
Bicycle Victoria's Review of the Priority Bike Route Network for IMAP

14 January 2008

1 Introduction

1.1 Background

The Inner Melbourne Action Plan (IMAP)

The councils of Melbourne, Port Phillip, Stonnington (west of Kooyong Road), and Yarra in association with VicUrban and the State Government launched the Making Melbourne More Liveable - Inner Melbourne Action Plan in 2006.

This document has been prepared collaboratively to provide a regional approach to implementing 'Melbourne 2030' – the State Government's 30 year planning strategy for metropolitan Melbourne.

Strategy two of IMAP is to “effectively link transport routes so that the Inner Melbourne Region is accessible throughout by walking, cycling and public transport.”

In regard to cycling specifically the strategy states:

Improving cycling links and facilities in the Inner Melbourne Region has led to dramatic increases in bicycle use on some routes. The stronger the separation between bicycles and cars, the more people will cycle. Cities with the highest level of bicycle use provide fully separated bicycle lanes. In some European cities, bicycles account for up to 30 per cent of journey to work trips.

In order to achieve the above aims IMAP developed Action: 2.3 Bicycle Network Legibility Improve the legibility of the bicycle network (Principal Bicycle Network and local links) with an emphasis on clear delineation of continuous links.

The IMAP Bicycle network Project

The IMAP project team has recognised that a highly legible bicycle network is one with no gaps and one that serves the origins and destinations of cyclists in the IMAP area.

Bicycle Victoria was engaged by IMAP to conduct a bicycle network study to:

- Identify the destinations and preferred routes for people riding bikes for transport.
- Identify the current missing links and prioritise them for improvement.

1.2 Outline of Report

This report is structured in following main sections:

- **Data and Analysis**; which outlines the data used to inform the network study.
- **Ideal IMAP Bicycle Network**; which details what a complete bike network could look like
- **IMAP Priority Bike Routes**; which identifies the priority routes that require short term action and continuous improvement.
- **Conclusions and recommendations**; including quick wins.

2 Data and Analysis

2.1 Introduction

The bicycle network analysis has been based on three main data sources. They are:

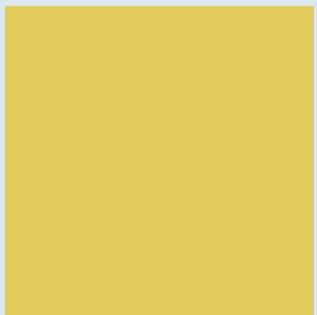
- Identification of trip generating destinations
- Super Tuesday Bike Counts
- Analysis of the existing bike network.

2.2 Trip attracting destinations

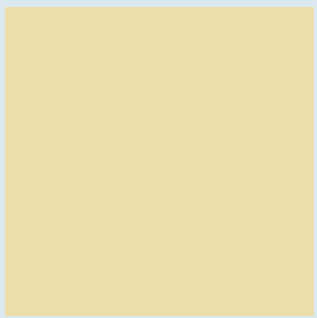
Essential to any discussion of a bike network are the places that people ride to. This study identified a number of destinations that are likely to generate bicycle trips. The destinations are Melbourne's Central Business District and other major activity centres such as universities and major strip shopping centres. These locations are identified on Map A. This map was presented to IMAP member councils for feedback.



Destination Assumptions



Core - high trip generators



Secondary - retail, medium trip generators

Map A – Destinations

2.3 Super Tuesday Bike Counts

'Super Tuesday' is a manual bike count conducted on the First Tuesday in March. Bike counts were conducted between 7am and 9am at over 100 sites on March 6 2007.

The locations for count sites were chosen to identify where current bike riders are riding and to identify areas of low rider numbers that to help identify significant gaps in the network.

Results of the Super Tuesday Bike Counts are presented in Map B and are summarised below:

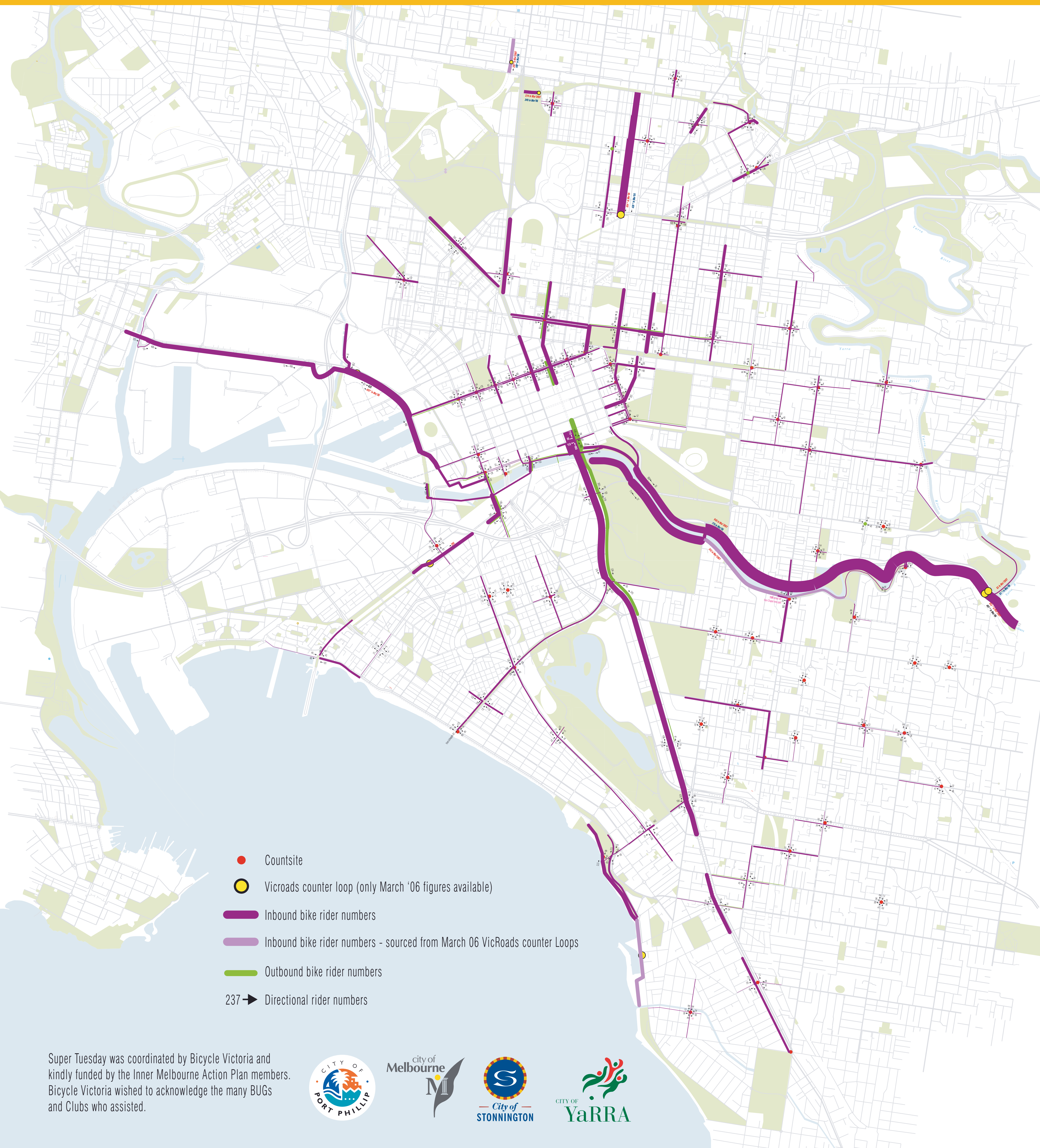
- Overall onroad numbers are up by 10% since last year
- Rider numbers are up by 20% on offroad/separated routes since last year. Anecdotal evidence would suggest this represents new riders.
- Numbers from the western side were up by an incredible 37%
- Riders will go out of their way to reach a 'quality' route such as the Main Yarra Trail or Canning St, rather than opt for the more direct route
- St Kilda Rd is a major destination in itself. For every 2 riders going up Swanston St into the CBD, there will be another heading out of town southbound to a workplace, most likely north of Commercial Rd.
- The majority of Chapel St riders are heading north to use the Main Yarra Trail (south side)
- Morrell Bridge is a major interchange, with riders coming from the north or swapping sides of the river to suit their destination.

Super Tuesday Bike Count 6 March 2007



An initiative to audit and gain a deeper knowledge of current rider movements across the inner Melbourne area. These numbers represent the 7-9am on a Tuesday in early March (statistically the busiest riding day of the week and time of year respectively).

It is important to note that a riders' am inbound and pm outbound routes may differ due to a variation in riding conditions.

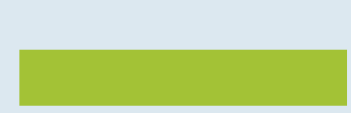
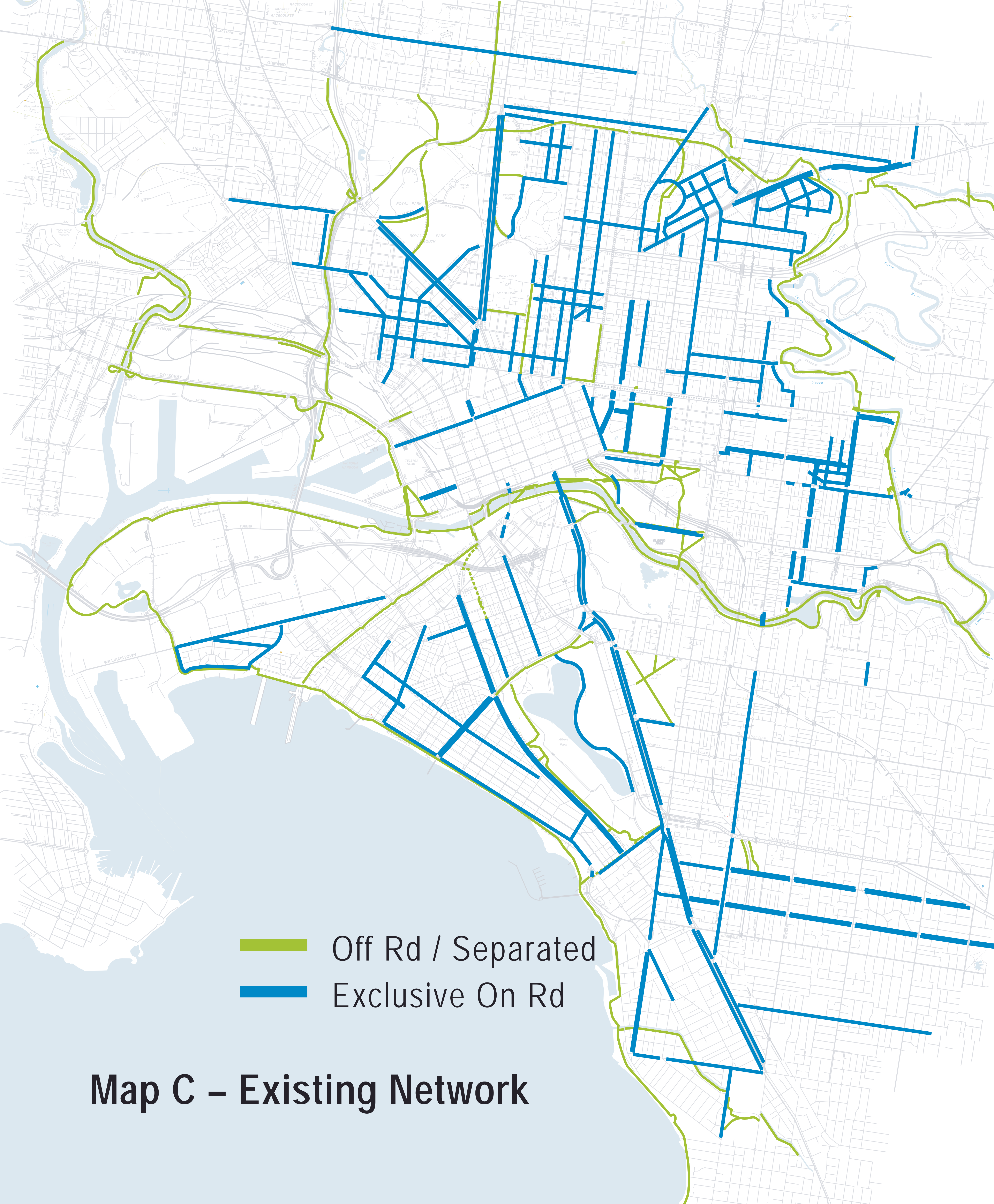


Super Tuesday was coordinated by Bicycle Victoria and kindly funded by the Inner Melbourne Action Plan members. Bicycle Victoria wished to acknowledge the many BUGs and Clubs who assisted.

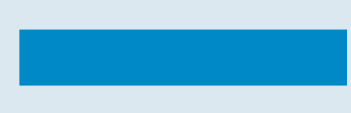


2.4 Existing Bike Network

In order to understand current and future bike routes within the IMAP area a good understanding of the existing bike network is required. The existing bike network is presented in Map C (existing network of on road bike facilities). Information for this map was compiled from VicRoads Principal Bicycle Network data, IMAP council data and bike plans, and site investigations by Bicycle Victoria staff.



Off Rd / Separated



Exclusive On Rd

Map C – Existing Network

Table 1 below provides a taste of some of the existing bike facilities in each of the municipalities within IMAP and provides a brief summary of the types and numbers of bike riders in each municipality.

The investigations undertaken have clearly shown that there is a high variety in coverage and quality of bike facilities across the IMAP area.

2.4.1 Table 1

Council –	On Road Facility	Separated facility
Melbourne – High level of Transport and Recreational Riding. Bikes are more than 10% of vehicle traffic on some roads. Riding on weekdays is comparable to rider numbers on weekends.		
Port Phillip – Possibly the most diverse IMAP council with unique high intensity training along beach, very high recreation on trails and moderate to high riding for transport.		
Stonnington – Relatively low numbers of bike riders. Main Yarra Trail and Chapel St are the main arteries. Moderate recreational riding, low to moderate transport riding.		
Yarra – Highest of all municipalities for trips to work in 2001 census. Majority of bike riding is for transport		

2.5 Conclusions and recommendations

The three sources of data listed above have provided a good base on which this study has built its analysis of an ideal IMAP Bicycle network and Priority Routes within that network.

Bicycle Victoria strongly recommends that the Super Tuesday counts are conducted annually to observe trends in bike riding, evaluate improvements in infrastructure, and inform future priorities.