

CITY OF MELBOURNE BICYCLE PLAN 2012-16

4 September 2012

Presenter: Geoff Robinson, Manager Engineering Services

Purpose and background

1. The purpose of this report is to seek approval of *Bicycle Plan 2012-2016* (the Plan) which Council endorsed for community consultation on 29 May 2012.

Key issues

2. The proposed Plan is a comprehensive plan that details a series of actions designed to enable people of all ages and abilities to cycle more often.
3. The Plan proposes further improvements to the bicycle network. In total, 49 new projects are listed for completion over the four year life of the plan. The proposed projects are designed to address gaps in the cycling network, particularly in the central city. The projects nominated within the scope of Council's Key Strategic Activity 10 for the current financial year have been included in the Plan.
4. A community engagement process for the Plan was undertaken between 30 May and 2 July 2012. 99 submissions were received from 78 individuals and 21 organisations. The details and outcomes of the community engagement process are presented in Attachment 2 and the Plan has been revised in response to feedback.
5. Each of the projects will also be subject to specific community consultation and engagement plans, tailored to the specific area. Community feedback will be sought and used to influence and develop the detail designs of the various treatments, in particular the on-road treatments. This may result in further changes to concepts in the Plan. To date, community consultation has been undertaken for the proposed La Trobe Street bicycle lane treatment and has commenced in relation to the Exhibition Street treatment.
6. The Plan notes the importance of creating a safe cycling environment for cyclists. Numerous comments were received during the consultation period calling for lower speed limits and more measures to combat the number of incidents involving bicycles and car doors. Council's proposal for a 40 km/h speed limit in the central city was included as evidence of supporting vulnerable road users including cyclists. The Plan also proposes community education initiatives at accident hotspots such as St.Kilda Road, Collins Street and Elizabeth Street.
7. The Plan has been adjusted to emphasise the City of Melbourne's role in providing on-street bicycle parking close to public facilities. The Plan recommends the establishment of priority areas for large scale bicycle parking corrals similar to those established outside Lygon Court in Carlton. The need for further directional signage, especially in areas such as Docklands and along the Yarra Trail, was included after analysis of the submissions.
8. The Plan emphasises the need to educate all road users about sharing road space and respecting others and is presented at Attachment 3.

Recommendation from management

9. That the Future Melbourne Committee approves *Bicycle Plan 2012-2016*.

Attachments:

1. Supporting Attachment
2. Report on Community Engagement and Submissions
3. Revised City of Melbourne Bicycle Plan 2012-2016

SUPPORTING ATTACHMENT

Legal

1. Legal advice will be provided as required.

Finance

2. Council has allocated \$5.066 million in its 2012-13 budget towards improved cycling infrastructure and related projects. KSA 10 – Connected Bicycle Network identifies the priority projects to be implemented from the Plan in 2012-13. Projects in future years will be subject to Council's annual budget approval process.

Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

4. Attachment 2 provides a detailed report of the community consultation. The consultation period ran from 30 May to 2 July 2012. Key aspects of the consultation included:
 - 4.1. community and stakeholder workshop on 25 June with 41 attendees;
 - 4.2. production of an infographic distributed to libraries, bike shops, public information centres;
 - 4.3. City of Melbourne website (1,527 visits during consultation period) with hot links from Bicycle Network Victoria and Melbourne Bicycle Users Group;
 - 4.4. community radio (85 spots);
 - 4.5. corporate advertisement and advertisement for Around the Bay in a Day;
 - 4.6. media release and subsequent coverage;
 - 4.7. use of Facebook and Twitter;
 - 4.8. Green Leaflet;
 - 4.9. emails to 163 key stakeholders, 51 local bike shops and bicycle groups; and
 - 4.10. meetings with key stakeholders including Bicycle Network Victoria, Melbourne BUG, RACV, VicRoads and Victoria Police.
5. Of the 99 public submissions received, 96 wrote in favour of the Bicycle Plan whilst seeking some amendments. Three individual submitters opposed the Bicycle Plan primarily on the basis that:
 - 5.1. cyclists do not follow road rules and should not be 'rewarded' with new bicycle lanes, and
 - 5.2. major new routes for vehicles should be a higher financial priority than bicycle routes.
6. The full report detailing the outcomes of the community consultation is provided at Attachment 3.

Relation to Council policy

7. The *Bicycle Plan 2012-16* is linked to Council's Transport Strategy 2012.
8. The promotion of safer and more accessible bicycle lane facilities is in line with Objective 6.1.3 of Council Plan 2009-2013 and Section 1.4 of the Road Safety Plan.

Environmental sustainability

9. The Plan is consistent with the *Melbourne Transport Strategy* aims and themes. 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.
10. An investment in a bicycle can provide a reduction in health related spending and economic benefit for the whole community.
11. Implementation of the Plan will provide viable alternatives to private car usage with corresponding reductions in pollution, noise, energy consumption, greenhouse gas emissions and road traffic congestion. Road congestion has economic consequences, encouraging the use of bicycles is an important way of reducing this congestion and positively impacting on the economy.



**DRAFT BICYCLE PLAN 2012-2016
REPORT ON COMMUNITY ENGAGEMENT AND
SUBMISSIONS**

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Contents

| | |
|--|----|
| Introduction..... | 4 |
| Engagement approach | 4 |
| Media coverage | 4 |
| Links published by other organisations | 5 |
| Community and stakeholder workshop | 5 |
| Key themes | 5 |
| Online submissions | 6 |
| Submission analysis | 8 |
| Processing submissions..... | 9 |
| Key comments | 10 |
| Conclusion..... | 10 |
| Submissions – Summary of responses | 11 |

Introduction

The aims community engagement process was to:

1. To engage staff from relevant areas of Council to contribute expertise and assist with planning and implementation of the Bicycle Plan 2012-16.
2. To provide the community and stakeholders with accessible information about bicycle infrastructure, participation and safety and receive their feedback on the plan.
3. To capture the expertise and ideas of the community and organisations involved in and supporting cycling to contribute to the plan.
4. To capture the expertise and ideas of other City of Melbourne residents and visitors about cycling.
5. To collaborate with other organisations that have responsibilities for cycling to create on-going partnerships and synergies that will contribute to the success of the plan.

Engagement approach

6. The engagement approach focussed on broadly communicating with the public and enabling quick and accessible ways to provide targeted feedback on the draft Bicycle Plan 2012-16. The consultation period also enabled the community and stakeholders to have in-depth conversations about issues of importance to them through a facilitated workshop.
7. Communication channels used were:
 - community and stakeholder workshop on 25 June with 41 attendees
 - production of an infographic distributed to libraries, bicycle shops, public information centres
 - City of Melbourne website (1,527 visits during consultation period) with hot links from Bicycle Network Victoria and Melbourne Bicycle Users Group
 - community radio (85 spots)
 - corporate advertisement and advertisement for Around the Bay in a Day
 - media release
 - Facebook and Twitter
 - Green Leaflet
 - emails to stakeholders, bicycle shops and bicycle groups

Media coverage

The "Bicycle Plan to make Melbourne leading cycling city media release gained the following coverage:

- "Cycling push gears up", Melbourne Leader, 4 June 2012. "
 - Interview with Cr. Oke, ABC 774, 1 June 2012
 - "Melbourne aims to increase cyclist numbers with new bicycle plan", ABC 774 Online, 1 June 2012
 - "Cycle lanes on track", MX (Melbourne), Melbourne, 01 Jun 2012,
8. This was in addition to significant media coverage about a connected bicycle network as part of the draft budget 2012-13 announcements.
 9. Facebook and Twitter feeds were circulated

Links published by other organisations

10. Information on the proposal and consultation process was published on the websites of other organisations with links to the City of Melbourne website. Organisations publishing links included:
 - Bicycle Network Victoria included a link to the online submission form from their website and publicised the consultation in their newsletter.
 - Melbourne Bicycle Users group published their thoughts on the plan and a link to the online submission form and email address.

Community and stakeholder workshop

11. The Deputy Lord Mayor, Susan Riley welcomed 41 guests to the workshop held at on 25 June 6-8.30pm in the Supper Room of the Melbourne Town Hall. Cr. Cathy Oke also attended and participated in the dialogue.
12. Stakeholder groups represented were:
 - Amy Gillett Foundation
 - Bicycles at Work
 - Bus Association Victoria
 - City of Maribyrnong
 - City of Melbourne
 - City of Port Phillip
 - City of Yarra
 - Department of Transport
 - Freestyle Cyclists of Victoria
 - GTA
 - IMAP
 - Kensington Association
 - Melbourne BUG
 - RACV
 - Squeaky Wheel
 - VicRoads
 - Victoria Police
 - Victoria Walks

Key themes

13. The main points of discussion based on chapter of the draft Bicycle Plan 2012-16 chapters included:

Introduction and vision

- Define the characteristics of a cycling city eg. the benefits
- Vision is bigger than City of Melbourne. Integrate with neighbouring councils and state agencies
- Better incorporate other transport modes into vision eg. education about road harmony (with bicycles, trams, pedestrians, cars)
- Link to broader economic trends/shifts (resources, oil, social, economic, demographic factors)
- Link cycling to planning of new developments

Connecting the bicycle network and routes

- Connecting across boundaries and through open spaces
- City for people to walk, cycle and catch public transport, 30km/hr speed limit
- Prioritising the solutions to the critical points
- Conflict at tram stops, use of limited space
- Investigate the use of “little” streets

Facilities

- More secure undercover parking and enhance with self-service stations etc.
- Discussions with neighbouring councils for expanded bicycle share scheme
- More hoops
- Education on how to commute, different modes, slow and enjoy
- More shared casual shower facilities

Cycling safely

- On-going annual budget allocation for bicycle safety programs
- Signage needs to be informative, clear, consistent and inform of hazards
- Addressing road user behaviour, road harmony, respect, change culture of road users
- Education of road users on how to navigate road including reinforcement of road rules
- Targeted education eg. hot spots, new rider training, taxis, TWU, etc.
- Working together with stakeholders on joint programs eg. car dooring

Growing participation

- Keep corridor focus, north-south and east-west links
- Increase usage of bicycle share scheme
- Positive and proactive communications to target audiences
- Bicycle training with a health and community services focus
- Keep supporting and promoting events and increase opportunities for cycling through partnering other general community events
- Reducing speed and volume of motor vehicles - City of Melbourne to advocate

Evaluation

- Measure connectivity of network
- Measure and evaluate collision types and black spots
- Measure quality and performance of the whole network
- Measure change in community perceptions
- Evaluate economic and social benefits of bicycle riding including benefits for business community and health etc.

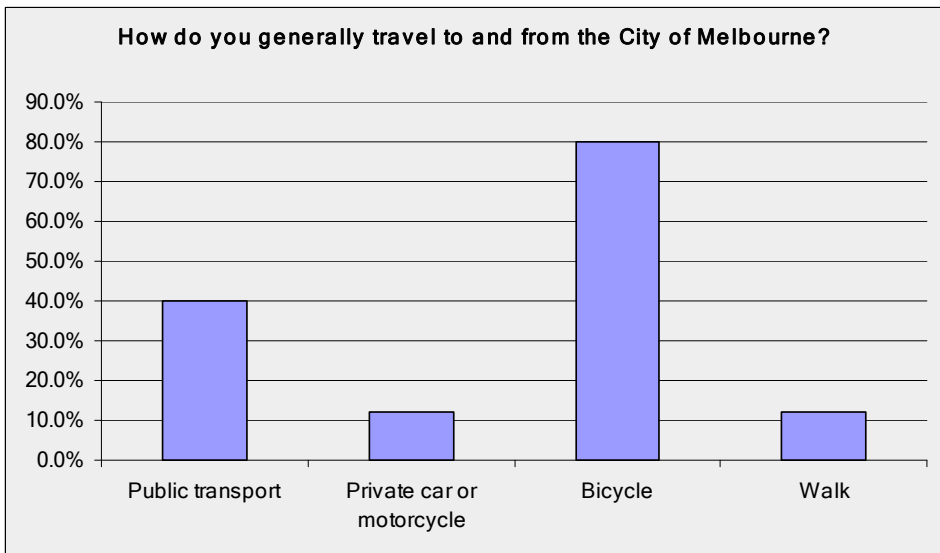
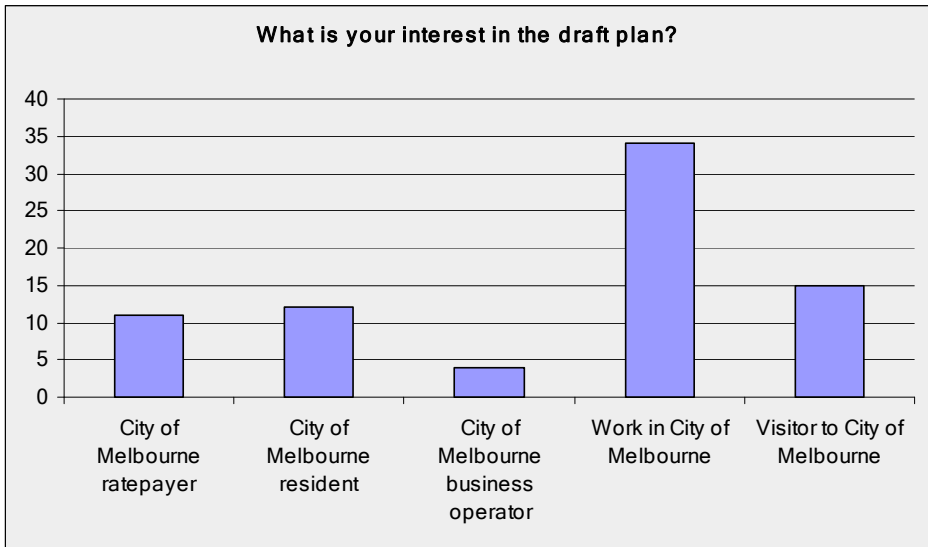
14. These main points have been incorporated into the final plan.

Online submissions

Online submissions were completed to varying degrees by 69 people. Twelve responses were invalid or blank. Most online submissions were received by individuals. Most organisations chose to email more detailed submissions to bicycle.plan@melbourne.vic.gov.au.

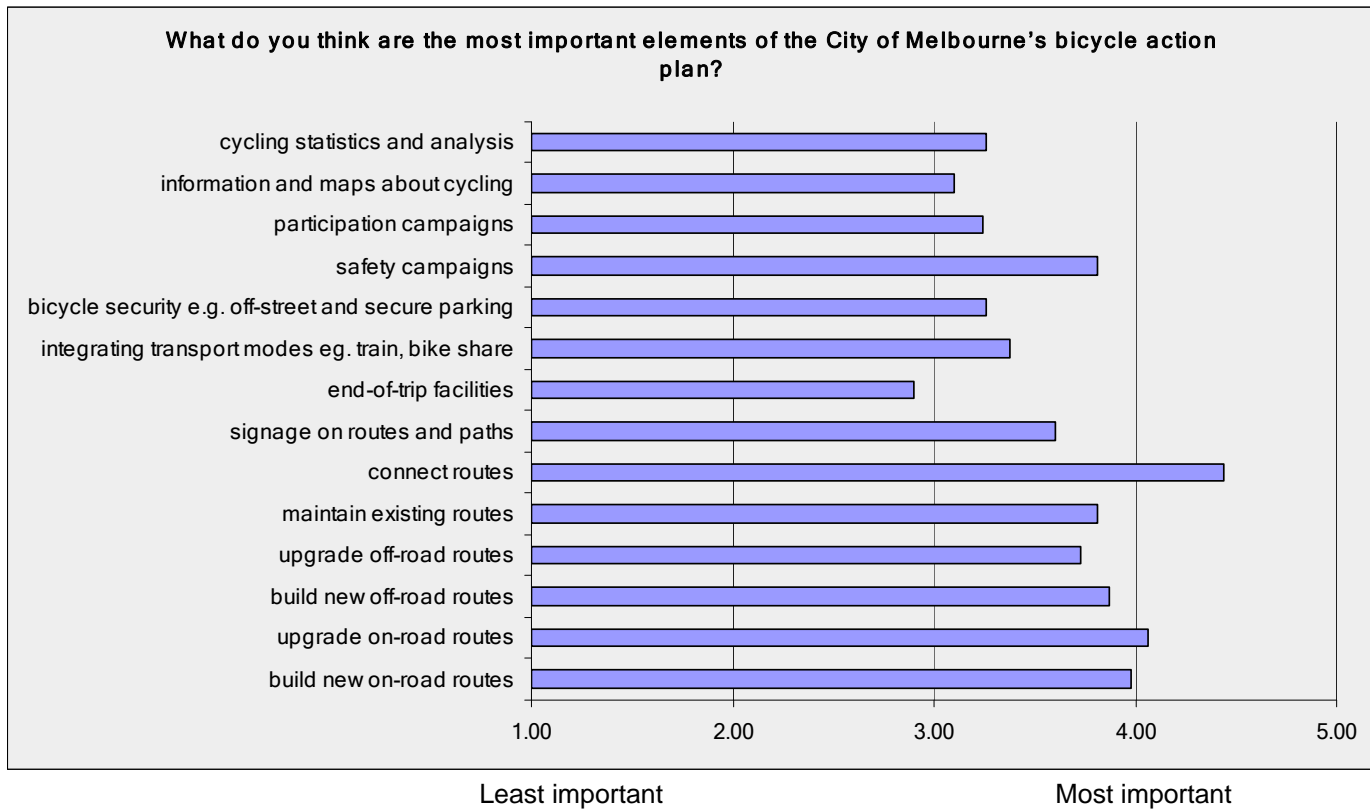
Online respondent data

Most respondents either work in (34) or visit (15) the City of Melbourne. A smaller number were ratepayers, residents or identified themselves as business operators. A majority of respondents were bicycle riders given the links provided on the bicycle groups' websites.



Most important elements of the Bicycle Plan

Respondents reported that connecting routes and upgrading on-road routes were the most important aspect of City of Melbourne’s bicycle plan. The least important actions relate to end-of-trip facilities.



Submission analysis

In total 99 submissions were received. The majority supported the bicycle plan and the general vision to make the City of Melbourne a cycling city. Three submissions were particularly opposed to the plan and the actions of cyclists.

Submissions were received from 21 organisations listed below and 78 individuals.

- Amy Gillett Foundation
- Bicycle Network Victoria
- Bicycles at Work
- City of Maribyrnong
- City of Moonee Valley
- City of Yarra
- Cycling Promotion Fund
- Deakin University
- Department of Transport
- Department of Transport and PTV
- GTA consultants
- LeadWest
- MBUG
- Museum BUG
- Places Victoria
- Public Health Association of Australia (Victoria)
- RACV
- Royal Children’s Hospital
- Town and Country Planning Association
- VicRoads
- Victoria Walks

The specific comments were analysed and then précised as part of this report. The most comments received related to the connecting the bicycle network. A majority of these included comments supporting the routes proposed in the plan. A further 129 comments related comments on the introductory chapter and vision for cycling in Melbourne. The large number of comments on this chapter resulted from a specific question in the online submission form asking "What is your vision for Cycling in Melbourne". A large number of comments were also received relating to Cycling safely and Facilities.

The raw comments were also classified into topics. The topics that received the most comments from submissions were:

| Topic | No. of comments |
|-----------------------------------|-----------------|
| vision | 62 |
| support | 18 |
| education | 17 |
| separation | 15 |
| design | 14 |
| Bicycle Share | 13 |
| priorities | 13 |
| speed limit | 13 |
| targets | 13 |
| bicycle parking - increased | 11 |
| Carlton Gardens | 11 |
| data | 10 |
| implementation | 10 |
| integrate with public transport | 9 |
| pedestrians | 9 |
| Clarendon and Normanby Streets | 8 |
| early starts | 8 |
| general | 8 |
| little streets | 8 |
| car dooring | 7 |
| support for all riders | 7 |
| best practice worldwide | 6 |
| Exhibition Street | 6 |
| references | 6 |
| community engagement about routes | 5 |
| connections | 5 |
| Dynon Road | 5 |
| helmet law | 5 |
| intersections | 5 |

This data is skewed due to the question about the vision for cycling in the online submission form. Support for the plan, or parts of the plan, rated highly followed by education. The comments about education were varied and ranged from comments about all road users being considerate to others to school education.

Most comments about separation were supportive of the City of Melbourne's approach to separated bicycle lanes particularly to support cyclists of all ages and abilities and separate cyclists as vulnerable road users from other moving vehicles. Some comments however did not support separated bicycle lanes as they reduce the ability of cyclists to avoid hazards or overtake. Comments asked the City of Melbourne to be more specific about the choice of design and location of bicycle routes.

Processing submissions

Further analysis of submissions determined what changes need to be made to the draft plan. Précised comments were classified as consistent, support, include, no change and out of scope (to be referred to another party.)

Key comments

Connection and separation

The majority of submissions support the City of Melbourne's approach to connecting and building bicycle-friendly routes including connecting routes through the central city, building physically separated bicycle lanes, improved line marking and other measures to support for cyclists. No major changes were required however more detail was included about how routes are designed and prioritised and timelines and costing for the key priority projects.

Carlton Gardens

A number of submitters commented on the current cycling policy for Carlton Gardens. This involves access to the gardens by families with children only. Carlton Gardens connects to the popular Canning Street bicycle path. Instead cyclists are diverted to the busy Nicholson Street shared pedestrian/cycling path. There is concern that allowing all cyclists to ride through the gardens will lead to conflict with pedestrians and erode the park environment. Whilst general cycling through the Carlton Gardens is not supported it will be reviewed again as part of the updated Management Plan for Carlton Gardens in 2015.

Safety

Most submissions stressed the importance of creating a safe cycling environment for cyclists of all ages and abilities. Safety can be improved through infrastructure which is largely covered in the Connecting the Bicycle Network chapter or behaviour change campaigns.

The Road Safety Action Group Inner Melbourne provides some significant insights into the streets with the highest number of incidents and some approaches that might be taken mitigate accidents. This is a significant inclusion in the Cycling Safety chapter and specifies community education initiatives at accident hotspots such as St.Kilda Road, Collins Street and Elizabeth Street.

Numerous comments were received calling for lower speed limits. The City of Melbourne's proposal to VicRoads for a 40 km/h speed limit in the city was included as evidence of supporting vulnerable road users including cyclists.

Facilities

A significant number of comments related to the provision of bicycle hoops. The Facilities chapter has been adjusted to emphasise City of Melbourne's role in providing on-street bicycle parking close to public facilities. Off-street bicycle parking is largely the responsibility of workplaces and residential developers. Detail about directional signage especially in areas such as Docklands and along the Yarra Trail was included after analysis of the submissions.

Education

A significant number of submissions referred to the need to better educate all road users about sharing road space and respecting others. Some submissions attributed blame to a certain group of road users but all generally suggested better information provision and campaigns would assist to educate people and raise awareness about road rules and behaviours in shared spaces.

Conclusion

The community engagement process for the Bicycle Plan 2012-16 was planned in conjunction with the Community Engagement Team.

An internal reference group has assisted with developing the content of the Bicycle Plan.

The call for submissions to the Draft Bicycle Plan was promoted widely and input was received from a large and diverse number of individuals and organisations.

Many of the submissions received were supportive of the draft plan. The changes to the draft plan were consistent with the direction of the draft plan but provided detail to finesse the plan.

The final draft has been improved with the significant input of key stakeholders and individuals.

Submissions – Summary of responses

Consistent

Comments which are consistent with or support details of the draft plan.

Support

Comments which expressed submitters support for the plan.

Include

Comments which are relevant to the plan and are included in the final draft.

No change

Comments that after consideration are inconsistent with City of Melbourne policy or key directions of City of Melbourne's strategies or this plan. Comments are not reflected in the final plan.

Outside scope

These comments do not relate to policies or issues that are within the direct control of City of Melbourne and will be referred to the appropriate organisation.

A large number of very detailed submissions were received and these have been summarised as part of the comment précis. The submissions are listed in the order in which they were received. Full copies of submissions are available on request by emailing bicycle.plan@melbourne.vic.gov.au

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|---|------------|------------|---|
| 1 | Ray Walford | The disjunction between Albert Street and La Trobe Street is a significant disincentive to using La Trobe Street. | Network | consistent | Albert Street to La Trobe Street is being investigated. |
| 1 | Ray Walford | Consideration should be given to locating bicycle stations under cover. | Facilities | no change | Included existing map of bicycle parking. Priority areas are proposed eg. public places, student destinations, entertainment and retail precincts. |
| 1 | Ray Walford | Intersections should be designed to minimise the possibility of collisions. | Safety | include | Reference Austroads and VicRoads design standards. Also working with VicRoads on standards for signalised intersections. |
| 2 | Andrew Barnes | The actions identified as actions to 'investigate' would be better if they were marked as being to be implemented. | Network | no change | Investigations are generally longer-term projects which require collaboration with multiple stakeholders. |
| 2 | Andrew Barnes | Remove car parking in favour of increased bicycle parking. | Facilities | include | Include current locations of bicycle hoops and example of locations for bicycle parking through extending kerbs. |
| 2 | Andrew Barnes | Within the CBD, the little streets could be better utilised for bicycle traffic as these are not effective arterials for car traffic. They would make for good bicycle paths (even if only in peak hour). | Network | include | Investigate options for making little streets in central city more bicycle-friendly. |
| 2 | Andrew Barnes | An improved connection between Canning Street and the central city and a dedicated bicycle path through the Carlton Gardens are required. | Network | no change | Good connections on Rathdowne Street and changes to Exhibition Street at peak hours are proposed to support cyclists in the plan. Cycling through the gardens is not supported but will be reviewed again as part of the updated Management Plan for the gardens. |
| 2 | Andrew Barnes | Bus parking near the Museum on Rathdowne Street creates conflict for cyclists. | Network | no change | Green pavement and profiled edge-lines have been installed to support cyclists. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|--|--------------|------------|---|
| 2 | Andrew Barnes | A bicycle crossing across Clarendon Street Bridge, including improved safety outside Exhibition Centre is required. | Network | no change | Partially addressed in plan actions. Investigate options outside Exhibition Centre as part of Yarra River corridor study. |
| 2 | Andrew Barnes | Service gaps at the end of Flemington Road between Racecourse and Mt Alexander Roads need to be addressed. | Network | no change | Will consider as part of general improvements to bicycle routes. |
| 3 | Anon | A city filled with bikes not cars. | Introduction | comment | Noted, thank you. |
| 4 | Anon | The Melbourne Bicycle Share program should be expanded and a change made that allows program participants to ride without helmets. | Facilities | no change | City of Melbourne is working with VicRoads and RACV to support Bicycle Share and proposes no changes to compulsory helmet laws. |
| 5 | Anon | Being able to cycle through the city safely with access from all directions, increased separated lanes, better signage and a reduced speed limit are required. | Network | consistent | Noted, thank-you. |
| 6 | Anon | A solution to bicycle and pedestrian safety concerns around Southbank and Clarendon St is required | Network | consistent | Partially addressed in plan actions. Investigate options outside Exhibition Centre as part of Yarra River corridor study. |
| 7 | Anon | Wider bicycle lanes are required to encourage more families to cycle and allow other cyclists to safely pass without compromising their own safety. | Safety | consistent | Noted. Thank-you |
| 7 | Anon | Painted green lanes at T-intersections help drivers to be more aware of cyclists but 'give way to cyclist' signage is required along Canning Street. | Safety | consistent | Enhancing signage, green pavement implement and behaviour change campaigns. |
| 7 | Anon | More awareness about the responsibilities of drivers and pedestrians about dooring and harsher penalties are required. | Safety | include | Include information on bicycle rider collisions with car doors from Road Safety Action Group Inner Melbourne. |
| 8 | Owen Bentley | The plan includes a list of investigations with no timeframe or actions specified. | Network | include | Investigations are generally longer-term projects which require collaboration with multiple stakeholders. The exact timing of outcomes are uncertain because City of Melbourne is not in control of all aspects of funding or project management. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|--|--------------|------------|---|
| 8 | Owen Bentley | The plan should include more action items for the installation of bicycle hoops and corrals. The council's Transport Strategy made some firm commitments about this but they are not included in the bicycle plan. | Facilities | include | Include current locations of bicycle hoops and example of locations for bicycle parking through extending kerbs. |
| 8 | Owen Bentley | The plan includes very little about the Melbourne Bicycle Share. Melbourne BUG would like to see a number of improvements to this, including helmet-law exemptions for Bicycle Share riders. | Facilities | include | City of Melbourne is working with VicRoads and RACV to support Bicycle Share and proposes no changes to compulsory helmet laws. |
| 8 | Owen Bentley | Lack of connections from Canning Street onto Nicholson/Spring Street. Proposes two priority routes for bicycles through the Carlton Gardens. Peak hour bicycle lane on Exhibition Street should be a full-time bicycle lane. | Network | No change | Cycling through the gardens is not supported but will be reviewed again as part of the updated Management Plan for the gardens. Faraday Street has been developed as an alternative to Elgin Street. The proposed Exhibition Street bicycle lanes require extensive community engagement. |
| 8 | Owen Bentley | There's no plan for Clarendon Bridge, which is currently difficult for cyclists and connects to two high-quality routes that bring bicycles to the city | Network | include | Partially addressed in plan actions for 2012-13. Investigate options outside Exhibition Centre as part of Yarra River corridor study. |
| 8 | Owen Bentley | Should commit to achieving 30km/h speeds through speed limits and traffic calming, which is the rate at which the chance of deaths and injuries rapidly declines. | Safety | no change | City of Melbourne have proposed a 40 km/h speed limit in city to VicRoads to support cycling and pedestrians. |
| 8 | Owen Bentley | The plan should include a detailed set of actions to look after cyclists during temporary works. | Safety | no change | Allocating space for individual users is difficult and addressed largely through slower speed limits. |
| 8 | Anon | People of all ages and abilities feel safe commuting around Melbourne's suburbs, at any time of day. | Introduction | consistent | Noted. Thank-you. |
| 9 | Anon | A safe car and bike-friendly environment. Access to maps and trip planning like Metlink website. | Introduction | include | Investigate trip planning and enhancing web information including providing information to Google Maps and Ride the City. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|---|--------------|------------------------------|---|
| 10 | Anon | People of all ages and abilities feel safe community around Melbourne's suburb, at any time of day. | Introduction | Consistent | Noted, Thank-you. |
| 11 | Stephen Miller | It is an excellent plan and the City of Melbourne are to be congratulated for taking a strong lead in cycling support and funding. The simply stated vision is supported by the goals and measurable targets. | Introduction | support | Noted. Thank-you. |
| 11 | Stephen Miller | The plan has logical upgrades to the bicycle network. The action list is comprehensive and addresses a number of priority areas. The major items of north-south and east-west linkages is fundamental to a good cycling city. | Network | support | Noted. Thank-you. |
| 11 | Stephen Miller | Safety is critical to increase numbers of cyclists. Keen cyclists are already active but the main increase will require separation from cars and good intersection treatments. The strategy addresses this well. | Safety | support | Noted. Thank-you. |
| 12 | Sally Windsor | Routes that are safe to ride with children all over the city are required. | Introduction | consistent | Aim to provide facilities for all ages and abilities. |
| 13 | Astrid McGinty | A safe environment for slow unconfident riders is required. | Introduction | consistent | Noted. Thank-you. |
| 14 | Anon | Respectful transport behaviour is required by all parties. | Introduction | consistent | Noted. Thank-you. |
| 15 | Anon | At the moment there are many bicycle lanes that terminate abruptly. | Introduction | consistent | This plan aims to connect many of these discontinuities. |
| 16 | LeadWest | Pleased to see priority for on-road quality route to connect local road section of Epsom Road to Racecourse Road. Also supports collaboration with VicRoads to make the major north-west boulevards into the central city more bicycle friendly, but a higher priority for separated lane on Flemington Road is required. | Network | no change | Recommending enhancement of Flemington Road to VicRoads as one action. |
| 16 | LeadWest | Footscray Road is a key route to and from Melbourne's west and the off-road path and intersections on Footscray Road, particularly the Maribyrnong River crossing should be upgraded. | Network | no change, refer to VicRoads | Recommending enhancement of Footscray Road to VicRoads as an action. |
| 16 | LeadWest | Supports investigation of the shared path on the north side of Dynon Road and construction of a shared path on south side of the road. Suggests that the investigation and implementation occurs before 2016. | Network | consistent | Investigations are generally longer-term projects which require collaboration with multiple stakeholders. |
| 16 | LeadWest | Options for improved cycling connectivity to the Yarra River at Fishermans Bend, particularly to the West Gate punt service is required. | Network | include | Investigate better connections to Westgate Punt as part of Lorimer Street upgrades. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|---|---------------|---------------|--|
| 16 | LeadWest | Funding priority should be assigned to connections to Melbourne's west particularly given the high levels of population growth. | Network | include | Refer to Transport Strategy growth areas before 2016. |
| 16 | LeadWest | More work is required if cycling is to become a more dominant mode of travel. | Introduction | consistent | Noted. Thank-you. |
| 17 | Isabelle | A majority of short trips should be taken by bicycle rather than car or public transport. Concern expressed about cyclist safety in Collins, Elizabeth and Swanston Streets. | Introduction | consistent | Noted. Thank-you. |
| 17 | Isabelle | More integrated routes are required so cyclists can get through the city from the bicycle path along the light rail. | Network | consistent | Partially addressed in plan actions. Investigate options outside Exhibition Centre as part of Yarra River corridor study. |
| 17 | Isabelle | There could be an exemption for cyclists, to enable them to turn left on red if they have assessed that the situation is safe. This would reduce risk of being side-swiped by cars turning left. | Safety | no change | City of Melbourne supports current road laws. |
| 17 | Isabelle | Incentives should be provided to enable employers to encourage their staff to cycle to work more. | Participation | outside scope | Noted. Thank-you. |
| 17 | Isabelle | More enforcement action from police in support of cyclist safety is required. | Safety | outside scope | The City of Melbourne will work with Victoria Police to discuss this matter further. |
| 18 | Anon | Cyclist currently rides safely to and from major visitor destinations (CBD, Vic Market, Arts precinct). | Introduction | consistent | Noted. Thank-you. |
| 19 | Peng Au-Yong | Mandatory helmet laws should be repealed. | Introduction | no change | City of Melbourne support current helmet laws. |
| 20 | Adeo Esplago | Less focus on end of trip facilities is required because it gives the impression that cycling necessitates using communal bathrooms facilities however most trips below 8km do not require a shower but merely a change of clothes. | Facilities | include | End-of-trip facilities are largely responsibility of workplaces and are not always required by cyclists who travel shorter distances. City of Melbourne will support on-street end of trip facilities. |
| 20 | Adeo Esplago | A higher focus on network connections with other local government areas is required. | Network | include | Detail work with other councils through Inner Melbourne Action Plan. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|--|---------------|------------|---|
| 20 | Adeo Esplago | There is a need to focus on improving Nicholson and Lygon street bicycle routes. | Network | no change | Good connections on Rathdowne Street and changes to Exhibition Street at peak hours to support cyclists are proposed. Also good facilities near to Lygon including Swanston Street. New green pavement has been installed in Lygon to connect with Queensberry route. |
| 20 | Adeo Esplago | Bicycle training and education, especially within secondary and tertiary sectors is required. | Participation | include | Include more detail on City of Melbourne's support for community and school groups to conduct bicycle education and awareness programs. |
| 21 | Jonathon Tree | More bicycle parking in the city is required. Hoops are often fully utilised encouraging people to secure their bicycles to street furniture. | Facilities | consistent | Include existing map and proposed priority areas, eg. public places, student destinations, etc. |
| 21 | Jonathon Tree | Integration with public transport hubs needs to be improved, with spaces provided - particularly at major CBD stations. | Facilities | consistent | Noted, Thank-you. |
| 21 | Jonathon Tree | Supports lower speed limits, improved cycling facilities and a city centre in which cycling is safe for people of all ages and abilities. | Introduction | consistent | Noted. Thank-you |
| 21 | Jonathon Tree | The intersection of La Trobe St and Harbour Esplanade requires improvement. | Network | consistent | Albert Street to La Trobe Street is proposed for investigation in the plan. |
| 21 | Jonathon Tree | A B1 Veloway should be investigated. | Network | no change | To be considered as part of Yarra corridor investigation. |
| 22 | Geraldine Bagwell | Parkiteer type facilities are required all over Melbourne to provide secure and free parking. The placement of bicycle pods is also supported. | Facilities | no change | The Plan supports investigation of improved bicycle parking options. |
| 22 | Geraldine Bagwell | Would prefer more funding to be spent on parkiteer cage parking in preference to Bicycle Share Program. | Facilities | no change | Noted. Thank-you. |
| 22 | Geraldine Bagwell | Concerned about safety for cyclists in Swanston Street, Flinders Street and St.Kilda Road. | Network | no change | Noted. Works proposed for implementation or review in these areas through the draft plan. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|---|--------------|--------------|--|
| 23 | Peter Matthews | Concerned that more cycling will negatively impact on retail and prefers that Melbourne, remain a 'pedestrian city'. | Introduction | consistent | Largely consistent – agree cycling improvements should not be at the expense of pedestrians. |
| 23 | Peter Matthews | More emphasis on innovation in public transport is required. | Introduction | Out of scope | Noted. Thank-you. |
| 24 | Anon | Supports proposed changes to the junction of Queensberry and Rathdowne Streets. | Network | support | Noted. Thank-you. |
| 25 | Anon | Utilise wide street and green space to make community more efficient and public bicycle parking easier and less prone to vandalism. | Introduction | consistent | Noted. Thank-you. |
| 26 | Doone Clifton | Supports use of electric bicycles as an excellent pathway from car to bicycle and would like to replace some car parking spaces with bicycle lockers. | Facilities | include | Refer to all cyclists (including those on electric bicycles). |
| 26 | Doone Clifton | Does not support separated bicycle lanes. | Network | no change | Include hierarchy of treatments and factors in decision making in the Plan so as rationale for separated bicycle lanes is explained. |
| 27 | Karl Pavey | Bicycle routes are required for experienced cyclists. New cyclists will always want total protection - this doesn't always make for sensible routes. | Network | consistent | Noted. Thank-you. Plan aims to provide cycling routes appropriate to different experiences. |
| 27 | Karl Pavey | The provision of facilities should be made by employers or private industries - not by Local Government. | Facilities | No change | End-of-trip facilities are largely responsibility of workplaces but some civic facilities supported for cyclists that do not have workplace provision. |
| 27 | Karl Pavey | There should be more reference to safety education in the Plan. | Safety | include | Enhanced references to education in participation chapter have been added. |
| 28 | Anon | Supports provision of safe, dedicated bicycle for cyclists. | Introduction | consistent | Noted. Thank-you |
| 29 | Nevi Gorup | Supports provision of safe, separated bicycle lanes. | Introduction | consistent | Noted. Thank-you |
| 29 | Nevi Gorup | Concerned about cycling safety because taxis and cars from car parks commonly move across bicycle lanes. | Safety | consistent | Designs guidelines and standards include visual cues such as green pavement and signs and improved sightlines. Plan supports working with taxis on "Look for bicycle riders" campaign. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|---|--------------|------------|--|
| 29 | Nevi Gorup | Concern about safety and access issues for cyclists in Footscray Road. | Network | include | Use signs and visual cues for crossing points. Refer this comment to VicRoads regarding upgrade of Footscray Road. |
| 29 | Nevi Gorup | Concern about off-road safety in the Docklands and supports separated bicycle lanes. | Safety | consistent | Alternatives being sought to locate commuter cyclists away from pedestrians. Yarra corridor study will provide some solutions. |
| 30 | John Handley | Supports education campaigns for drivers on how to take care and watch out for cyclists. | Introduction | consistent | The Plan commits CoM to working with VicRoads, Victoria Police and other partners on education campaigns. |
| 30 | John Handley | Supports more bicycle parking hoops. eg corner of Bourke and Swanston, Federation Square and RMIT. | Facilities | include | Include current locations of bicycle hoops and priority areas for future hoops. |
| 30 | John Handley | Supports the conversion of car parking to bicycle parking. | Facilities | No change | Noted, thank-you. New bicycle parking may require some conversion from car parking as in Lygon Court. |
| 30 | John Handley | Concerned about low bicycle access to Carlton Gardens, Fitzroy Gardens and the parkland between Jolimont and Richmond railway stations. . | Network | No change | Clarendon Street East Melbourne would support cycling from Jolimont. Cycling through the gardens is not supported but will be reviewed again as part of the updated Management Plan for the gardens. |
| 30 | John Handley | Concerned that green paint markings fade too quickly and a more visible marking solution is sought. | Network | no change | Will continue to research treatments. |
| 30 | John Handley | The integration of city bicycle routes with the surrounding councils' is required. | Network | include | Noted, IMAP is the preferred tool for linking with other municipalities through the Plan |
| 30 | John Handley | Concerned about bicycle and pedestrian safety at Southbank. | Safety | no change | Consider as part of Yarra corridor investigation. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|---|---------------|---------------|--|
| 30 | John Handley | A congestion tax on vehicles entering the city is supported and helmets should be non-compulsory for Bicycle Share scheme. | Introduction | outside scope | Congestion tax is a State issue. City of Melbourne supports current helmet laws. |
| 31 | Anon | Cycle freely on separated lanes throughout the CBD, without any conflict with cars. | Introduction | no change | Noted. Thank-you. |
| 32 | Anon | Supports lower speeds for pedestrians and cyclists. | Introduction | consistent | Noted. Thank-you. |
| 33 | Anon | The Cecil Street path needs a connection across the light rail line near Normandy Street to allow direct connection to the path through South Wharf and the Yarra trails. | Network | consistent | Listed as a high priority project. |
| 33 | Anon | Supports the upgrading of the Footscray Road path through Docklands by removing car slip lanes, providing more signal phasing and giving cyclists priority at Little Docklands Drive. | Network | consistent | Footscray Road discussed in general in plan, details will be referred to VicRoads. |
| 33 | Anon | Concerned that the Northbank path degrades badly when it gets to Queensbridge Street. | Network | consistent | Listed as an investigation in the Plan. |
| 33 | Anon | More focus needed on signal upgrades to introduce automatic call up and signal priority. | Network | include | Included signal priority in facilities chapter. |
| 34 | Lindsay Doig | Supports the rigorous enforcement of regulations to protect non-cyclists. | Safety | no change | Noted. Thank-you. |
| 35 | Steve Buckland | Supports the linking of existing cycling paths and improved intersection access for cyclists. | Network | consistent | Noted. Thank-you. |
| 35 | Steve Buckland | Supports improved signposted entry and exit points for cyclists. | Participation | include | Include more detail on wayfinding and signage. |
| 36 | Tom Melican | Supports reduced speed limits. | Safety | consistent | Noted. Thank-you. |
| 37 | Lorian Fosdick | Supports the introduction of more physically separated bicycle lanes. | Network | consistent | Noted. Thank-you. |
| 37 | Lorian Fosdick | A more specific comment about the type of cycling city that Melbourne should become is required. | Introduction | no change | Plan is specific in that it supports all cyclists but focus on shorter distances and people of all ages and abilities participating. |
| 38 | Julie Ramsden | Improved integration of the bicycle plan across municipalities is required to ensure continuity of infrastructure and more off road and separated routes. | Safety | consistent | Noted. Thank-you. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|--|--------------|---------------|--|
| 38 | Julie Ramsden | Concerned about bicycle safety in Sturt St into Southbank because of trams, speeding cars and parked cars. Supports a safe bicycle route in this area for VCA High School students and other commuters. | Network | no change | Will consider as part of general improvements to bicycle routes. |
| 39 | Daniel Quin | Submitters concerned about the lack of workplace showers and bicycle parking. | Facilities | include | End-of-trip facilities are largely responsibility of workplaces. City of Melbourne will support on-street parking. |
| 39 | Daniel Quin | A clearer implementation plan is required. | Network | include | Include costs for priority projects in 2012-13. |
| 39 | Daniel Quin | Public awareness of laws relating to cycling needs to be increased. | Safety | include | Include more detail on education and awareness programs in Safety and Participation chapters. |
| 39 | Daniel Quin | Enforcement of speed limits are crucial. Concern that cars are going too fast in Victoria Parade, St. Kilda Road, Latrobe, King and Rathdowne Streets. | Safety | no change | City of Melbourne have proposed a 40 km/h speed limit in city to VicRoads to support cycling and pedestrians. |
| 40 | Ron Bishop | Consider a transit tax for car access to the CBD, as they have in the City of London. | Introduction | outside scope | Not considered as part of Transport Strategy 2012 as part of long term plan. |
| 40 | Ron Bishop | Concerned that the success of Bicycle Share have been reduced due to compulsory helmet laws. | Safety | no change | City of Melbourne support laws compulsory helmets. |
| 41 | Craig Beissel | The Plan should address areas of the City where cycling infrastructure authority has been assigned to another party eg. part of Batman Avenue is the responsibility of CityLink. | Introduction | no change | Plan has differentiated VicRoads projects. |
| 41 | Craig Beissel | Concerned about the risk to Melbourne's cycling facilities of future rise in sea levels or storm surge. eg. The path under the west end of Swan Street Bridge which was blocked during the winter of 2011. | Introduction | no change | Consider as part of Yarra corridor investigation. |
| 41 | Craig Beissel | Any proposed riverside path needs to address the safety issues associated with the bluestone paving at the Banana Vaults. | Network | no change | Consider as part of Yarra corridor investigation |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|--|--------------|------------|---|
| 41 | Craig Beissel | A high percentage of the signage along the City's shared paths fails to meet VicRoads standards. | Safety | include | Refer to Austroads, VicRoads design standards and complete audit of off-road paths. This will be addressed in Yarra corridor investigation. |
| 41 | Craig Beissel | The south end of Morrell Bridge is another area of safety concern due to poor sight lines and bollards where cyclist and pedestrian traffic converges. | Safety | no change | Consider as part of Yarra corridor investigation. |
| 42 | Zoe Stephenson | Submitters states a preference for-road bicycle paths with green pavement and profiled edge lines rather than shared paths. | Network | consistent | Noted. Thank-you. |
| 42 | Zoe Stephenson | Supports adding hook turn facilities for bicycles at the Queensberry and Rathdowne St intersections. | Network | support | Noted, Thank-you. |
| 42 | Zoe Stephenson | Not enough bicycle lock facilities in the city at the corner of Elizabeth and Little Collins streets as poles can easily be pulled out of the ground. | Facilities | include | Include current locations of bicycle hoops and priority areas for future hoops. |
| 42 | Zoe Stephenson | Supports improved signage for drivers and pedestrians to remain more aware of cyclists. | Safety | include | More detail on signage and other visual cues. |
| 43 | Peter Mares | Greater separation of cars and bicycles is required. | Introduction | consistent | Add signal priority to Facilities chapter. |
| 43 | Peter Mares | Concern about discontinuities in the route along Queensbridge Street that links the Moray Street bicycle route with Market Street. | Network | consistent | Queensbridge is proposed for investigation as part of actions. |
| 44 | Melanie Holmes | Supports the La Trobe Street upgrade as means of getting to Docklands from the northern suburbs more directly and safely. | Network | support | Noted. Thank-you. |
| 45 | Helen Clarke | Bicycle paths need to be appropriately lit. For example, the bicycle path through Royal Park between Royal Park Station and Flemington Bridge Station. | Facilities | refer | Refer to Parks and Recreation Branch |
| 46 | Kim Lambie | Submitter has been injured due to a car dooring accident and supports a safer riding environment. | Safety | consistent | Noted. Thank-you. |
| 46 | Kim Lambie | Supports further work with bordering councils to connect path routes. | Network | include | More detail about our work with other councils (IMAP). |
| 47 | Craig Lambie | An extension of Elizabeth Street north - to Flinders Street is supported. | Network | consistent | Further improvements to Elizabeth Street are proposed as an action. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|--|---------------|-----------|---|
| 47 | Craig Lambie | Supports bicycle paths in Exhibition Street. | Network | no change | Noted. Thank-you. |
| 47 | Craig Lambie | Submitters is interested in the details of how Cecil Street will connect to the Docklands/ East - West Connection, plus connections to Collins St Bridge and Bourke St Bridge for cyclists. | Network | include | Partially addressed in Clarendon Street improvements. |
| 48 | Anon | Cyclists to be accountable for the accidents and injuries they cause. They do not stop at traffic lights or obey road rules. They do not pay registration and we're are spending money and giving up our roads. They are not policed – can council provide cyclist inspectors? | Introduction | no change | Support Victoria Police to enforce road rules. |
| 49 | Anon | Concerned about car dooring incidents. | Introduction | include | Include details on car dooring and "Look for riders" campaign in Safety chapter. |
| 50 | Danny McCoppin | Higher priority needed to separate cyclists from road traffic and pedestrians in section from Linlithgow to Toorak Road both north and south bound. | Network | no change | Will continue to work with VicRoads about upgrades to this section. |
| 50 | Danny McCoppin | The introduction needs to acknowledge the concerns pedestrians have when confronted with cyclists on footpaths. Cycling needs to be easy and safe for pedestrians, cyclists and motorists. | Introduction | no change | City of Melbourne supports current laws that prevents cycling on footpaths and will work with Bicycle Network Victoria on a study of pedestrian/cyclist interactions. |
| 51 | Ron Peel | Reduce the speed limit within the city to 40 km/h and enforce it. | Safety | include | City of Melbourne has proposed a 40 km/h speed limit in city to support cycling. |
| 51 | Ron Peel | Repeal helmet laws to encourage more people to cycle and help the bicycle share scheme. | Participation | no change | City of Melbourne supports current helmet laws. |
| 52 | Kev McNamara | Reduce the speed of vehicles. | Safety | include | City of Melbourne has proposed a 40 km/h speed limit in city to support cycling. |
| 53 | Anon | There is no target in relation to bicycle parking and locations identified for installation The plan should include a map of these locations and a target for the number of bicycle parking racks. | Facilities | include | Include existing map and proposed priority areas for hoops eg. public places, student destinations, etc. |
| 53 | Anon | The "little" streets are ideal to cycle east to west and should be made two way for bicycles with encouragement for cyclists to cycle slowly. | Network | include | Investigate options for making little streets in central city more bicycle-friendly. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|--|--------------|------------|---|
| 54 | Anon | Concerned about safety issues on Northbank relating to commuter cyclists west of Batman Ave. | Network | include | Consider as part of Yarra corridor investigation. |
| 54 | Anon | Supports the proposed Exhibition St bicycle route recommending that the City of Melbourne remove parking from the centre of the road so that the southbound traffic lanes can be moved away from the kerb. | Network | No change | The current proposal is for peak time bicycle lanes only that would preserve vehicle parking. |
| 55 | Anon | Separated bicycle lanes are required on all major streets. | Introduction | No change | Noted. Thank-you |
| 56 | Jason Saunders | Concerned that new bicycle lanes will impact negatively on motorised transport within the central city. | Introduction | No change | Noted. Thank-you. Council's Transport Strategy attempts to balance priority for all road users. |
| 56 | Jason Saunders | Concerned that cyclists constantly break road rules. | Introduction | No change | Plan notes the need to work with the Police to encourage higher levels of road rules enforcement. |
| 57 | Janet Holly | Concerned about cyclist behaviour with cyclists using footpaths to bypass traffic lights and the need to police bicycle couriers in relation to traffic rules. | Network | no change | City of Melbourne supports laws regarding bicycles on footpaths. |
| 58 | Museum BUG | Concerned about car dooring and supports the installation of a separated line between bicycle lanes and vehicle parking. | Network | consistent | Noted. Thank-you. |
| 58 | Museum BUG | Supports an ongoing education component regarding car dooring and the provision of bicycle infrastructure that prevents these accidents from occurring. | Safety | include | Include information on bicycle rider collisions with car doors from Road Safety Action Group Inner Melbourne and City of Melbourne's actions regarding "Look Bicycle Campaign". |
| 58 | Museum BUG | Supports a targeted advertising program - along the lines of the motor-cycle awareness adverts to improve safety. | Safety | include | Include program about bicycle ambassadors and campaigns as appropriate. |
| 59 | Phil White | Supports the Bicycle Plan in its current form. | Introduction | support | Noted. Thank-you |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|--|--------------|------------|---|
| 60 | Janet Rice | Supports the development of various on and off road bicycle paths in the west of the municipality. | Network | include | Work with adjoining Councils and stakeholders to implement these suggestions wherever possible as part of annual works program. |
| 60 | Janet Rice | Supports the development of various on and off-road bicycle lanes and traffic signal changes in the central city and Carlton. | Network | include | Some of these options already included in the Plan. Others to be investigated. . |
| 61 | A Wilson | Supports peak-hour lanes for bicycles in Exhibition St. | Network | no change | Noted. Thank-you. |
| 62 | GTA consultants | To achieve the vehicle mode split target of 15% being cyclists, there is a need to get the 'Interested by Concerned' section of the community to cycle. The 'Four Types of Cyclists' is considered to provide a good basis of the types of individuals and their perceptions in regards to the viability of cycling. | Introduction | include | Include descriptions of four types of cyclists from Geller. |
| 62 | GTA consultants | Facility design is important, especially along major shopping strips and at intersections with kerbside cyclists travelling straight through and vehicles undertaking uncontrolled or left and right turn movements. | Network | include | Need to continue to work with VicRoads on standards for signalised intersections. |
| 62 | GTA consultants | While there is an extensive bicycle network proposed, it is unclear what basis will be used to develop the network apart from the identification of priority routes. | Network | include | Include hierarchy of treatments and factors in decision making within the Plan. |
| 63 | Scott Peucker | Work is required in Docklands to reduce cyclist-pedestrian conflict | Network | include | Reference to cyclist- pedestrian conflicts in Docklands has been included in the Plan. |
| 63 | Scott Peucker | Concerned about safety for cyclists at Epsom Road and seeking improvements at Footscray Road, west of Dudley Street. | Network | include | The CoM will work with VicRoads and seek to resolve both of these issues. |
| 63 | Scott Peucker | Concerned about the safety of the Lorimer Street shared pathway. | Network | include | Lorimer Street connections will be included as a high priority project in 2012-13. |
| 64 | Sanchia Draper | The Bicycle Plan should also address pedestrian safety. | Safety | consistent | The Plan discusses pedestrian/ cyclist conflicts on shared paths. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|---|--------------|------------|--|
| 65 | Alyson Macdonald | On Hoddle St/Punt Rd (west side within CoM) there is only one 'shared path' sign on the footpath (cnr Brunton Ave). The footpath from Bridge Rd to the Yarra River is an obvious place for a shared path, as there is limited pedestrian use. | Network | consistent | Consider as part of Yarra corridor investigation |
| 65 | Alyson Macdonald | Concerned about the width of the narrow bicycle refuges in Collins Street. | Safety | include | Action to run a behaviour change program around car dooring in Collins Street included in the Plan. |
| 65 | Alyson Macdonald | Congratulates the City of Melbourne (CoM) on the overall scope and philosophy of the draft plan. | Introduction | support | Noted. Thank-you. |
| 65 | Alyson Macdonald | There is no mention of bicycle parking facilities for residential developments within the CoM. The City of Yarra has a proposal in Council for exemptions to ResCode on-site (car) parking requirements if these are replaced with bicycle parking. | Facilities | No change | Action to work with Victorian Government in Transport Strategy 2012. |
| 65 | Alyson Macdonald | Proposes a minimum bicycle parking ratio particularly where retailers currently provide free or subsidised vehicle parking. | Facilities | No change | Action to work with Victorian Government in Transport Strategy 2012. |
| 65 | Alyson Macdonald | Comments on proposed Northbank cycling investigation. Proposes that in the interim new signage is provided to aid cyclists. | Network | No change | Consider as part of Yarra corridor investigation. |
| 66 | David Morton | There is a need for pedestrian safety awareness of bicycle lanes. | Safety | include | More detail on education and awareness programs to be added. |
| 66 | David Morton | Concerned that cyclists are not consistently obeying road rules. | Safety | no change | City of Melbourne supports current road laws and will continue to work with Victoria Police on this issue. |
| 66 | David Morton | Concerned that cyclists are disadvantaged by maintenance workers unexpectedly blocking road works. | Safety | no change | Allocating space for individual users difficult and addressed largely through slower speed limits. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|---|---------|------------|---|
| 67 | Jake Winther | Concerned that cyclist safety is jeopardised in the central city by inaccessible roads for cyclists. | Safety | no change | Section in the plan on bicycle safety and new works are designed to address this issue. |
| 67 | Jake Winther | Supports greater cycling separation from vehicles and refers to Berlin as a city that has achieved this goal. | Network | consistent | New bicycle works in the Plan are intended to improve bicycle separation from vehicles. |
| 68 | Peter Kay | Concerned that Swanston Street is too congested with vehicles to make cycling a safe option. | Network | comment | No change. New Swanston Street design reduces vehicle access. |
| 68 | Peter Kay | The rumble strips built into the bicycle lane at Docklands across the road from Etihad Stadium are not bicycle friendly. | Network | no change | These rumble strips will be removed as part of normal works. |
| 68 | Peter Kay | Recommends that a connection be built for bicycles crossing the footbridge over the railway tracks at the MCG and across Swan Street to the Main Yarra Trail | Network | include | Consider as part of Yarra corridor investigation. |
| 68 | Peter Kay | Most of the bicycle entry points on the edge of the city don't properly connect to bicycle friendly routes through the CBD. (eg. cannot cycle through Carlton Gardens). | Network | no change | Cycling through Carlton Gardens is not supported but will be reviewed as part of the updated Management Plan for the gardens. |
| 68 | Peter Kay | Concern about discontinuity on a bicycle track next to the light rail to the west of Melbourne. | Network | include | Partially addressed in plan. Investigate options outside Exhibition Centre as part of Yarra River corridor study. |
| 68 | Peter Kay | The Webb Bridge pedestrian/bicycle lane is too narrow. | Network | include | Consider as part of Yarra corridor investigation. |
| 69 | Deakin University | Respondent is concerned about the safety of other road and path users and pedestrians and seeking a greater emphasis on this issue. | Safety | include | More detail about studies to inform behaviour change programs for pedestrian and cyclist conflict points. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|---|---------------|-----------|--|
| 69 | Deakin University | Concerned about the safety of less experienced cyclists and supports the installation of physically separated bicycle lanes, both on and off street wherever possible. | Safety | No change | Noted. Thank-you |
| 70 | Leon Arundell | 52% of Australia's cyclists are children aged under 15 years. | Participation | No change | The plan encourages cyclists of all ages and abilities and commits to the building of lanes that are suitable for inexperienced riders. |
| 71 | Alan Parker OAM | Railway stations are very important access points to the City of Melbourne. The need for secure bicycle parking at around 200 stations and should be included within the transport plan and the bicycle plan. | Facilities | include | Include some references to integrated transport. The Transport Strategy takes a broader view. |
| 71 | Alan Parker OAM | Submitters would like to see bicycle theft data from railway stations collected and included within the Bicycle Plan. | Facilities | No change | The plan comments on thefts and actions to reduce theft. We will continue to work with Victoria Police on this growing issue. |
| 72 | Andrew Longmire | The submitters is seeking a commitment to the installation of more bicycle hoops and new bicycle lanes in Grattan Street, the installation of a bicycle lane in one of the 'little' streets in the central city and an improved bicycle connection from Canning Street to Nicholson/Spring Street. Speed limits in the central city should be reduced. | Facilities | include | Include priority sites for new bicycle hoops. City of Melbourne does not support cycling through Carlton Gardens at this stage. Improvements to Grattan Street and "little streets" will be investigated and reductions in speed limits in the central city have been requested. |
| 72 | Andrew Longmire | Submitters seeking changes to the Bike Share Program that would make the program free, established on a social enterprise model and the withdrawal of compulsory helmet laws. | Facilities | no change | City of Melbourne supports compulsory helmet laws. The program is currently being reviewed by the Victorian Government. |
| 73 | John Arnott | Submitter is seeking a more direct bicycle route through Docklands to the south east of Melbourne. | Network | include | Consider as part of Yarra corridor investigation. |
| 73 | John Arnott | The condition of the narrow track under Swan St Bridge heading east needs to be addressed. | Network | include | Consider as part of Yarra corridor investigation. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|-------------------------------|---|--------------|------------|---|
| 74 | Elizabeth Long | More bicycle parking in the central city is required - particularly the allocation of bicycle space that uses the model outside Lygon Ct. in Carlton. | Facilities | include | Include existing map and proposed priority areas in the plan. eg. public places, student destinations. |
| 74 | Elizabeth Long | Supports infrastructure changes that Melbourne is planning, particularly the proposed bicycle lane on Princes Bridge. | Network | support | Noted. No change. |
| 75 | Adrian Kennedy | The proposed Dynon Road works should be upgraded from "Investigation" to "Build" within the period 2012 – 2016. | Network | no change | Other stakeholders are involved with the investigation and the development of a possible solution to this problem. |
| 76 | Dr Robert Henning | Excellent work by Melbourne City Council on making bicycle travel to and within the city easier and safer. | Introduction | support | Noted. Thank-you |
| 77 | Bicycles@Work | Work with small businesses to measure economic benefits of bicycle paths/infrastructure and parking. | Evaluation | include | Undertake study of economic benefits of cycling parking. |
| 77 | Bicycles@Work | Enhance bicycle transit hubs with self service stations which feature bicycle stands, pumps and vending machines is required. | Facilities | no change | Hubs are not supported due to the likely cost. Existing bicycle retailers provide some of these services. |
| 77 | Bicycles@Work | More practical education programs for workplaces, schools and community groups are needed. | Facilities | include | The CoM will support other community organisations undertaking this work. |
| 77 | Bicycles@Work | Less focus on end of trip facilities. The majority of CoM cyclists only travel less than 8km which is a distance that generally does not require shower facilities. Excessive focus on end of trip facilities gives potential cyclists the impressions of inconvenience and communal bathing. | Facilities | include | End-of-trip facilities are largely responsibility of workplaces and are not always required by cyclists who travel shorter distances. City of Melbourne will support on-street parking. |
| 77 | Bicycles@Work | Respondent supports the development of education campaigns focusing on proper usage by all traffic (not just bicycles) around the shared space of super tram stops. | Safety | consistent | Noted. Thank-you |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|-------------------------------|---|--------------|------------|---|
| 77 | Bicycles@Work | Links to broader economic trends should be based on “efficient and effective transport solutions” rather than “sustainable” transport – move away from being seen as a “Green movement” – ie middle east oil/carbon emissions/land degradation - should be more about practical solutions rather than activism. | Introduction | no change | Action to conduct and monitor research relating to enablers and barriers to cycling in Melbourne has been included in the Plan. |
| 77 | Bicycles@Work | Does not support speed limit reductions. | Safety | no change | City of Melbourne have proposed a 40 km/hr speed limit in city to VicRoads to support cycling and pedestrians. |
| 79 | Department of Transport | DoT will work with CoM to develop the route and grow cycling from Westgate punt and Fishermans Bend district. Supportive of the 3 proposed actions for Lorimer Street outlined in the section "Connecting the Bicycle Network". | Network | consistent | Noted. Thank-you. |
| 80 | City of Yarra | Collins Street is a route for confident, experienced cyclists only. | Appendix | include | Change Collins Street to standard bicycle route in final production. |
| 80 | City of Yarra | The City of Yarra proposes a number of projects on the boundary to be worked on collaboratively between the municipalities including Wellington Street to Clarendon Street and others along the Victoria Parade, Nicholson Street and Hoddle Street. | Appendix | no change | These smaller projects require the work with VicRoads and will be considers as part of the annual works program. |
| 80 | City of Yarra | It is recommended that projects be assessed and prioritised. | Network | include | Key priority projects have costs and time for the 2012-13 year. Other projects will occur over following three years based on funding, and alignment with other stakeholders. |
| 80 | City of Yarra | There is no commitment to the installation of new hoops in public places. | Facilities | include | The City of Melbourne has an annual program for installing hoops that has now been included. Priority sites are suggested. |
| 80 | City of Yarra | More emphasis should be on explaining the different categories of cyclist. | Introduction | include | Include descriptions of four types of cyclists - ref. Geller. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|--|--------------|------------|--|
| 80 | City of Yarra | There is no analysis of from where cyclists are currently approaching the CBD, and whether this is likely to be consistent with demographic changes projected as the municipality's population grows. | Introduction | include | Map of cyclist origins to be included in the Plan. The Transport Strategy outlines growth areas. |
| 80 | City of Yarra | Recommends making all roads safer by reducing the speed limit on all of Melbourne's local roads to 40 km/h | Network | include | City of Melbourne have proposed a 40 km/h speed limit in city to VicRoads to support cycling and pedestrians. |
| 80 | City of Yarra | Reference the City of Melbourne's work with and participation in Road Safety Action Group Inner Melbourne. | Safety | include | Include information on bicycle rider collisions with car doors from Road Safety Action Group Inner Melbourne. |
| 80 | City of Yarra | Increased numbers of cyclist will lead to a greater opportunity for conflict between cyclists and pedestrians crossing mid-block. | Safety | include | Include reference to study of pedestrian and cyclist conflict points. |
| 81 | Andrew Selby Smith | Safer infrastructure separated from vehicles is required. | Safety | consistent | Noted. Thank-you. |
| 81 | Andrew Selby Smith | Pedestrian usage of the garden paths in Carlton Gardens is less intense than pedestrian usage of the Nicholson St footpath route. Permitting bicycle routes through the Gardens would reduce collision risk. | Network | include | Cycling through the gardens is not supported by but will be reviewed again as part of the updated Management Plan for the Carlton Gardens. |
| 81 | Andrew Selby Smith | There needs to be consideration of how to improve intersections that have no bicycle infrastructure yet carry high loads of cyclist traffic. | Network | include | Reference AustRoad, VicRoads design standards. Also working with VicRoads on standards for signalised intersections. |
| 81 | Andrew Selby Smith | Most cyclist risk comes from the behaviour of other road users and stronger police enforcement of the behaviour of other users of the road is sought. | Safety | no change | Noted. Thank-you |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|---|--------------|--------------|---|
| 81 | Andrew Selby Smith | The view put forward that it is not that cyclists are travelling too fast but more that the infrastructure is not designed in a way that caters for faster speeds. | Safety | include | Cyclists need to ride at a speed that suits the conditions under which they are riding. Change wording to cyclists do not ride at a speed that is compatible with the space available and other uses. |
| 82 | Alan Todd | People using Bicycle Share should be exempted from the requirement to wear an approved helmet and the scheme should be integrated with Myki and extended to adjoining municipalities. | Facilities | no change | City of Melbourne supports current helmet laws. The Bicycle Share program is currently being reviewed by the Victorian Government. |
| 83 | Darren Roberts | Concerned about the amount of glass pushed into bicycle lanes. | Network | include | Include more detail about maintenance and City of Melbourne reporting systems. |
| 83 | Darren Roberts | Bicycle education is required to encourage cyclists to ring bells and behave safely on paths and the road. | Safety | include | More detail on working with Victoria Police and VicRoads on education and awareness programs. |
| 83 | Darren Roberts | A great plan in some detail and good research. | Introduction | support | Noted. Thank-you. |
| 84 | Marcus Coghlan | Welcomes the efforts of the CoM to improve the cycling environment and encourages CoM to do even more for cycling. | Introduction | support | Noted. Thank-you. |
| 85 | Hugh Butcher | More emphasis on the health, social and environmental benefits of cycling is required. | Introduction | no change | The plan talks broadly about supporting cyclists of all ages and abilities for all trips. |
| 85 | Hugh Butcher | Increased consistency with policy from the Transport Strategy to foster low impact freight and delivery in central Melbourne. | Introduction | out of scope | Covered in Transport Strategy. |
| 85 | Hugh Butcher | Remove car spaces and replace with bicycle parking eg. Lygon Court. | Facilities | include | Include existing map and proposed priority areas, eg. public places, student destinations etc. |
| 85 | Hugh Butcher | More bicycle 'head start' lights at intersections are required. | Facilities | include | Include comments about signal priority in Facilities chapter. |
| 86 | Mark Metelmann | Extend Albert Street lanes to Punt Road in the city direction, particularly at the Punt / Albert intersection, and give cyclists a head start at that intersection (in the city direction). | Network | no change | Not in current list of works. Further discussion would be required with other stakeholders. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|---|---|---------------|---------|--|
| 86 | Mark Metelmann | Install more bicycle racks outside 180 Lonsdale St (the BHP building). | Facilities | include | Include existing map and proposed priority areas, eg. public places, student destinations etc. |
| 86 | Mark Metelmann | The CBD could be made more bicycle and pedestrian friendly by making infrastructure design changes such as closing particular roads and reducing speed limits. | Introduction | include | City of Melbourne have proposed a 40 km/h speed limit in city to VicRoads to support cycling and pedestrians. |
| 86 | Mark Metelmann | Greater levels of signal priority are required for cyclists. | Facilities | include | Include signal priority as part of Facilities chapter. |
| 87 | Cycling Promotion Fund | The City of Melbourne needs to reassess its strategic focus, to prioritise the movement of people and goods, over the movement of vehicles. | Introduction | include | Include diagram prioritising walking, cycling, public transport. |
| 88 | Public Health Association of Australia (Victoria) | Strongly support the Plan's proposed building or upgrading of high priority on-road cycling routes and especially those upgrades planned for St Kilda Road, Elizabeth and Collins Streets as a means of dealing with safety problems. | Safety | include | Include reference to research about Bicycle Rider Collisions with Car Doors. |
| 88 | Public Health Association of Australia (Victoria) | Cycling has many positive physical, environmental and social benefits for public health and wellbeing such as increased physical activity and social interaction. The Plan's concentration on creating an environment that encourages cycling by less experienced riders is welcomed. | Participation | support | Noted. Thank-you |
| 89 | Melbourne BUG | The detailed submission comprises three parts: *a summary of high priority works. *specific comments on paragraphs of the plan *an update of the position paper. The submission was generally supportive of the Bicycle Plan. This submission was discussed in detail with Melbourne BUG at a meeting held on 8 August 2012. | Introduction | include | Include investigation of little streets to make them more bicycle-friendly and Yarra corridor study to include Flinders Street. No change to Princes Bridge project. St.Kilda Road, south of Southbank Boulevard will require extensive consultation with community and key stakeholder to progress. |
| 89 | Melbourne BUG | Specify the increase in cyclist numbers, and decrease in crashes, since the bicycle lanes in Albert Street were built. A table and a graph would help illustrate the point. Melbourne BUG often has to defend this type of infrastructure against people saying it is "dangerous" and "unpopular". | Network | include | Graphs of increasing cyclist numbers in Albert Street. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|---------------------------------------|---|--------------|-----------|---|
| 89 | Melbourne BUG | Specify a timeframe and steps for investigations. Commit to converting one or more of the little streets into cycling streets by removing car parking spaces and installing contra-flow lanes. The bicycle plan should also begin by identifying which little streets would be investigated. | Network | include | Investigations are generally longer-term projects which require collaboration with multiple stakeholders. The draft Plan identifies the need to investigate little streets. |
| 89 | Melbourne BUG | Improve cycling routes to railway stations and between railway stations. Commit to incorporating cyclists into every stage of the planning process including new tram platform stops. | Network | include | City of Melbourne will work with partners on integrated transport options. |
| 89 | Melbourne BUG | Need to identify specific locations where bicycle parking might be required (Melbourne BUG has put forward specific locations that will be actioned wherever possible). | Facilities | include | Include priority sites for new bicycle hoops. |
| 89 | Melbourne BUG | Build two priority routes through Carlton Gardens. | Network | No change | Cycling through the gardens is not supported but will be reviewed again as part of the updated Management Plan for the Carlton Gardens. |
| 89 | Melbourne BUG | The proposed Exhibition Street lane should be a permanent bicycle lane. | Network | No change | Permanent bicycle lane not supported at this stage. |
| 90 | City of Moonee Valley | Projects to progress to ensure easy access between the two municipalities include developing options for upgrading sections of Epsom Road and Racecourse Road before 2016 and construction of a separated lane on Flemington Road in conjunction with VicRoads. | Network | No change | These projects will be progressed in discussions with VicRoads. |
| 90 | City of Moonee Valley | Moonee Valley City Council commends the excellent document and the leadership role that the City is taking to make the Melbourne region better connected for cyclists. | Introduction | include | Noted. Thank-you. |
| 90 | City of Moonee Valley | Moonee Valley Council would like to support LeadWest's submission to the City of Melbourne and encourage a focus on bicycle infrastructure connections with Melbourne's west (i.e. Maribyrnong and Moonee Valley) to address the lack of public transport options. | Introduction | No change | Noted. Thank-you. |
| 91 | Town and Country Planning Association | On road bicycle lanes should either be upgraded to comply with Austroads standards or be removed. | Network | no change | The Plan proposes many route improvements. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|---------------------------------------|--|------------|--------------|---|
| 91 | Town and Country Planning Association | Long haul commuters should use bicycles for the last mile to reach destinations. | Facilities | out of scope | Refer to Department of Transport and PTV. |
| 91 | Town and Country Planning Association | Consistency in speed limits needs to be developed in provisions for cyclists and the management of general traffic. | Network | include | City of Melbourne has proposed a 40 km/h speed limit in city to support cycling. |
| 91 | Town and Country Planning Association | With increasing population, there will need to be a greater emphasis on safe intersections and crossing points. | Safety | include | Include details about research into pedestrian and cyclist conflict points. |
| 92 | Victoria Walks | A goal of the plan should be to reduce conflict between cyclists and other modes of transport, particularly walking. Development of three new physical separated bicycle routes through the central city by 2016 is supported as long as they do not impact negatively on pedestrian movement and amenity. | Network | consistent | Noted. Thank-you. |
| 92 | Victoria Walks | Bicycle parking should be installed on roadways not footpaths. Convert car parking spaces to bicycle parking as has happened at Lygon Court. Melbourne Bicycle Share scheme bicycle stations should be moved from the footpaths and onto roadways. | Facilities | include | Include current locations of bicycle hoops and priority areas for future hoops. |
| 92 | Victoria Walks | Recommends the continuation of restricting cycling to families with children under 12 years in areas of intense cycling routes such as Carlton Gardens. | Network | include | Cycling through the gardens is not supported but will be reviewed again as part of the updated Management Plan for the gardens. |
| 92 | Victoria Walks | An on-road solution should be found for cyclists on both Northbank and Southbank. | Network | include | Consider as part of Yarra corridor investigation. |
| 93 | VicRoads | The current plan discussed 'Evaluation'. It is suggested that evaluation should also include a number of other factors such as intercept survey with users, connectivity as well as numbers of cyclists. Evaluation was completed for Albert Street but this was not mentioned in the document. | Evaluation | No change | The 'evaluation' chapter of the Bicycle Plan includes reference to the need for surveys and other evaluative measures. |
| 93 | VicRoads | Crash data provided shows that Swanston Street has most cycling related crashes between Collins St and east of the Princes Bridge. Submitters seeking more detail. | Safety | No change | Crashes will be investigated as part of the implementation of the Princes Bridge project. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|----------------------|--|---------------|-----------|--|
| 93 | VicRoads | Network Fit Assessment for La Trobe Street bicycle proposal was completed with VicRoads. This assessment is recommended for future proposals. | Network | include | Network Fit Assessment to be included for major future projects. |
| 93 | VicRoads | Whilst there is plan for improvement works along the PBN routes, should council also consider the use of 'Little' streets as supporting routes. | Network | include | Include investigation of options for making little streets in central city more bicycle-friendly. |
| 93 | VicRoads | The current plan identifies a list of projects in the years of 2012/13 to 2015/16. However there is no information about bicycle program for each year or any implementation plan. | Network | include | Costing and timing of 2013/14 projects has been added. |
| 93 | VicRoads | The plan should discuss the proposal to reduce speed limits in the CBD and its impact on cycling. | Participation | include | CoM has proposed a 40 km/h speed limit in city to VicRoads to support cycling and pedestrians. |
| 93 | VicRoads | The plan should incorporate other transport modes in the vision, and discuss how road harmony for all road users can be achieved eg. through advertisement and educational programs. | Safety | include | Include more detail on education programs and campaigns and our role supporting Victoria Police and VicRoads. |
| 94 | RACV | A Working Group with road user groups and transport operators should be established to consider and advise on the implementation of the plan. RACV would be pleased to participate in a Working Group. | Evaluation | consider | The role of external organisations in the review of the bicycle plan to be further considered. |
| 94 | RACV | In relation to traffic calming proposals, RACV proposes that Elizabeth Street, from Flinders Street to Bourke Street, be closed to all vehicular traffic and be retained as a route for trams, cyclists and pedestrians. This would form an extended mall including Swanston, Bourke and Elizabeth Streets, enhancing the urban environment in central Melbourne. | Network | no change | Comment relates more to the content of the Transport Strategy. |
| 94 | RACV | RACV does not support the introduction of bicycle lanes on Exhibition Street if they reduce the number or width of lanes between Collins Street and Flinders Street, as proposed by Council. Also concerned about any similar changes on Flinders Street, Swanston Street (Flinders Street to Yarra River), St Kilda Road (Yarra River to Alexandra Avenue). and in the vicinity of Princes Bridge. | Network | no change | The proposed peak period bicycle lanes in Exhibition Street would retain vehicle lanes. It is expected there would be no impact on traffic capacity relating to the works on Princes Bridge northbound. Southbound lanes to be assessed. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|---|--|--------------|------------|--|
| 94 | RACV | Support separate bicycle facilities unless their implementation reduces road movement capacity for other vehicular travel including public transport. Within the CBD, overall movement could be better achieved by initially removing parking on key roads within the central area. Separated kerb island treatments are preferred to bollard treatment. | Network | consistent | Noted. Thank-you. |
| 94 | RACV | RACV considers that any expansion of Melbourne Bicycle Share will need additional funding and urges Council to develop a proposal with the State Government. | Facilities | consistent | City of Melbourne will continue to play an active role in supporting Bicycle Share which is currently being reviewed. |
| 94 | RACV | Concern that Melbourne's accessibility and attractiveness for business is being reduced by Council's reductions to traffic lanes when bicycle infrastructure projects are implemented. | Network | no change | The City of Melbourne will endeavour to retain existing traffic volumes on these roads. |
| 94 | RACV | RACV proposes that the Bicycle Plan include a feasibility study for a new bridge next to Princes Bridge, to carry pedestrian and/or cyclist traffic, and to remove one or both footpaths from the existing bridge to provide additional bicycle and vehicle capacity. | Network | no change | Noted. Feasibility study is not supported for the current Plan which proposes an alternative arrangement for Princes Bridge. |
| 95 | Department of Transport, PTV and VicRoads | Suggest the development of a classification system that defines the standard and function of routes and more details of how treatments can support vulnerable cyclists eg. head start boxes, lanterns and signal prioritisation. | Network | include | Include hierarchy of treatments and factors in decision making within the Plan. |
| 95 | Department of Transport, PTV and VicRoads | More consideration is required of the integration of public transport, cyclists and pedestrians and how access to public transport stops by cycling and walking can be maximised. | Network | no change | This detail is included in the Transport Strategy 2012. |
| 96 | Amy Gillett Foundation | The AGF congratulates the City of Melbourne the draft Bicycle Plan 2012-16. It's a comprehensive document that appears to be the result of broad consideration of cycling in the City of Melbourne. | Introduction | support | Noted. Thank-you |
| 96 | Amy Gillett Foundation | Recommends that cycling organisations, including the AGF be included in the review and implementation of Melbourne Bicycle Plan activities. | Evaluation | consider | The role of external organisations in the review of the bicycle plan to be further considered. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|------------------------|--|--------------|------------|--|
| 96 | Amy Gillett Foundation | Concerned that the City of Melbourne is planning to prioritise network connections for novice cyclists possibly at the expense of more experienced cyclists. | Introduction | no change | City of Melbourne aims to support cyclists of all ages and abilities and connect network gaps in the central city to be key priorities of this plan. |
| 96 | Amy Gillett Foundation | More information about the methodologies to be used in evaluation is sought. | Evaluation | No change | The CoM will approach the Foundation to assist it with the development of evaluative criteria. |
| 96 | Amy Gillett Foundation | Code of Conduct and road rules specific for the inner city shared environment are required. (pedestrians, cyclists, motorists and trams). | Safety | consistent | Noted. Thank-you. |
| 96 | Amy Gillett Foundation | Attitudinal change studies from all road users pre/during/post the bicycle plan and related to key milestones/developments is sought within the Plan. | Evaluation | include | Measure qualitative as well as quantitative changes. |
| 96 | Amy Gillett Foundation | The City of Melbourne should work with adjacent Councils to ensure that new routes are connected across Council areas. | Network | include | Include more detail on our work with other councils as part of (IMAP). |
| 96 | Amy Gillett Foundation | Concerned that the removal of debris and filling of potholes on bicycle lanes be managed properly. | Network | include | Change wording to promptly remove debris and outline the Councils reporting system for hazards. |
| 96 | Amy Gillett Foundation | There is a heavy focus here and throughout the document on infrastructure. More emphasis is needed from the City of Melbourne on the behaviour change and signage. | Safety | include | More detail on key priorities, costing and timelines has been included. More information on education and awareness programs has also been included. |
| 97 | Chris Wright | The wearing of bicycle helmets should be non-compulsory – especially for riding off-road and/or using Melbourne Bicycle Share. | Facilities | include | City of Melbourne supports current helmet laws. |
| 97 | Chris Wright | Cycling through Carlton, Fitzroy and Treasury gardens should be allowed. | Network | include | Cycling through the gardens is not supported in the Plan. |
| 98 | City of Maribyrnong | Remove the gap in the network from the eastern end of Dynon Rd into North Melbourne. | Network | include | Work with VicRoads to prioritise this project. |

| No. | Name or Organisation | Comment précis | Chapter | Action | Response |
|-----|--------------------------|---|---------------|--------------|---|
| 98 | City of Maribyrnong | Include all children in targeted education. | Safety | include | Include more detail on how City of Melbourne support Victoria Police and VicRoads education campaigns. |
| 98 | City of Maribyrnong | Use inductive loops to trigger bicycle traffic signals on shared paths. Use traffic light phasing that gives cyclists priority. Construct a pedestrian/cyclist priority crossing at Royal Park station in Poplar Rd. Separate cyclists from motorised traffic so that novices will cycle. | Facilities | include | Signal priority in Facilities chapter. |
| 98 | City of Maribyrnong | Work towards consistent signage across municipal boundaries. | Network | include | Signage and collaboration with other Councils added to 'Facilities' chapter. |
| 98 | City of Maribyrnong | Advocate for change to law so that vulnerable roads users not at fault in collision with motor vehicle (as in Europe). | Safety | no change | City of Melbourne supports current road rules. |
| 98 | City of Maribyrnong | 30km/hr speed limit for local streets to make them more attractive to walkers and riders. | Safety | no change | City of Melbourne have proposed a 40 km/h speed limit in city to VicRoads to support cycling and pedestrians. |
| 98 | City of Maribyrnong | Offer incentives and rewards to bicycle riders. | Participation | out of scope | Noted. Thank-you |
| 99 | Bicycle Network Victoria | Support the Bicycle Plan in its current form. | Introduction | support | Noted. Thank-you. |

BICYCLE PLAN 2012-16

DRAFT

Contents

| | |
|---|-----------|
| <u>FOREWORD.....</u> | <u>3</u> |
| <u>EXECUTIVE SUMMARY</u> | <u>4</u> |
| <u>INTRODUCTION.....</u> | <u>5</u> |
| PURPOSE OF THE PLAN..... | 5 |
| BACKGROUND | 10 |
| <u>CONNECTING THE BICYCLE NETWORK</u> | <u>13</u> |
| OPPORTUNITIES..... | 18 |
| ACTIONS | 21 |
| <u>FACILITIES</u> | <u>27</u> |
| OPPORTUNITIES..... | 29 |
| ACTIONS | 31 |
| <u>CYCLING SAFELY</u> | <u>32</u> |
| OPPORTUNITIES..... | 35 |
| ACTIONS | 36 |
| <u>GROWING PARTICIPATION.....</u> | <u>37</u> |
| OPPORTUNITIES..... | 37 |
| ACTIONS | 38 |
| <u>EVALUATION</u> | <u>39</u> |
| OPPORTUNITIES..... | 39 |
| ACTIONS | 40 |
| APPENDIX A – PRINCIPAL BICYCLE NETWORK | 41 |
| APPENDIX B – LOCAL BICYCLE NETWORK | 42 |
| APPENDIX C – EXISTING BICYCLE ROUTES..... | 43 |
| APPENDIX D – ACHIEVEMENTS OF BICYCLE PLAN 2007-11 | 44 |
| BIBLIOGRAPHY | 46 |

Foreword

(to be inserted)

Lord Mayor Robert Doyle and Cr Kevin Louey, Chair of Council's Connected City Portfolio

EXECUTIVE SUMMARY

Melbourne is committed to becoming a cycling city with a safe and connected network of bicycle-friendly routes.

The draft Bicycle Plan 2012-16 is the City of Melbourne's plan for bicycle infrastructure and programs to make Melbourne safer and more attractive for current and future cyclists. The plan focuses on creating a strong bicycle network and improving links between existing routes particularly in the central city and encouraging people of all ages and abilities to take-up cycling or cycle more frequently for local trips.

The plan provides a status on current cycling and lists potential strategies and actions to achieve the vision of a cycling city. It outlines actions for infrastructure, facilities, services and programs for investment by the City of Melbourne and partners.

The goals of the Bicycle Plan are to:

1. Plan and deliver a connected cycling network
2. Build high quality routes for local cycling trips
3. Increase participation in cycling
4. Make cycling safer.

Actions

More than 50 large and small-scale projects are proposed in the plan to strengthen the bike network both on- and off-road over the next four years.

The City of Melbourne will construct and upgrade a number of significant on-road routes, such as La Trobe Street, Princes Bridge, St Kilda Road, and Elizabeth, Exhibition and Clarendon streets. The plan also identifies off-road works that will improve transitions from off-road to on-road paths and particularly from the popular Yarra River Trail to the central city.

The plan commits to increasing bicycle parking throughout the municipality and working with peak groups and businesses to improve end-of-trip facilities to encourage more people to cycle to work.

The City of Melbourne will continue to support vehicle and bicycle safety campaigns that encourage responsible road use and promote Melbourne as a cycling city.

Additional research will help the City of Melbourne to better understand traffic conditions, cycling behaviour and crashes and monitor our performance.

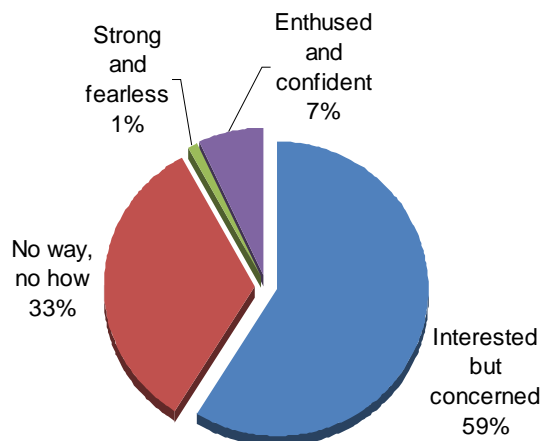
INTRODUCTION

PURPOSE OF THE PLAN

Everyday cycling

1. Melbourne is one of the world's most liveable cities¹. Cycling supports our liveability status by taking pressure off public transport, reducing congestion and noise and supporting a zero carbon future. Local cycling trips help people to be healthy and active. The purpose of the Bicycle Plan is to outline actions that will assist people of all ages and abilities to cycle more often.
2. A significant investment in time and resources is required to encourage more people to ride a bicycle. While there has been a comprehensive effort to make Melbourne a bicycle-friendly city, further work is needed if cycling is to become a more dominant mode of travel within the municipality².
3. Cyclists need to feel legitimate, safe and supported. In cities such as Melbourne, over half of the population is interested but have some concerns about riding a bicycle³.

Figure 1 – Types of cyclists and potential cyclists (Source: Geller, R 2010 Portland Bureau of Transportation, Oregon)



4. Consistent with the City of Melbourne's Transport Strategy, support will be given to walking, cycling and public transport as the dominant modes of transport in the municipality. This is in preference to (in order of priority) freight, multiple-occupancy vehicles and single-occupancy vehicle movements.

Figure 2 – Priority of transport mode



¹ Economist Intelligence Unit, August 2012.

² Transport Strategy, 2012. City of Melbourne.

³ Geller 2010, Translink 2011.

Melbourne cycling – a snapshot

5. The municipality of Melbourne is 37.6 km² and shares its border with seven other local government areas. The distance from east to west and north to south is approximately seven kilometres. The generally flat topography and mild climate make conditions ideal for cycling. Each weekday, about 800,000 people travel to the municipality to work, study or visit. By 2016, it is expected close to 900,000 people will travel into the expanding central city and suburbs daily.
6. The bicycle network in the City of Melbourne is made up of approximately 120 kilometres of bicycle routes. Approximately 52 kilometres are on-road and 68 kilometres are off-road.
7. The on-road cycling environment provides the capacity for cyclists to use all roads as well as a variety of dedicated bicycle lanes with different road treatments. These include:
 - 7.1. separated kerbside lanes such as those in Albert Street and Swanston Street (north)
 - 7.2. Queensberry Street where chevron markings separate bike lane from moving traffic
 - 7.3. Spring Street where green paint markings and bicycle stencils are in use.
8. The off-road environment includes well used shared paths and cycling trails such as the Yarra Trail, Moonee Ponds Creek Trail and the Maribyrnong River Trail. The Capital City Trail starts and ends in the City of Melbourne and circumnavigates Melbourne's inner suburbs for approximately 32 kilometres. Many of Melbourne's parks contain cycling routes.

Cycling in Melbourne - the numbers

9. In the City of Melbourne both the number and mode share for bicycles in the morning peak have increased considerably since 2007⁴. Lower numbers in 2011 can be attributed to poor weather conditions for cycling. In March 2012, 11% of all vehicles travelling into the City of Melbourne during the morning peak between 7am and 10am were bicycles⁵. The challenge is to increase the number of cycling trips and the mode share of trips by bicycle.

Figure 3 – Cyclists entering the central city at key locations during the morning peak 7-9am (Source: Super Tuesday counts, Bicycle Network Victoria)

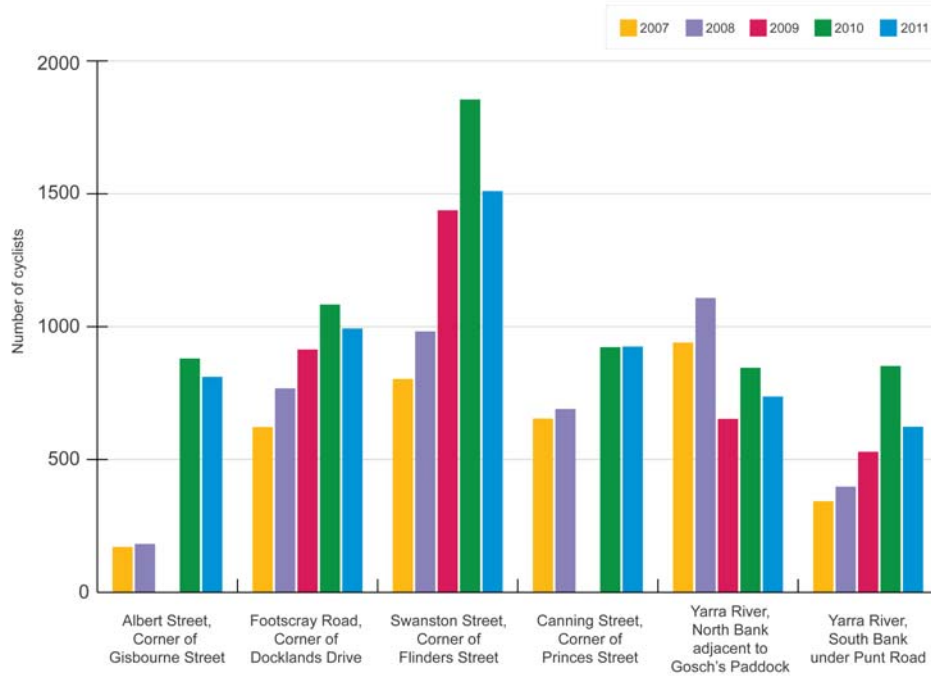
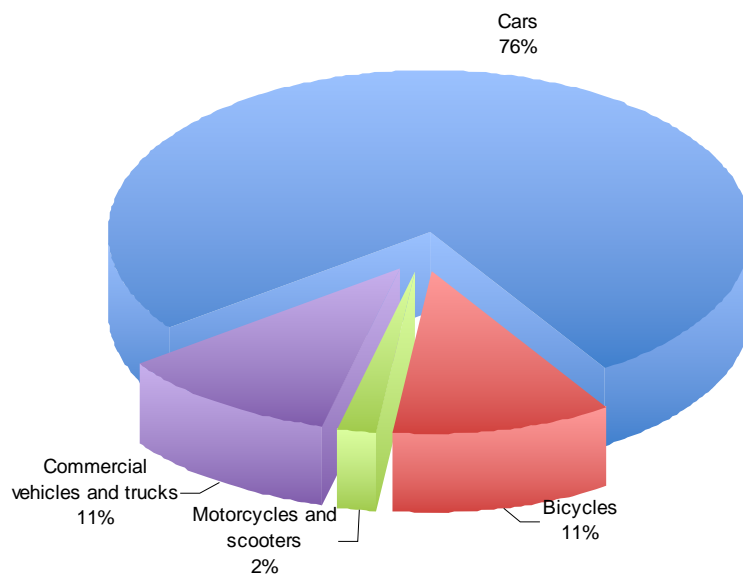


Figure 4 – Vehicles entering the central city at key locations during the morning peak 7-10am in March 2012 (Source: Cycling counts, City of Melbourne)



⁴ Super Tuesday counts, Bicycle Network Victoria.

⁵ Cycling counts, City of Melbourne, March 2012.

10. A high proportion of trips to, from and within the City of Melbourne are taken as a driver or passenger of a car or by public transport. For weekday trips between two and seven kilometres 44% of people travel in cars and 40% of people travel by public transport. For trips seven to 20 kilometres, 50% of people travel in cars. Trips by bicycle are popular between two and seven kilometres.

Table 1 – Mode of trips to, within and from the city by cumulative travel distance on weekdays (Source: VISTA 2009)

| | 0-2 kms | 2-7 kms | 7-20 kms | > 20 kms | TOTAL |
|-----------------------------|--------------------|--------------------|---------------------|------------------------|--------------|
| CAR | 12% | 44% | 50% | 45% | 40% |
| BICYCLE | 2% | 10% | 4% | 0% | 4% |
| WALKING | 79% | 6% | 0% | 0% | 19% |
| PUBLIC TRANSPORT | 7% | 40% | 46% | 55% | 37% |

Vision

11. That the City of Melbourne becomes a cycling city.

Goals

12. The goals of the Bicycle Plan are to:
 - 12.1. Plan and deliver a connected cycling network
 - 12.2. Build high quality routes for local cycling trips
 - 12.3. Increase participation in cycling
 - 12.4. Make cycling safer.

Targets

13. It is intended that by 2016:
 - 13.1. There will be a 50% increase in bicycle trips to, from and within the municipality on weekdays⁶
 - 13.2. There will be a 15% change in the number of local trips under seven kilometres from car and public transport to bicycle⁷
 - 13.3. 15% of all vehicles entering the central city during the morning peak will be bicycles⁸
 - 13.4. There will be a reduction of serious injury crashes by a minimum of 10% relative to the number of cyclists per year⁹
 - 13.5. Two safe, high quality east-west and two north-south bicycle routes will be designed within the central city.

⁶ VISTA, 2009. Increase bicycle trips on weekdays from 4% (81,534) to 6%.

⁷ VISTA, 2009. Increase in the proportion of trips by bicycle to 15% by shifting people from car and public transport.

⁸ Cycling counts, City of Melbourne. Increase from 11.4% (7516) in March 2012 to 15% by September 2016.

⁹ VicRoads, CrashStats and VicRoads Automatic Counters.

BACKGROUND

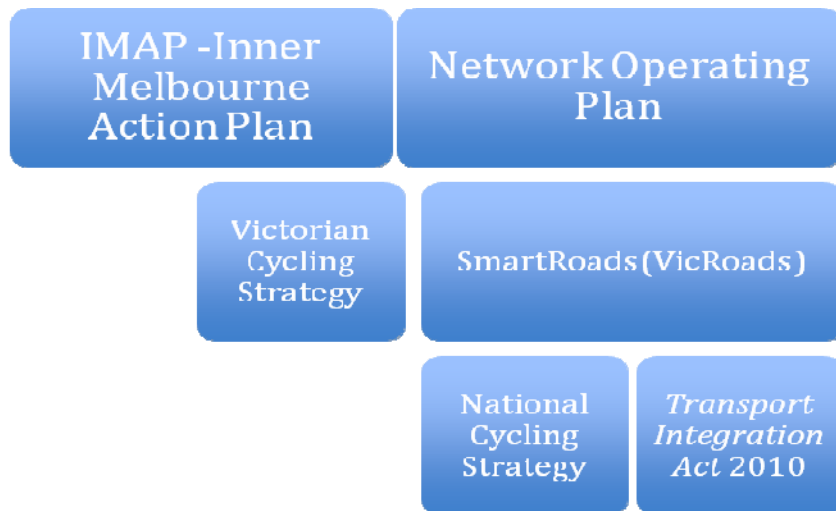
Figure 5 - Strategic framework

Vision



Implementation

Local



National

Understanding cycling in Melbourne

14. Cyclists ride for either recreation or for transport. The main difference is that 'transport' trips have a purpose and are generally direct trips. 'Recreation' trips are more flexible in time and distance.
15. Within the transport group, there are two main types of cyclists. The first sub-grouping includes very experienced cyclists who use a bicycle to commute to work, often ride fast and are confident enough in their ability to choose the most direct routes to work. A high intensity transport trip could be a distance of 12 kilometres or more with the rider likely to be seeking a shower at the workplace. The second group ride more slowly and will only travel to work, university or undertake local trips using safer on or off-road routes. This group of cyclists is especially concerned about safety and comfort.

16. Recreational cycling is popular with young families and seniors and can occur on weekdays as well as weekends. Within this group there are some more experienced riders who will travel up to 30 kilometres per hour using recreational cycling as a means of keeping fit.

The challenge of increasing cycling numbers

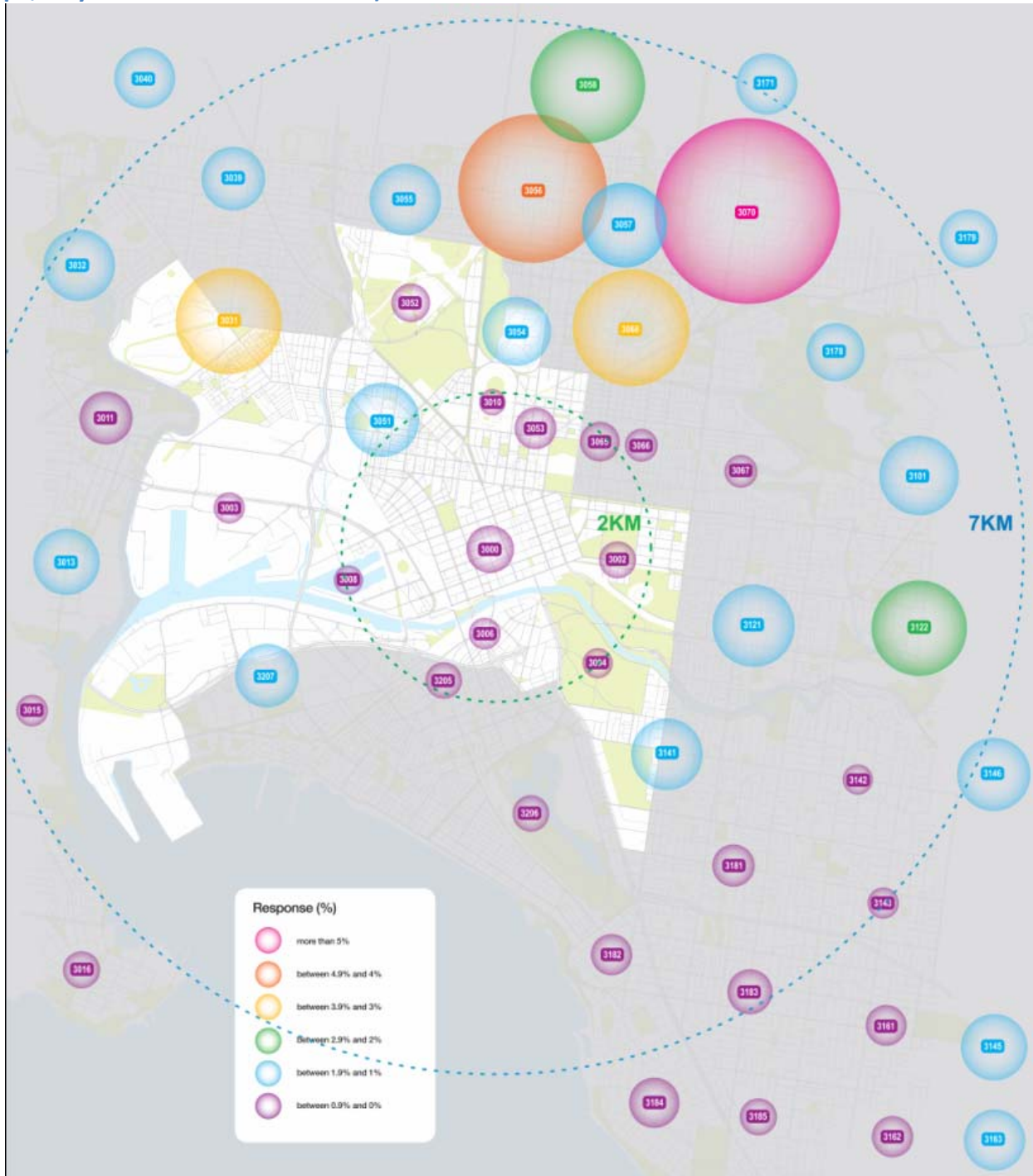
17. Since 2006 the number of bicycles has more than doubled (from 4%) as a mode share of all vehicles moving into the central city in the morning. In March 2012, bicycles comprised 11% of vehicle movements to the central city in the morning peak¹⁰.
18. Increasing the number of bicycle trips to, from and within the municipality by 50% in the next four years is achievable. The challenge is to find ways to move people from cars and public transport to bicycles. For trips less than two kilometres, walking is the preferred mode of transport although bikes can easily be used for short trips. For trips longer than two kilometres, cycling is ideal as it reduces congestion and pollution and takes pressure off the public transport system. The average trip length travelling to and from the City of Melbourne is about seven kilometres. Trips within the municipality average around two kilometres.¹¹

¹⁰ Cycling counts, City of Melbourne, March 2012.

¹¹ VISTA, 2009.

19. Cyclists travelling to the City of Melbourne come primarily from the north-eastern suburbs. The top six suburbs for commuting to Melbourne by bike are Northcote, Brunswick, Fitzroy North, Kensington, Coburg and Hawthorn. See Figure 6 below for further details.

Figure 6 – Density of cyclists travelling to the City of Melbourne by postcode (Source: Bike Scope, Bicycle Network Victoria 2010).



Prioritising less experienced cyclists

20. The plan concentrates on creating an environment that encourages cycling by less experienced and novice cyclists. The City of Melbourne will also support people to take local cycling trips of less than seven kilometres. This approach taps into a latent desire to cycle by those people who require the presence of a strong network of cycling routes before they will ride their bicycle.

CONNECTING THE BICYCLE NETWORK

The bicycle network

21. A bicycle network is made up a number of different route options. These include:
 - 21.1. physically separated bicycle lanes
 - 21.2. off-road paths for cyclists only or shared paths with pedestrians
 - 21.3. bicycle lanes with green pavement, profiled edge lines or chevrons
 - 21.4. bicycle lanes with paint only
 - 21.5. roads with no bicycle treatments.

Figure 7 – Bicycle lane designs in the City of Melbourne. Physically separated route Swanston Street (north) and green pavement and profiled edge-line treatments in Rathdowne Street.

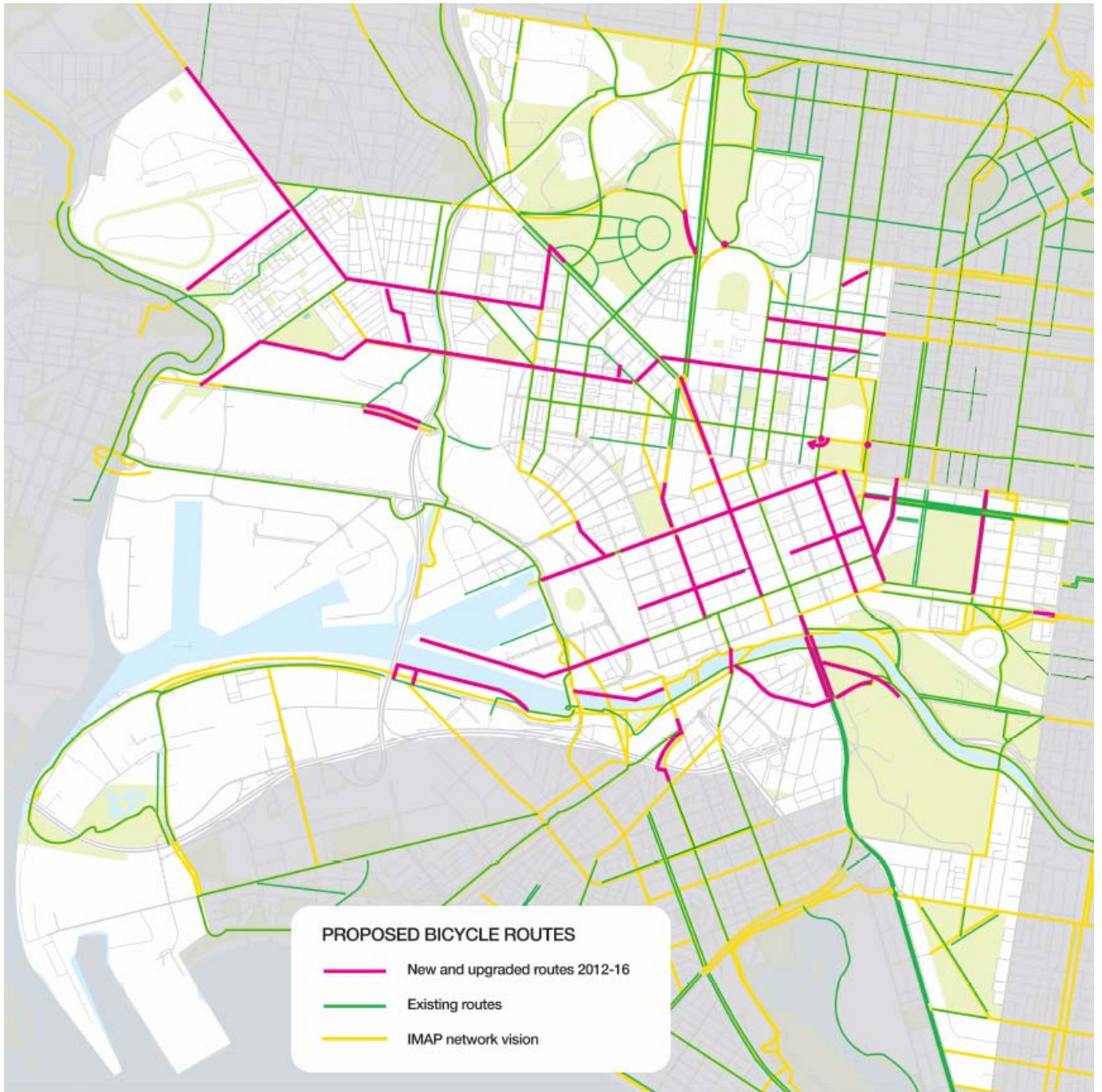


22. The bicycle network is comprised of three different levels. These are:
 - 22.1. *The Principal Bicycle Network (PBN)* which is a planned interconnecting network of on and off-road routes developed by VicRoads in consultation with local government authorities. VicRoads has the responsibility for managing the PBN and building key routes on arterial roads. Not all routes have been completed. VicRoads has identified priority routes on the PBN that will achieve the greatest return on investment by delivering the greatest number of cyclists to the central city (see Appendix A). They have also identified nine critical routes that will have the highest priority for completion.
 - 22.2. *The Inner Municipality Action Plan (IMAP)* which coordinates growth and development across the inner metropolitan area. As a part of IMAP, a bicycle network map was adopted to coordinate bicycle infrastructure investment across the inner Councils of Melbourne, Yarra, Stonnington, Port Phillip and partner organisations. The City of Melbourne uses the IMAP network map to assist it to plan its bicycle infrastructure investments. It is especially useful for planning routes that cross municipal boundaries. The City of Melbourne is working towards implementing the routes in yellow to complete the local bicycle network (see Figure 8). The green routes are in place and the pink

routes will be built or upgraded during the life of this plan. The outstanding gaps in yellow will be projects for completion after 2016. These routes are largely consistent with the PBN.

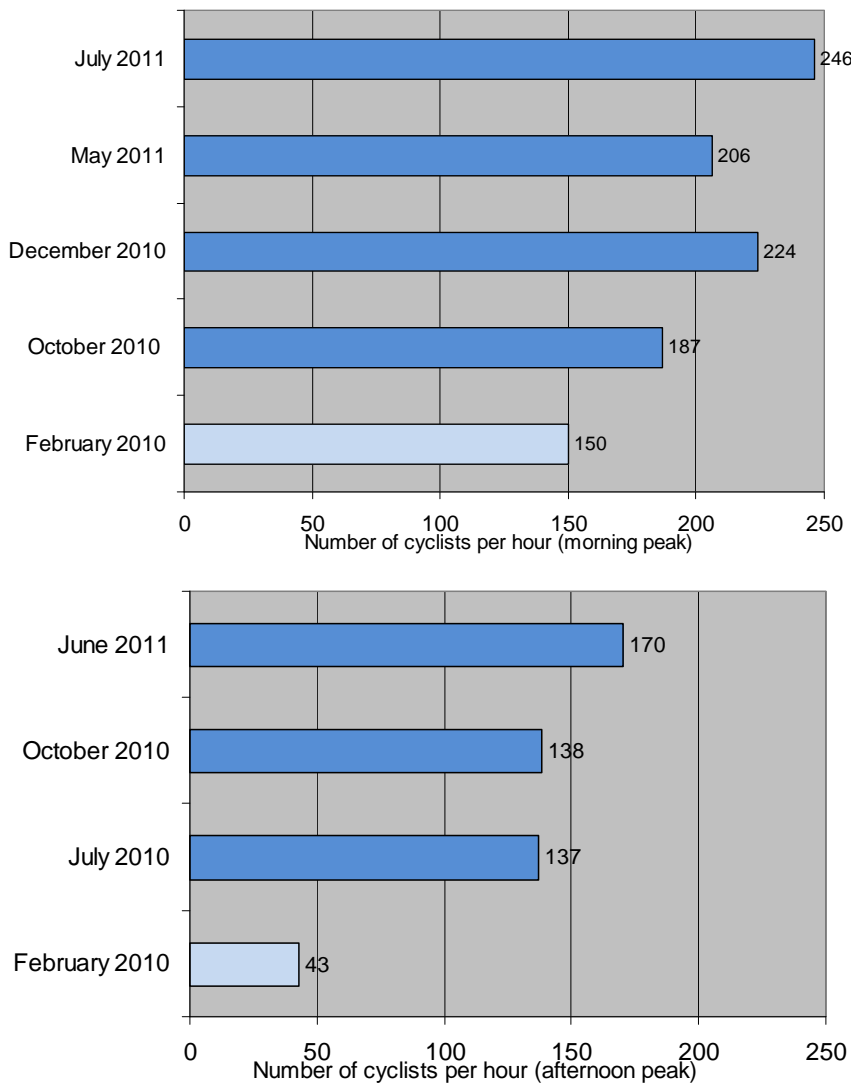
- 22.3. local area planning which is comprised of bicycle routes developed within the municipality. Some of these routes connect to other municipalities.
23. The road network is managed according to the SmartRoads program which balances the competing demands for limited road space through Network Operating Plans. Network Fit Assessments are completed to guide decisions about the allocation of space to different transport modes.

Figure 8 – Local bicycle network, existing and proposed routes 2012-16



24. The development of this network is delivering results for cyclists. As an example, the construction of physically separated bicycle facilities in Albert Street has led to a 64% increase in city bound bicycle riders in the morning peak (7-10am). Seasonalised volumes indicate that there is an overall 116% increase to and from the central city in peak periods (in the peak directions). See figure 9 below. Total movements of other vehicles on the road have slightly increased despite the addition of a separated bicycle route.

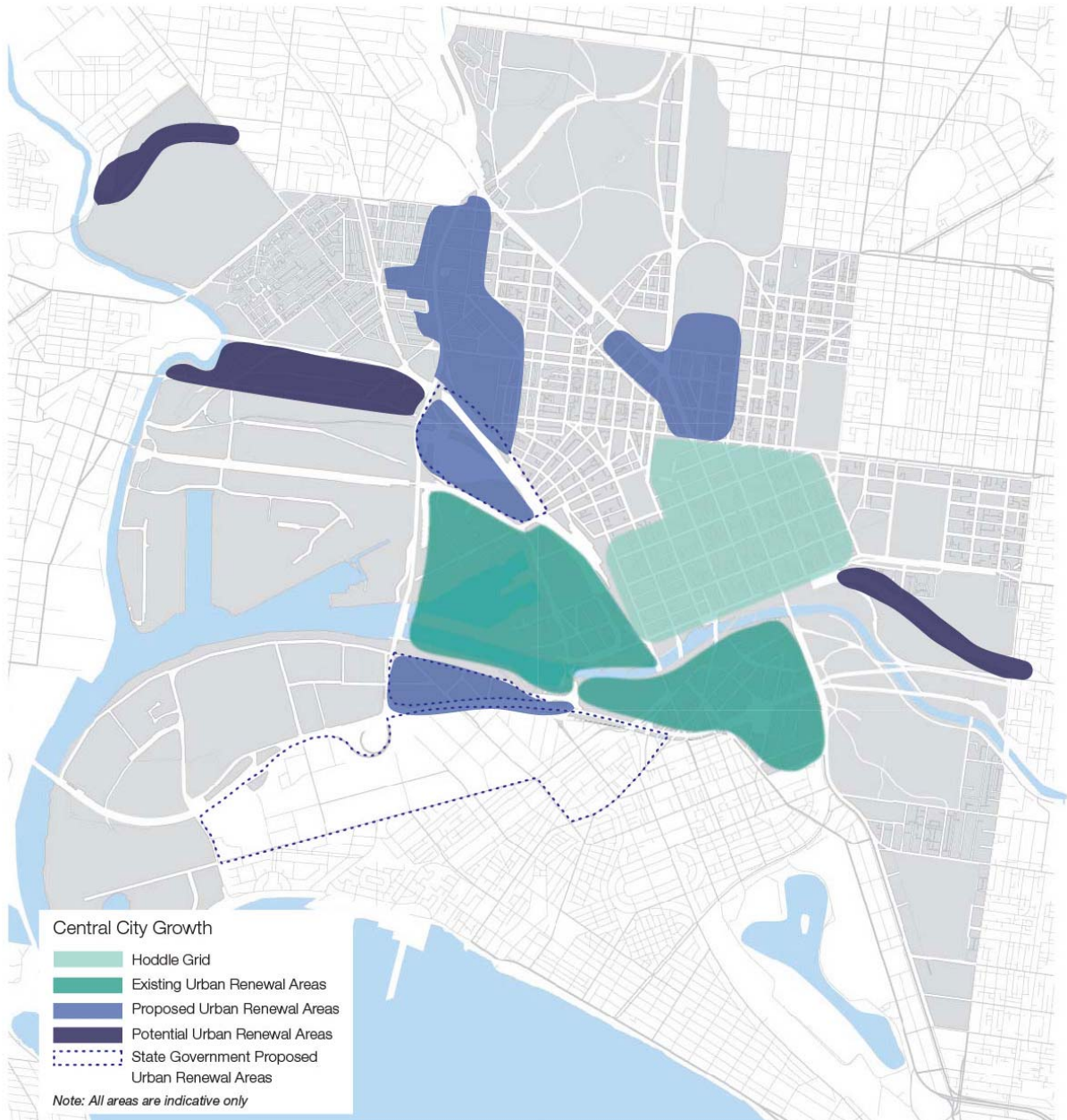
Figure 9 – Numbers of bicycles before and after separated bicycle lanes installed on Albert Street (Source: City of Melbourne counts)



Cycling and urban planning

25. The City of Melbourne through the Municipal Strategic Statement has detailed plans for accommodating future residential and business growth within Melbourne. This includes cycling infrastructure in new residential or mixed-use developments. As the areas of Arden-Macaulay, City North and Fishermans Bend are developed, cycling infrastructure will be included. The bicycle network is likely to be required to provide transport options for a projected population increase particularly in the west of metropolitan Melbourne.

Figure 10 – Urban renewal areas in City of Melbourne



Off-road cycling routes

26. Cycling numbers on off-road routes are also growing. City of Melbourne bicycle counts undertaken on weekdays between 7am and 10am show that between September 2007 and September 2011 numbers have more than doubled from 209 to 470 for cyclists commuting from the east on the Yarra Trail and from 204 to 500 coming from the west on Footscray Road. Bicycle Network Victoria's Super Sunday counts show recreational cyclist numbers now total between 700 and 800 cyclists at the intersection of the Capital City Trail and Yarra Trail (north).
27. The Gardiners Creek-Yarra Trail has become more popular since an underpass was completed at Warrigal Road. The connection from the Yarra Trail to the on-road environment or shared zones along the riverbanks is constricted and potentially dangerous for pedestrians.
28. Royal Park, Yarra Park and Fawkner Park provide shared bicycle routes. In gardens in the municipality, such as Carlton Gardens and Fitzroy Gardens, the City of Melbourne currently has a policy to restrict cycling to families with children under 12. This policy will be reviewed as management plans are updated.

OPPORTUNITIES

Urban planning

29. The expected increase in cyclist numbers over the next four years will be due in part to the expected development of urban renewal areas. Detailed plans for Southbank, Docklands, City North and Arden-Macaulay use best practice design guides to incorporate cycling into streets and other open spaces. These long-term plans are intended to guide activation of cycling in areas of high population growth and renewal.

Make all roads safer

30. The City of Melbourne endeavours to make all of the roads it manages suitable for cycling so people can easily get to their destination by bicycle. Speed limits, traffic calming, line marking, early starts at signalised intersections and the exclusions of heavy vehicles from heavily built up areas are an important means of making the cycling environment safer on all roads.
31. Safety can also be enhanced by providing visual cues to slow down or stay in allocated traffic lanes. Bicycle storage boxes, green pavement, profiled edge-lines and chevron separator treatments all provide improved delineation between the cyclist and adjacent vehicle and pedestrian spaces. Bicycle pavement symbols and regulatory signage also provide visual cues.

Build and upgrade on-road bicycle routes

32. The principles used by engineers at the City of Melbourne to build or upgrade routes as part of the connected local network are:
 - 32.1. address gaps
 - 32.2. provide access to the central city from all directions
 - 32.3. provide access to high demand areas, public facilities, student nodes, retail and entertainment precincts
 - 32.4. cater for the highest current and predicted volumes
 - 32.5. provide a reasonable density of high quality routes to be consistent with Network Operating Plan (for example Lonsdale Street is a priority bus street)
 - 32.6. ensure permeability for cyclists
 - 32.7. minimise impacts on pedestrians and/or public transport
 - 32.8. be consistent with the direction people desire to travel wherever possible.

33. Physically separated bicycle lanes are favoured on major roads that have vehicles travelling faster than 40 km/h¹² and higher volumes of traffic because they provide a safer environment for cyclists.

Routes in the central city

34. A priority of this plan is to connect routes through the central city. The City of Melbourne through the Transport Strategy 2012 has committed to developing three new physically separated bicycle routes within the central city by 2016. The development of physically separated routes within the central city has been problematic due to high intensity land use and competing demands for space with other modes of transport.
35. Swanston Street will provide a cycling route separated from general traffic from north to south by the end of 2012. An east-west physically separated bicycle route on La Trobe Street will be built in 2013 and peak hour bicycle lanes are proposed on Exhibition Street to connect quality routes in Rathdowne Street in the north to off-road paths to the Yarra River in the south.
36. These plans complement north-south quality routes at Spring, William and Market streets and east-west routes at Bourke Street and bicycle refuges in Collins Street.
37. Little streets in the central city including Flinders Lane, Little Collins Street, Little Bourke and other smaller north-south lanes have traditionally been used to service businesses and provide vehicle delivery access. Research has found that the incident of bicycle crashes, particularly with car doors is much lower in little streets. Investigations will be undertaken to see if these streets can be reconfigured over the longer term to make them viable east-west links through the central city as alternatives to Collins Street where the space for cyclists is constricted by other uses.
38. The City of Melbourne will collaborate with VicRoads so as to endeavour to make major north-west and south roads leading directly into the central city more bicycle-friendly. These include Royal Parade, Flemington Road, Elizabeth Street north and St Kilda Road.

Build and upgrade off-road bicycle routes

39. The City of Melbourne will continue to maintain and improve off-road routes. Developing links, effective signage and way-finding is especially important to cater for recreational cyclists that may travel to unfamiliar locations and visitors to the city.
40. The development of major off-road routes involves working in collaboration with the Victorian Government and delegated authorities. An opportunity exists to upgrade the Capital City Trail, which begins and ends in the central city. The City of Melbourne will seek funding to upgrade signage and improve the design of high priority off-road routes.

Regular maintenance

41. Cyclists need strong visual cues when riding. Stencils, green pavement and profiled edge-line eventually wear or can be dug up by contractors or third parties. These need to be reinstated as quickly as possible so as safety is maintained. Debris must be promptly removed and uneven surfaces repaired. The City of Melbourne has a comprehensive customer service system for reporting hazards and requesting repairs.

¹² Cycling aspects of Austroads Guides 2009b.

Work with partners

42. The City of Melbourne will continue to lead and participate in the development of priority bicycle projects as part of the IMAP bicycle network. Bicycle infrastructure investments that are close to municipal borders will be completed in collaboration with adjoining Councils.
43. Opportunities often arise to improve facilities where other Victorian Government departments or agencies complete projects. The City of Melbourne will continue to work closely with VicRoads, the Department of Transport and Yarra Trams to incorporate bicycle network improvements into other streetscape and transport improvement works.

ACTIONS

Build or upgrade high priority on-road routes

44. High priority on-road routes will be built and upgraded in 2012-13 to improve connections and safety and support cyclists to travel to, from and within the central city. The development of each project is subject to a community engagement process.

| Location | Project and rationale | Cost | Timing |
|---|---|---------------|----------------|
| a) La Trobe Street | Construct a physically separated bicycle route from Victoria Street to Adderley Street. This provides east-west access across the city and improves linkages to Docklands and western suburbs of Melbourne. | \$2.4 million | January 2013 |
| b) Swanston Street - Princes Bridge | Install chevron separated lanes on Princes Bridge by removing one lane of traffic. This increases the capacity of a major link into the central city, improves safety and reduces pedestrian cyclist conflict. | \$150,000 | May 2013 |
| c) Elizabeth Street (north) | Construct a physically separated (northbound) and chevron separated (southbound) route connecting Royal Parade and Flemington Road to the central city with improved intersection design at Victoria Street. This link provides access from the north to the central city and the Queen Victoria Market. This route will be completed in collaboration with VicRoads. | \$605,000 | February 2013 |
| d) Exhibition Street | Establish a bicycle route during peak hours, northbound from Flinders Street to La Trobe Street and southbound from La Trobe Street to Flinders Lane. This provides a north-south link to the Yarra Trail. | \$490,000 | February 2013 |
| e) St Kilda Road (southbound) | Construct a separated bicycle route between Princes Bridge and Linlithgow Avenue and Southbank Boulevard intersection. This increases the safety and quality of this major north-south route. | \$330,000 | May 2013 |
| f) Clarendon Street, East Melbourne | Construct a chevron separated bicycle route between Victoria Parade and Wellington Parade. This route connects Albert Street bicycle lanes to the Yarra Trail and reduces the desire of cyclists to ride through Fitzroy Gardens. | \$400,000 | September 2012 |
| g) Cecil Street to Whiteman Street to Normanby Road | Install an improved bicycle route by adding ramps and removing parking in Whiteman Street and connecting cyclists to the median in Normanby Road. This project will be completed in consultation with stakeholders and connects to the Cecil Street separated route within the City of Port Phillip. | \$50,000 | April 2013 |

Build or upgrade high priority off-road routes

45. High priority off-road routes will be built and upgraded in 2012-13 to improve connections and support cyclists travelling to and from the central city.

| Location | Project and rationale | | |
|---|---|-----------|---------------|
| h) Alexandra Gardens and Queen Victoria Gardens | Upgrade a shared path from Henley Landing to St Kilda Road on the south side of Alexandra Gardens. Establish signage, line marking and bicycle lanterns to assist cyclists to enter St Kilda Road. This provides a convenient and safe link to the central city from the Yarra Trail and the south-east. Remove left turn slip lane from Linlithgow Avenue and establish signage and bicycle lanterns from Linlithgow Avenue shared path to Southbank Boulevard. This gives cyclists an alternate off-road route to travel to Southbank from the Yarra Trail. | \$25,000 | November 2012 |
| i) Lorimer Street to Webb Bridge | Formalise a bicycle route along the riverfront by sealing the existing gravel path and improving directional signage. This provides a safer route and assists cyclists to find their way to and from the city to Fishermans Bend and the Westgate punt. | \$30,000 | April 2013 |
| j) Northbank | Support Victorian Department of Planning and Community Development to construct the Jim Stynes Bridge for cyclists and pedestrians under Charles Grimes Bridge. This links Harbour Esplanade paths and Spencer Street. | \$800,000 | February 2013 |

Routes on arterial roads

46. The City of Melbourne will work with VicRoads to design, build and upgrade routes on or adjacent to arterial roads that they control. The development of each project is subject to a community engagement process and extensive collaboration with VicRoads.

| Location | Project and rationale |
|---|---|
| k) St Kilda Road (south of Southbank Boulevard) | Construct a separated lane along St Kilda Road over the longer term. This upgrade would increase capacity and attract cautious cyclists. |
| l) Royal Parade | Construct a separated bicycle route in the longer term. This would support cycling to the University of Melbourne, City North and the central city. |
| m) Flemington Road | Construct a separated lane on Flemington Road over the longer term. This upgrade would provide access to the central city from the north west and attract cautious cyclists. |
| n) Peel Street | Investigate options for a separated or quality route from Dudley Street to Royal Parade and Flemington Road. This route would also service the Queen Victoria Market and Flagstaff Gardens. |

| | |
|---|--|
| o) Epsom Road (west of Smithfield Road) and Smithfield Road | Construct an on-road quality route to connect from the north west to the local road section of Epsom Road. This would link routes from the west to Racecourse Road. |
| p) Lorimer Street | Upgrade shared off-road path on south side of Lorimer Street from Todd Road to CityLink underpass. This will be a key route as Fishermans Bend develops and connects to the Westgate punt service. |
| q) Olympic Boulevard | Construct separated bicycle route on part of Olympic Boulevard. This connects Swan Street to Yarra Trail and the central city to and from the south east. |
| r) Footscray Road | Upgrade off-road path and intersections, Maribyrnong crossing and signage. This upgrades a key route to and from the west. |

Other projects – on-road to be completed 2013-16

47. These routes will be completed by 2016 as part of the annual works program. The development of each project is subject to a community engagement process.

| Location | Project and rationale |
|---|--|
| s) Albert Street | Construct a separated bicycle route from Gisborne Street to Nicholson Street. This connects Albert Street separated route to the central city. |
| t) Neill Street from Canning to Rathdowne streets | Construct a physically separated or chevron separated bicycle route. This new route will take pressure off people cycling through the Carlton Gardens. It connects to Canning Street. |
| u) William Street/Peel Street | Construct a separated bicycle route from La Trobe Street to Dudley Street and investigate options for connections between Flagstaff Gardens and Howard Street with other stakeholders. These links Flagstaff Station and provides a quality route suitable for Bike Share. |
| v) William Street | Upgrade Collins Street to La Trobe Street with green pavement, profiled edge-line and other safety measures. This improves linkages within the central city and to and from Flagstaff Station. |
| w) Elizabeth Street | Continue to upgrade the quality of Elizabeth Street in central city from Victoria Street to Collins Street with bicycle boxes, green pavement and profiled edge-line. This provides a quality north-south link. |
| x) Spring Street | Continue to upgrade Spring Street in central city with bicycle boxes, green pavement and profiled edge-line. This provides a quality north-south link. |
| y) Bourke Street | Continue to upgrade quality of route from Spencer Street to Bourke Street Mall to Spring Street (excluding the Mall) with green pavement, profiled edge-line and bicycle boxes. This improves east-west movement in the central city. |
| z) Collins Street to Spencer Street | Upgrade Collins Street from Harbour Esplanade off-road bicycle route to Southern Cross Station with green pavement and profiled edge-line. This connection allows train commuters to reach their destination. |

| | |
|---|--|
| aa) Gisborne Street and Macarthur Street | Continue to increase separation of bicycles from vehicles with green pavement and profiled edge-line and redesign facilities at Parliament and Cathedral places. This improves safety and connects to Albert Street separated route. |
| bb) Faraday Street from Canning Street to the University of Melbourne | Continue to improve the level of service particularly at intersections and at the crossing of Swanston Street to the University of Melbourne. This route supports a high number of students and staff in the university precinct. |
| cc) Rathdowne Street at Queensberry Street | Improve traffic signals for bicycles from north with hook-turn into Queensberry Street. This projects improves the connection of quality routes. |
| dd) Museum Road at Nicholson and Rathdowne streets | Improve ramps and signals. This improves on and off-road route connections. |
| ee) Elgin Street | Upgrade connections at intersections including bicycle boxes. This supports the university precinct and connects with Johnston Street. |
| ff) Wreckyn Street | Upgrade to connect new Grattan Street route with Arden Street route |
| gg) Arden Street | Upgrade route and bridge over Upfield railway line. |
| hh) Macaulay Road, Canning Street, Abbotsford Street | Upgrade bicycle routes. This option encourages integrated transport from Macaulay Station to the Royal Children's Hospital. |
| ii) Leveson Street at Courtney Street | Upgrade Leveson Street access to Courtney Street for bicycles by removing kerb and some car parking spaces. |
| jj) Smithfield, Epsom and Macaulay roads | Upgrade with green pavement, profiled edge-line and intersection treatments to improve connections from the western suburbs. |
| kk) Childers Street, to Tennyson Street and Kensington Road | Upgrade with green pavement, profiled edge-line and intersection treatments. This connects to the upgraded Arden Street route. |

Other projects – off-road to be completed 2013-16

48. These routes will be completed by 2016 as part of the annual works program. The development of each project is subject to a community engagement process.

| Location | Project and rationale |
|--|--|
| ll) Bridge Road at Punt Road to Yarra Park | Work with City of Yarra to improve the gateway to the City of Melbourne at Bridge Road. Establish cut through to off-road path and widening of footpath at Weedon Reserve. This improves linkages and safety of transition from on-road to off-road routes through Yarra Park. |
| mm) Yarra Trail | Install ramp on south side of Yarra River between Hoddle Bridge and Morrell Bridge. This will encourage city bound cyclists to cross to the north side of the river and use the share paths in Birrarung Marr. |
| nn) Royal Park | Review and improve signage of Capital City Trail and other key routes through Royal Park especially on west side of the zoo. This project improves wayfinding on the Capital City Trail. |
| oo) Royal Park | Upgrade crossings to Abbotsford Street by establishing ramps and |

| | |
|---------------------------------------|---|
| | bicycle lanterns. This makes transition from off-road routes to on-road routes more convenient for cyclists. |
| pp) Royal Park | Upgrade signage on Gatehouse Street shared path. Review and improve connections to the north and east of the Royal Children's Hospital once construction has been completed in the precinct. Input bicycle information to the "Return to Royal Park" consultation. This route provides convenient connections to the hospital precinct. |
| qq) Lorimer Street | Install signage to transition cyclists from Lorimer Street to River Esplanade inbound. Outbound install signage and work to install signals at Ingles Street to give cyclists safe access to shared off-road path. This will connect to Fishermans Bend and service the Westgate punt. |
| rr) Elliott Avenue and Macarthur Road | Improve signage for transitions from Elliott Avenue off-road path on north side to off-road path on south side of Macarthur Road. Ensures navigation is easier. |
| ss) Princes Park Drive | Improve crossing at Cemetery Road West and College Crescent with cut throughs and bicycle lanterns. This will enable convenient access from off-road routes at Princes Park. |

Investigations

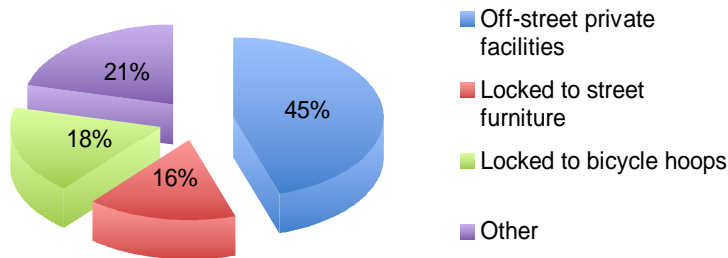
49. Investigations in collaboration with other stakeholders will be undertaken at the locations below to determine their suitability for bicycle-friendly routes. Studies will be completed for locations that are particularly complex and involve a number of stakeholders to resolve issues or contribute funding. The recommendations of the investigation will inform City of Melbourne and other stakeholders. If possible supported projects will be progressed by 2016 or be included in the next plan.

| Location | Project and rationale |
|---|--|
| tt) Northbank and Flinders Street | Undertake a Yarra River corridor study to determine uses and options for cyclists on the riverfront and adjacent roads between Punt Road Bridge and Charles Grimes Bridge. This will aim to provide an alternative route for commuters cyclists using the Northbank shared zone. |
| uu) Southbank and Southbank Boulevard | Undertake a Yarra River corridor study. This will aim to provide an alternative route for commuters cyclists using the Southbank shared zone. Construct a bicycle route on Southbank Boulevard while longer term plans are developed. |
| vv) Little streets in the central city | Undertake research into street designs that would make Flinders Lane, Little Collins Street, and Little Bourke Street more bicycle-friendly including parking, line markings and entry and exit points. |
| ww) Grattan Street | Engage with stakeholders regarding an appropriate bicycle route. This route connects Flemington Parade to Rathdowne Street and Wreckyn and Arden streets. It provides access along its length to the University of Melbourne and hospital precincts. |
| xx) Link Albert Street and La Trobe Street | Investigate connection from Albert Street separated bicycle route at Nicholson Street to new La Trobe Street route. |
| yy) Queensbridge | Investigate an upgraded connection from Queensbridge to Market Street bicycle route. This provides an improved connection across the Yarra River. |
| zz) Adderley Street | Investigate improving quality and connections of Adderley Street between La Trobe and Dudley streets. |
| aaa) Dynon Road | Investigate upgrade of shared path on north side of Dynon Road and construction of shared path on south side of the road. This improves connections to and from the west. |
| bbb) Elizabeth and Chelmsford streets | Investigate the possibility of contra-flow bicycle lane on one-way sections of Elizabeth and Chelmsford streets in Kensington to connect Macaulay Road to Arden Street. |
| ccc) Epsom to Macaulay and Racecourse Road to Elliot Avenue and off-road path | Investigate options for upgrading sections of Epsom Road and Racecourse Road. This links Newmarket and Flemington Bridge stations to the University of Melbourne for commuters from the west. |
| ddd) The Avenue | Investigate installation of contra-flow bicycle lane on one-way section of The Avenue to connect Macarthur Road to Royal Parade. |

FACILITIES

50. Cycling facilities are an important enabler to encourage people to ride to work¹³. A majority of people currently park their bicycles in off-street private facilities, such as workplaces or homes. For shorter trips, shopping or entertainment many people lock their bicycles to bicycle hoops provided by the City of Melbourne. There are currently over 2000 on-street bicycle hoops (see figure 12 below). An increase in available hoops has seen a slight reduction in people locking their bikes to posts and other street furniture since 2008.

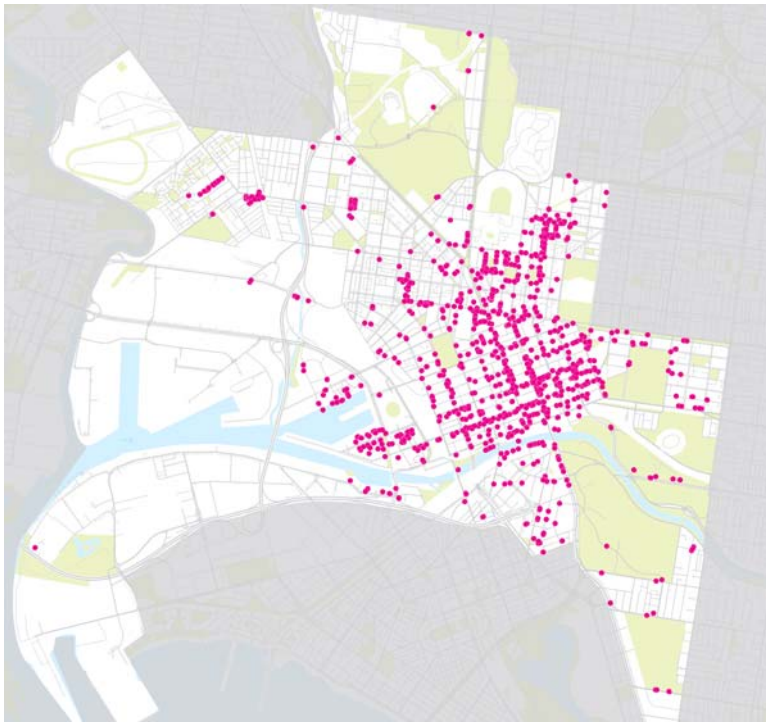
Figure 11 - Bicycle parking locations in the City of Melbourne 2010



On-street bicycle facilities

51. In 2008, the City of Melbourne supported by the Department of Transport converted two car spaces adjacent to Lygon Court in Carlton to 16 bicycle parking spaces. More hoops have since been installed at this location to meet demand. This conversion has also occurred as part of streetscaping works outside the CAE in Flinders Lane.

Figure 12 – Location of bicycle hoops in the City of Melbourne.

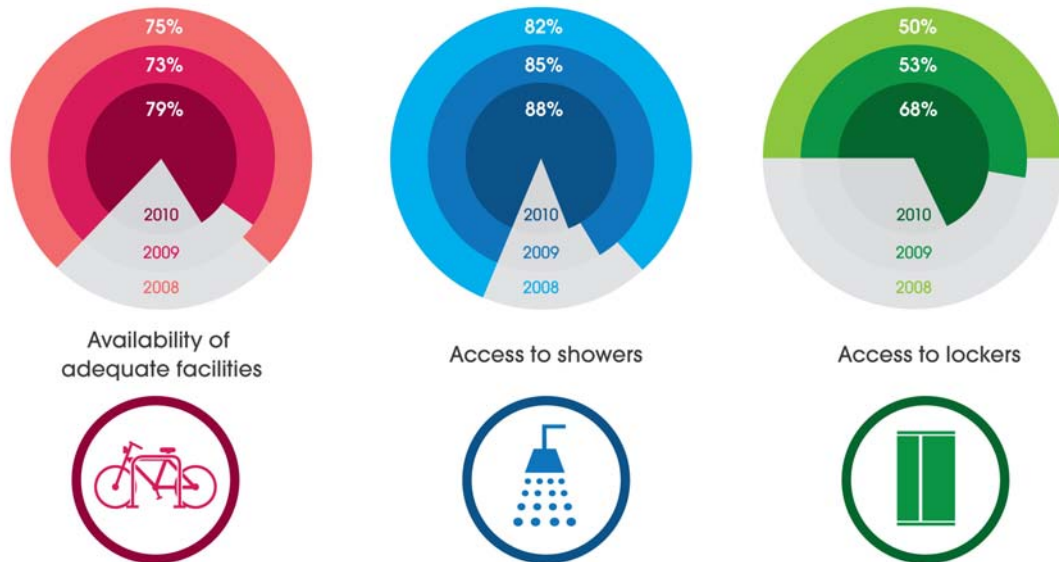


¹³ Les Robinson, 2011.

End-of-trip facilities

52. Melbourne Bike Scope surveys in 2010 found that 88% of respondents had access to showers at their workplace. This was an increase from 82% in 2008.

Figure 13 – Facilities available to cyclists in the City of Melbourne 2008-10



53. In 2008 the City of Melbourne, with significant funding and support from the Victorian Government, established bicycle pods including secure bicycle parking, change and shower facilities at the City Square commercial car park and RMIT. Demand has not outstripped supply in these locations but more could be done to promote these sites.

Theft

54. According to the Victoria Police, opportunistic and planned theft of bicycles is a growing problem. Reasons for the higher rates of theft include the increasing value of some bicycles and because bicycles are sometimes not adequately secured.

Signage and signals

55. Route and directional signage is provided on quality routes, such as Queensberry Street. Green pavement with white bicycle stencils have been progressively implemented at conflict points where driveways, laneways or streets intersect with the bicycle lane or on the approach to intersections where motorists may be changing lanes or preparing to turn left.
56. Signage varies from one municipality to the other. This is particularly evident on off-road routes such as the Capital City Trail and the Yarra Trail that cross municipal boundaries. Wayfinding can be difficult in locations such as Docklands, Southbank and Northbank.
57. Some bicycle lanterns are provided in key locations such as Swanston Street with early starts (and finishes). Rathdowne Street has bicycle lanterns to guide cyclists to complete a hook turn into Queensberry Street.

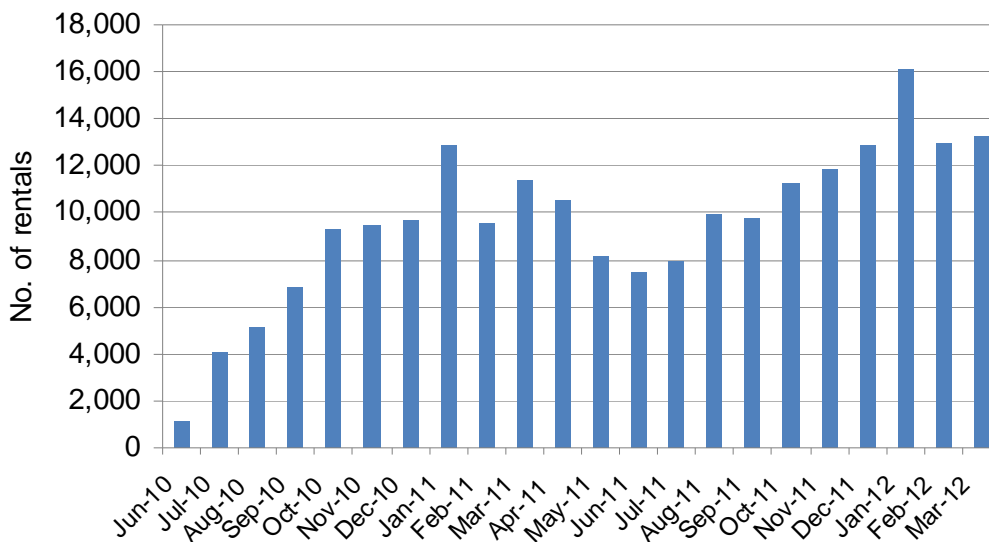
Public transport

58. In Melbourne bicycle trips are not integrated well with public transport. In the Netherlands, 40% of train passengers travel to the train station by bicycle. Locally this proportion is 1% suggesting that bicycles have not been optimised as a feeder or a distributor for the public transport network.

Melbourne Bike Share

- 59. In Melbourne, a public Bike Share scheme commenced in May 2010. The scheme is run by RACV on behalf of the Victorian Government. The City of Melbourne selects and provides locations for Bike Share bicycle stations. Currently there are about 50 bicycle stations with 600 bicycles operating. The stations are mostly located within the City of Melbourne with some in adjoining municipalities.
- 60. Initial implementation and planning costs totalled \$5million over four years, which required a usage rate of 500 trips per day, or 15,000 per month, for the scheme to break-even.¹⁴ After the scheme was introduced a helmet subsidy was introduced to assist uptake.
- 61. More than 16,000 trips were taken during January 2012. This represented a 50% increase from July 2011. Federation Square was the most popular location to start a journey.

Figure 14 – Bike Share usage, number of trips per month



OPPORTUNITIES

On-street bicycle facilities

- 62. For convenience, more bicycle hoops will be installed at popular end destinations such as public places, entertainment and retail precincts.
- 63. There is an opportunity to convert car parking spaces to bicycle parking in selected high usage locations around the municipality similar to the facilities provided adjacent to Lygon Court. Opportunities include Federation Square, the University of Melbourne, RMIT, Queen Victoria Market and close to public places, tertiary institutions, entertainment and retail precincts. Any new larger bicycle storage facilities of this type should be evaluated.
- 64. To reduce theft, alternative bicycle storage options will be investigated. This will include the possible use of parkiteer cages. More convenient and potentially less expensive options could be provided in existing commercial car parks with security accreditation.

¹⁴ VicRoads, pers comm, 2012.

End-of-trip facilities

65. Facilities such as showers and lockers are primarily the responsibility of businesses and workplaces. The City of Melbourne will work with the Department of Planning and Community Development and suggest planning scheme bicycle parking rates for new private buildings to support cycling. Cost-benefit analysis will be completed for the existing public bicycle pods before any more are installed.

Signage and signals

66. Route and directional signage should be consistent from one municipality to the next to ensure easy navigation for cyclists and clear visual cues for other users. Victorian municipalities are collaborating to develop standard designs for wayfinding. The City of Melbourne will trial designs for improved wayfinding on off-road routes as part of this project.
67. The City of Melbourne has completed an audit of signage on the Capital City Trail and Yarra Trail and will update and install new signage for easier wayfinding to key locations including the central city.

Integrating bicycles and public transport

68. Opportunities exist for more bicycle parking at railway stations. If more bicycle parking was available, people could cycle to or from a train station. The City of Melbourne will continue to work with the Department of Transport and Public Transport Victoria to improve bicycle facilities at stations.

ACTIONS

69. The City of Melbourne will determine the locations for bicycle parking hoops by:
 - 69.1. undertaking an annual review of requests for more bicycle hoops via the City of Melbourne's Pathway system and Bicycle Network Victoria's Pinpoint system
 - 69.2. ensuring these are located close to shops and cafés and popular destinations that provide stronger natural surveillance.
70. The City of Melbourne will:
 - 70.1. investigate options for converting a number of car parking spaces to bicycle parking at locations around the municipality. Locations will include Federation Square, the University of Melbourne, RMIT, Queen Victoria Market. Bourke Street near Spring Street, the northern end of Exhibition Street and on many of the little streets. An evaluation of these bicycle parking areas will include a cost benefit analysis.
 - 70.2. work with bicycle advocacy groups, transport management associations, building managers and employers to encourage improved workplace end-of-trip facilities and accessible bicycle parking.
71. The City of Melbourne will work with Department of Transport and other transport stakeholders to:
 - 71.1. increase the amount of secure bicycle parking at train stations for inbound passengers and increase the amount of public bicycles for outbound passengers
 - 71.2. support research and analysis as a means of improving the integration of cycling with Melbourne's public transport system.
72. The City of Melbourne will:
 - 72.1. install more early starts (and finishes) for cyclists at signalised intersections to complement priorities for pedestrians and public transport on priority routes.
 - 72.2. trial and install consistent bicycle signage and stencils for wayfinding to key locations according to standards agreed with Victorian municipalities.

CYCLING SAFELY

73. Safety on our roads and paths is the responsibility of all users. Campaigns introduced by other agencies, such as VicRoads 'Share the Road' campaign and 'Operation Halo', lead by Victoria Police, have been supported by the City of Melbourne. The City of Melbourne also runs its own 'Move Mindfully in Melbourne' campaign and annual 'Road Harmony' program.
74. To support a safer cycling environment, the City of Melbourne has implemented early starts (and finishes) at traffic signals, profiled edge-lines, line markings and stencils, changes to speed limits and parking, training, education and awareness campaigns.
75. While there has been an increase in the total number of crashes resulting in injuries to cyclists since 2007 within the City of Melbourne (see Table 2 below), this increase is in line with growth in cycling numbers so that overall there has been a reduction in accidents by an average of 5% per cyclist per year (2007-2011). Table 3 below details the types of crashes.

Table 2 – Crashes involving injuries to cyclists in the City of Melbourne by year

| Year | Fatal | Serious injury | Other injury | Total |
|------|-------|----------------|--------------|-------|
| 2007 | 0 | 67 | 114 | 181 |
| 2008 | 1 | 70 | 126 | 197 |
| 2009 | 0 | 68 | 153 | 221 |
| 2010 | 1 | 58 | 178 | 237 |
| 2011 | 1 | 70 | 200 | 271 |
| | | | | 1107 |

Table 3 – Types of bicycle crashes in the City of Melbourne

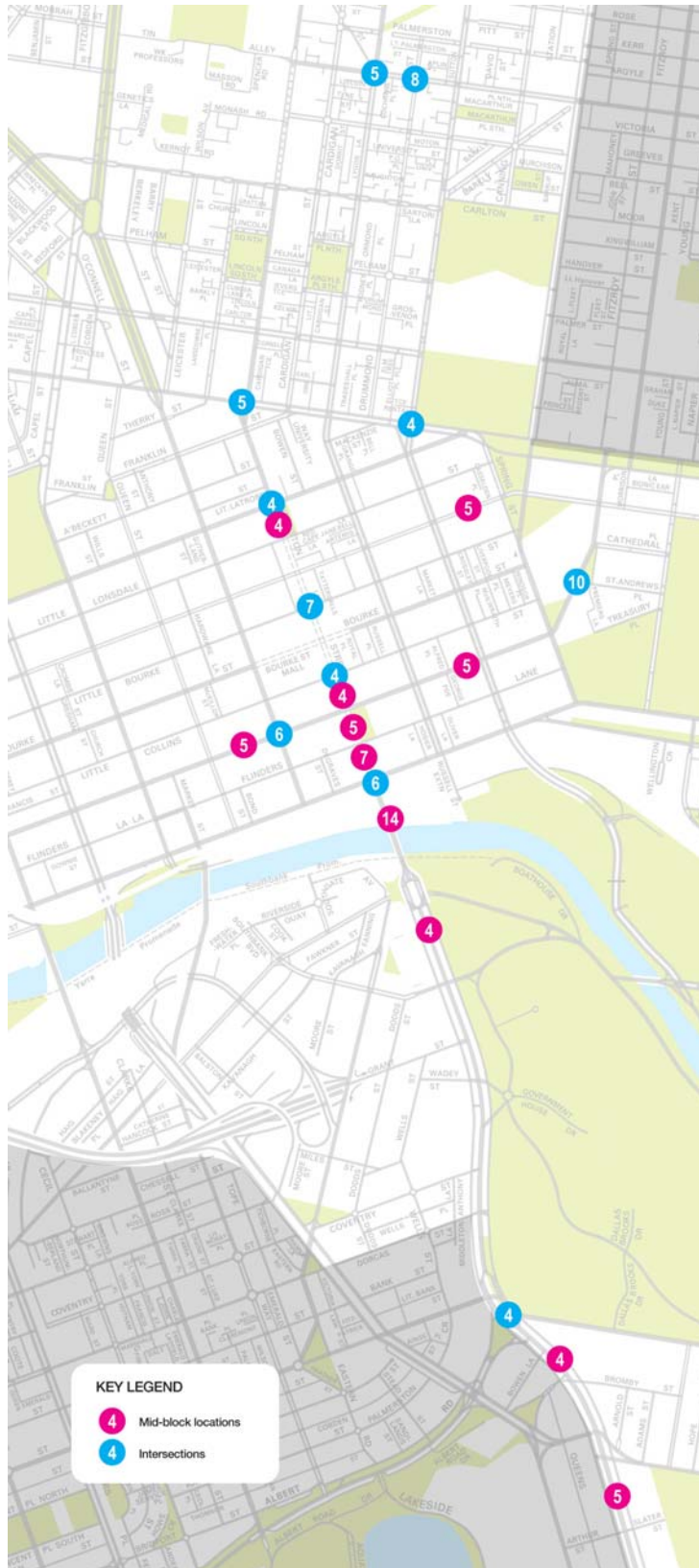
| Description | 2007-2011 |
|--|-----------|
| Open door of a vehicle | 23% |
| Turning right or through at intersection | 10% |
| Turning left sideswipe at intersection | 10% |
| Side swipe in parallel lanes | 6% |
| Cross traffic at intersections | 11% |
| Out of control on carriageway | 7% |
| Vehicles off footpath strikes vehicle on carriageway | 4% |
| Vehicle emerging from driveway | 2% |
| Other | 27% |

76. Johnson, 2010¹⁵ found that most accidents and near misses involving cyclists in the City of Melbourne were due to driver behaviour. Locations in the municipality with the highest incidence of bicycle accidents are:
- 76.1. Mid-block on Swanston Street between Flinders Street and Princes Bridge and at the intersection of Swanston Street and Flinders Street. Changes to the alignment of the bicycle lane, green pavement treatment and early start bicycle lanterns have not made a material difference to safety at this busy location
 - 76.2. Swanston and Little Bourke Street
 - 76.3. Elgin and Drummond streets in Carlton, an intersection that has now been signalised
 - 76.4. St. Andrews Place and Macarthur Street, East Melbourne. Traffic conditions at this intersection have been changed to ban right turning vehicles.

¹⁵ Johnson et al, 2010.

77. See Figure 15 below for major crash locations within the City of Melbourne.

Figure 15 – Location of bicycle crashes in the City of Melbourne 2008-10 (Source: VicRoads CrashStats)



Bicycle collisions with car doors

78. A study commissioned by the Road Safety Action Group Inner Melbourne (RSAGIM) shows 59 car dooring injuries occurred in the City of Melbourne in 2010¹⁶. This was the highest number of reported injuries for any municipality in inner Melbourne and is a significant increase from 38 injuries in 2007¹⁷. Many incidents go unreported. The majority of car dooring crashes occur on three streets in the City of Melbourne: St Kilda Road, Collins Street and Elizabeth Street.

Speed limits

79. Speed limits can assist to make the cycling environment safer. AustRoad guides suggest where car volumes are high, separate bicycle paths should be installed where vehicles are travelling over 40 km/h. In the municipality speed limits vary from:

- 79.1. 60 km/h on major arterial roads
- 79.2. 50 km/h on most local roads
- 79.3. 40 km/h along major shopping strips and proposed for the central city (Hoddle grid)
- 79.4. 30 km/h for example Swanston Street in the central city
- 79.5. 10 km/h for shared zones.

Off-road safety

80. The main off-road locations where safety is a concern are the Northbank, Southbank and Morrell Bridge areas of the Yarra River corridor and the harbour front at Docklands and South Wharf.
81. At these locations, safety issues arise when:
- 81.1. cyclists are traveling at inappropriate speeds for the conditions
 - 81.2. pedestrians are not looking for or expecting a cyclist – even at a moderate speed
 - 81.3. sightlines are poor and paths are narrow with inadequate signage.

Safety campaigns and site interventions

82. The City of Melbourne has introduced behavioural change campaigns such as the 'Light Up!' in autumn when daylight savings ends, 'Respect the Red' and 'Road Harmony' projects. An awareness program was introduced to ensure all users of new tram stops in Swanston Street are aware of the correct way to use the space.

OPPORTUNITIES

83. The City of Melbourne has proposed a reduction in speed limits in the central city to 40 km/h to create a safer on-road environment especially for vulnerable users such as bicycle riders and pedestrians. Other speed limits will be reviewed based on crash data and other factors.
84. The City of Melbourne will support new Australian and Victorian safety campaigns and apply these to local conditions as well as continuing to introduce local safety campaigns.
85. RSAGIM will continue to use research to design and support behaviour change campaigns such as 'Look for Bike Riders' by targeting high incident areas such as St Kilda Road, Collins Street and Elizabeth Street. Other changes to infrastructure including separated lanes and chevron line marking and changed parking limits will be considered based on the research findings.

¹⁶ CDM research.

¹⁷ VicRoads, CrashStats.

86. Other safety-related campaigns directed at improving bicycle safety include a Code of Conduct being developed by key agencies (including the Amy Gillett Foundation) that raises awareness of the behaviours required for safe cycling and safe driving. The City of Melbourne will support the development of the Code of Conduct.
87. Increased signage is critical to support novice cyclists and visitors to the Bike Share scheme. Quality products need to be used so stencils and other safety signage remains in place and gives all users clear signals that bicycle riding is supported and legitimate.
88. A thorough study of the intersection of Flinders Street and Swanston Street is required to address the high number of accidents in this area.

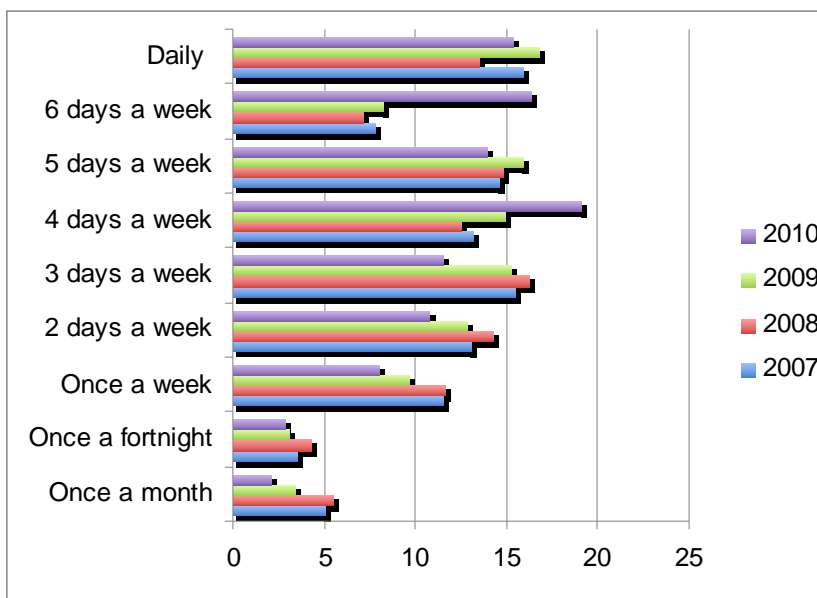
ACTIONS

89. The City of Melbourne will:
 - 89.1. Advocate that the Victorian Government reduce speed limits in the central city to 40 km/h to improve the safety of vulnerable road users such as bicycle riders and pedestrians.
 - 89.2. Continue to support and promote vehicle and bicycle safety campaigns and programs developed by the Australian and Victorian governments and their agencies.
 - 89.3. Support research into bicycle rider collisions with car doors and plan interventions including bicycle lane design and marking, signage, parking turnover and behaviour change programs. The City of Melbourne will support VicRoads 'Look for Bike Riders' campaign by engaging directly with motorists in St Kilda Road, Collins Street and Elizabeth Street and distributing stickers with residential parking permits.
 - 89.4. Support and promote the cycling Code of Conduct within the municipality.
 - 89.5. Undertake a study at the intersection of Flinders and Swanston streets to Princes Bridge to find solutions to the high number of cycling accidents at this location.
 - 89.6. Undertake a Yarra River corridor study between Punt Road and Charles Grimes bridges to determine bicycle and pedestrian movements and complete a pedestrian and cyclist safety plan with recommended and costed treatments that can be implemented as part of this plan between 2013-16.
 - 89.7. Undertake specific research in partnership with Bicycle Network Victoria in areas where there is observed cyclist and pedestrian conflict points, such as Swanston Street. The findings will contribute to the development of an effective behaviour change program for shared spaces within the municipality.

GROWING PARTICIPATION

90. There is a high proportion of people that are interested in riding a bicycle but have some concerns about doing so.¹⁸ Research from other similar cities indicate this may be as high as half to two-thirds of the population.
91. The most common length of bicycle trips to the City of Melbourne is between 7.5 kilometres and 12 kilometres¹⁹. This is also the average trip length for Ride To Work participants. The length of trips within the municipality averages about two kilometres.
92. People are riding more frequently. There has been a significant increase in cyclists riding on a daily basis and particularly four to six times per week. See Figure 16 below.

Figure 16 – Frequency of bicycle trips to the City of Melbourne - Bike Scope 2007-10



93. City of Melbourne works with community groups and schools to provide small amounts of funding and support them to seek funding for education and awareness programs. For example the City of Melbourne worked with Victoria Police and North Melbourne Football Club to seek TAC road safety funding to educate new migrants about bicycle use and safety.
94. Events such as 'Ride to Work Day', 'Bikefest' and the 'Tweed Ride' promote cycling. Melbourne has an active cycling community which links people with bicycle related activities through social media. The City of Melbourne also promotes cycling as part of major events that include Moomba, the Sustainable Living Festival and Melbourne Spring Fashion Week. These promotional activities help to increase the awareness of cycling.

OPPORTUNITIES

95. The City of Melbourne will conduct research to develop a better understanding of the barriers for the interested but concerned group of people to cycle. This study will also examine what factors would enable people to take up cycling or cycle more often in Melbourne. The research findings will inform programs to support people to cycle.

¹⁸ Geller 2010, Translink 2011.

¹⁹ VISTA, 2009.

96. The City of Melbourne will not directly provide education programs but will continue to work with community groups and schools to promote bicycle safety education and awareness. We will provide support for groups to apply for funding through VicRoads and TAC road safety grants.
97. Each year the City of Melbourne hosts events and provides grants to organisers of events that attract a large number of people. There is an opportunity to provide improved bicycle parking at these large events. Events that have included bicycle parking or valet services have been Ride to the G, Run Melbourne, State of Design and Melbourne Fringe Festival.
98. Temporary or partial road closures in support of an event would encourage more novice cyclists to use the cycling network. Road closures would provide opportunities for cyclists to become more confident riding in a closed road environment. A Ride Your Bicycle event could also be used to encourage people to experience riding on new quality bicycle routes as an alternate transport mode to get to work, school or local facilities.
99. The City of Melbourne provides TravelSmart maps through visitor information centres, bicycle shops and outdoor stores. The maps provide information about bicycle routes and bicycle safety and interconnect with adjoining municipalities. The maps are updated regularly. The feasibility of providing routes and information to Google Maps, Ride the City and other interactive mapping sites will be investigated.

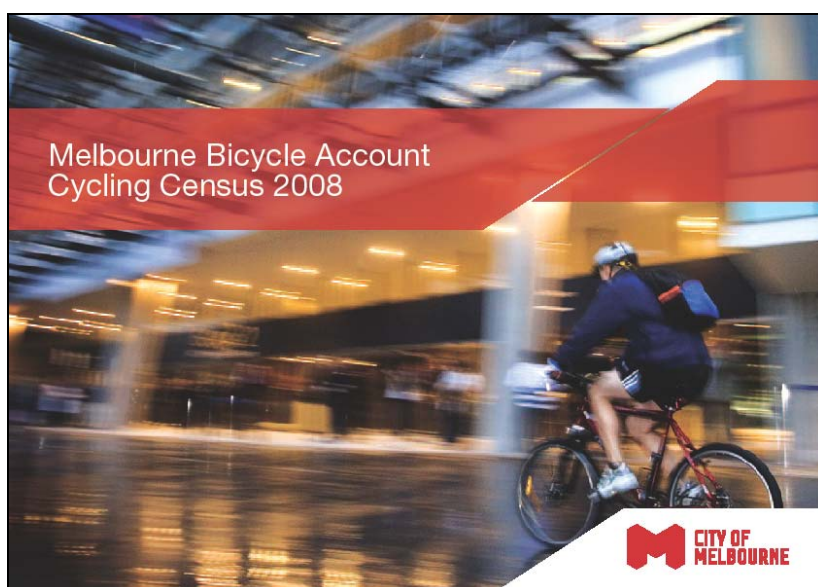
ACTIONS

100. The City of Melbourne will:
 - 100.1. Conduct research to understand the barriers and enablers of Melburnians to cycle and cycle more frequently and use the results to inform design of projects and programs.
 - 100.2. Actively work with community groups and schools to promote bicycle safety education and awareness and provide support for them to apply for funding.
 - 100.3. Investigate how the City of Melbourne can provide improved bicycle parking at large events.
 - 100.4. Investigate partial road closures to enable cyclists to trial new bicycle routes.
 - 100.5. Continue to support Ride to Work Day.
 - 100.6. Produce a calendar of events where riding a bicycle is encouraged and promote these opportunities.
 - 100.7. Coordinate information about the network and safety for cyclists and other road users on the City of Melbourne website, other electronic media, map websites and through the production of TravelSmart maps.
 - 100.8. Use social media to promote cycling and details of new and upgraded routes.

EVALUATION

101. The City of Melbourne has been conducting seasonal counts of bicycles relative to other vehicles entering the central city since March 2007. The counts are completed twice a year in autumn and spring at key intersections in the municipality.
102. Commencing in 2007 these and other regular surveys were completed and published as the Melbourne Bicycle Account. The account provides a snapshot of cycling trends.

Figure 17 – Melbourne Bicycle Account



103. Traffic impact studies were undertaken by the City of Melbourne before and after significant bicycle works at Albert Street and the Manningham Bridge. These studies included an assessment of the changes in number of cyclists and other users.
104. The studies complement existing counts of commuter and recreational cyclists and reports completed for the City of Melbourne by Bicycle Network Victoria.
105. Continuous data is also collected at nine locations within the City of Melbourne by VicRoads loop counters. The electronic systems used to keep track of the locations and number of Bike Share bicycles in use also provides useful information on cyclist numbers and movements around the city.

OPPORTUNITIES

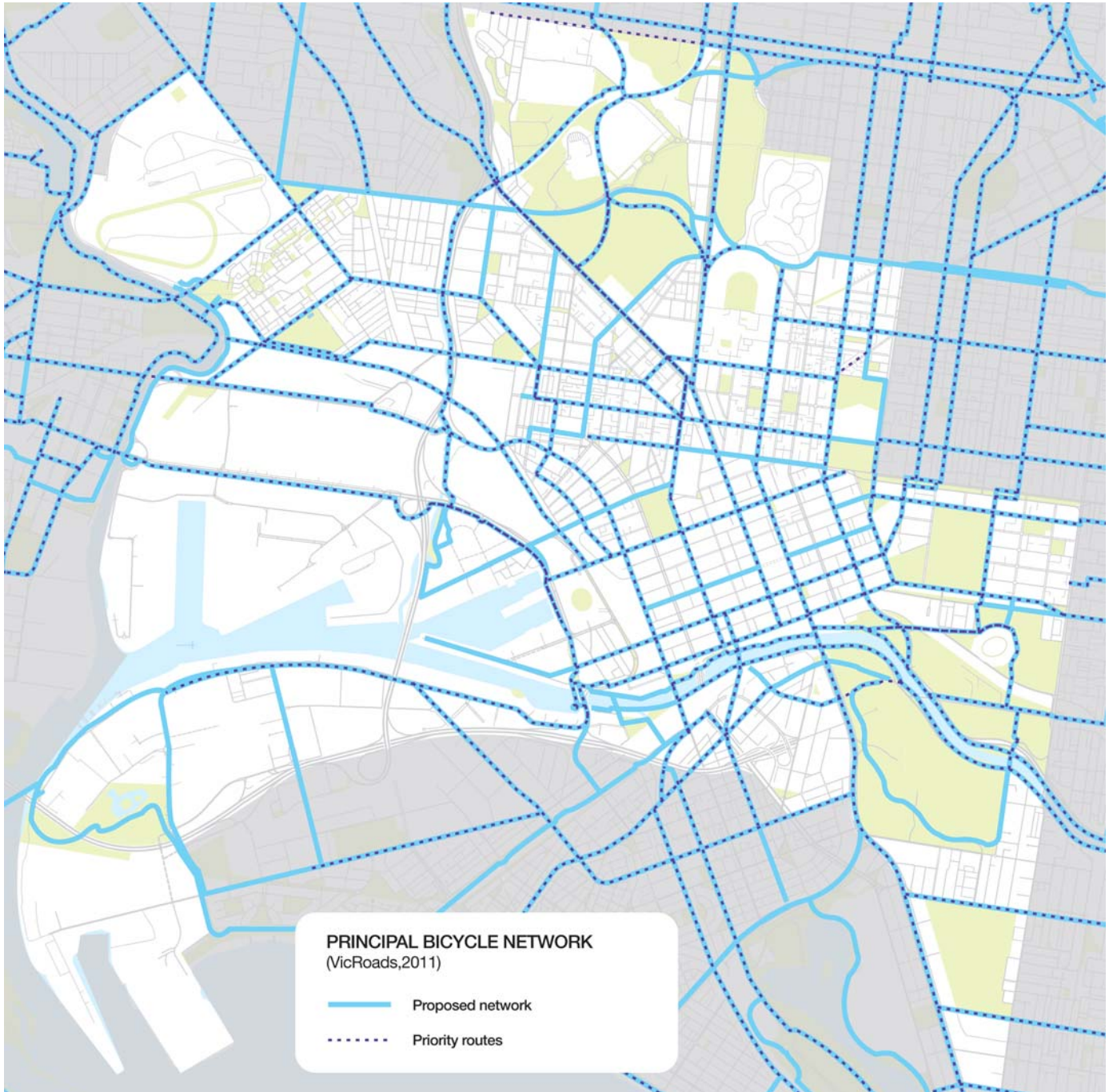
106. The City of Melbourne will continue to gather a range of qualitative and quantitative data before and after completing large projects so as to inform its decision making.
107. The Melbourne Bicycle Account will continue to be produced every two years as an online document. It will summarise quantitative and qualitative data collected on bicycle usage and update progress towards the Bicycle Plan targets. Key initiatives and concerns will be highlighted so decision makers can plan for the future by better understanding emerging issues and trends.

108. New data will be tracked and reported to meet the Australian Bicycle Council requirements including cycling participation by age, mode shift to bicycles and the amount of bicycle parking within places of work.
109. The City of Melbourne will track the performance of all major routes for future planning. For example studies of popular routes such as St Kilda Road to Swanston Street (north) will be conducted to gather detailed location information.
110. Emerging opportunities exist to use social media including blogs to gather insights into the cycling network and environment.

ACTIONS

111. The City of Melbourne will:
 - 111.1. Continue to monitor a range of qualitative and quantitative data before and after completing large projects. All projects above a value of \$200,000 will be accompanied by an evaluation report.
 - 111.2. Compile a Melbourne Bicycle Account every two years and include new fields consistent with Australian Bicycle Council requirements.
 - 111.3. Evaluate the performance of major routes to assist with future planning (counts, locations of most common entry and exit points on the route, accident data, gender).

APPENDIX A – PRINCIPAL BICYCLE NETWORK



APPENDIX B – LOCAL BICYCLE NETWORK



APPENDIX C – EXISTING BICYCLE ROUTES



Note: Bicycle-friendly routes include:

Swanston Street from La Trobe Street to Flinders Street – restricted vehicle area

Collins Street and Princes Bridge – narrow bicycle refuges

La Trobe Street – bicycle lanes operating during peak periods

APPENDIX D – ACHIEVEMENTS OF BICYCLE PLAN 2007-11

Since the 1980s the City of Melbourne has supported bicycle-friendly policies and built infrastructure for cycling. The Bicycle Plan 2007-11 helped to deliver a coordinated approach to planning and developing routes for bicycles across five local areas surrounding the municipality. The City of Melbourne continues to be a world leader in developing innovative solutions to route design and function through the introduction of separated bicycle lanes, profiled edge-lines, chevron separation and signage.

Progress against 2007-11 targets

The City of Melbourne undertakes inbound vehicle movement surveys at 21 locations between 7am and 10am twice a year. Between 2006 and September 2011, the percentage of bicycles using these routes had increased from 4% to 10%. This achieved the target.

A reduction of accidents by 5% per cyclist per year (2007-11) has been achieved in the City of Melbourne. Improvements in safety for cyclists can be attributed, amongst other things, to the installation of 2.3 kilometres of separated bicycle lanes, targeting improvements to specific high incident intersections and banning certain types of vehicles from popular bicycle routes. Approximately six kilometres of new cycling routes (four kilometres on- and two kilometres off-road) have been completed across the municipality from 2007-2011 and 17 kilometres of existing routes upgraded.

Major projects

Over the five-year period to 2011, on-road facilities were built on:

- Macaulay Road
- Spring Street
- Nicholson Street
- Gisborne Street
- Wellington Parade south
- Market Street
- Albert Street (physically separated)
- Moray Street
- City Road.

The Albert Street separated bicycle route was the second physically separated on-road route to be installed in the municipality. This design included the innovative use of flexible bollards to guide parking, chevrons, profiled edge-line and green pavement. The project recorded significant increases in cyclist numbers as well as providing much safer riding conditions.

Off-road routes completed from 2007 to 2011 include:

- Macarthur Road (Royal Park path)
- Yarra Park (north-south and east-west paths)
- Linlithgow Avenue (east-west shared path) and
- Batman Avenue to Speakers Corner to Birrarung Marr shared path.

Quality routes

The Bicycle Plan 2007-11 improved the quality of many existing bicycle routes in the municipality. Green pavement, profiled edge-line, chevron separation treatment and cyclist storage boxes were added to many routes including:

- Rathdowne Street (green pavement and profiled edge-line)
- Victoria Street (green pavement and profiled edge-line)
- Canning Street (green pavement)
- Abbotsford Street (green pavement)

- Gisborne Street (green pavement)
- Collins Street (green pavement and profiled edge-line)
- Royal Parade (shared path signs)
- Elgin Street (green pavement and profiled edge-line)
- Peel Street (green pavement)
- Arden Street (green pavement)
- Nicholson Street shared path (dashed centre-line, all weather tree surrounds, signage)
- Queensberry Street (green pavement, chevron and profiled edge-line)
- Gisborne Street to Macarthur Street to Collins Street (green pavement and profiled edge-line)
- Canning and Barkly Street (green pavement, chevron and profiled edge-line)
- Moray Street and Queensbridge Street (green pavement and profiled edge-line)
- Park Street (trial of raised reflective pavement markers).

The Swanston Street north separated bicycle lane was installed prior to the launch of the previous bicycle plan.

Improvements were made to safety for cyclists by providing bicycle lanterns at the intersections of St Kilda Road and Linlithgow Avenue, St Kilda Road and Domain Road, and Queensbridge Street and Southbank Promenade. A key link was built with a pedestrian and cyclist bridge over Manningham Street. A signalised pedestrian crossing on Park Street significantly improved the convenience and safety of these road crossings.

The last bicycle plan facilitated improvements to high accident intersections including the complex roundabout at Flemington Road, Royal Parade, Elizabeth Street and Peel Street (Haymarket), traffic lights at Drummond and Elgin streets in Carlton, removal of tourist buses and new tram stops in Swanston Street and new green pavement treatment and no right turns at Macarthur Street and St Andrews Place, East Melbourne. The area outside Flinders Street Station and the intersection of Flinders and Swanston streets remains a high accident area despite green pavement treatment being installed.

Other programs

The City of Melbourne has delivered and supported:

- Move Mindfully in Melbourne
- Streetsmarts
- Bikefest
- Light Up!
- Ride to Work Day
- Ride to School Day
- Round the Bay in a Day
- TravelSmart map.

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