Shire allowing for increased cycle tourism.
3	Review maintenance requirements for cycling facilities though the review of long-term maintenance contracts.	Medium	Low	Appropriate maintenance of cycling facilities to reflect the needs of cyclists.
3	Identify key locations for end of trip facilities, such as bicycle storage, water stations, etc.	Medium	Low	Improve the amenity of the cycling network to help encourage increase cycling participation.
3	Consider the provision of cycling infrastructure in Township placemaking and other similar projects.	Medium	Low	Ensure that Townships are inviting and accessible for cyclists.
2, 3 & 4	Provide appropriate advisory and wayfinding signage along off-road cycling routes.	Low	Medium	Encourage safe cycling and cycling for recreation and tourism purposes.

Strategic Objective	Actions	Priority	Cost	Outcome
2 & 4	Develop network maps indicating the suitability of portions of the network for riders of different abilities.	Medium	Low to Medium	Maps that can be promoted and distributed via the Shire website.
4	Work with schools to encourage students and parents to ride to school. Includes continuing to deliver Bike Education and other programs.	Low	Low	Encourage uptake of cycling for active transport.
4	In conjunction with Economic Development & Tourism Services Team, identify opportunities to promote and expand cycle tourism on the Peninsula.	Medium	Low	Increase cycle tourism which has economic, social and environmental benefits.
All	Provide input into related strategies to ensure consideration is made for the needs of cyclists. Strategies include: <ul style="list-style-type: none"> • Integrated Transport Strategy • Pedestrian access/footpath strategies • Township structure plans 	Medium	Low	Create strategies that are more sensitive to the needs of cyclists and help encourage uptake of cycling for recreation and active transport. This should include guidance on designing and delivering an inclusive cycling network.

Appendix 2: References

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