

Inner Melbourne Action Plan

Briefing Paper

Action 2.3 Bicycle Network Legibility

Purpose

1. The purpose of this report is to propose that IMAP reconvene the Action 2.3 Bicycle Network Legibility working group to update the IMAP Bicycle Network priority routes map.

Background

2. Action 2.3 Bicycle Network Legibility is to “Improve the legibility of the bicycle network (Principal Bicycle Network and local links) with an emphasis on clear delineation of continuous links.”
3. In February 2008, the IMAP Implementation Committee resolved to adopt the IMAP Bicycle Network as described in *‘Bicycle Victoria’s Review of the Priority Bicycle Route Network for IMAP’* (January 2008). This network effectively replaced Melbourne’s Principal Bicycle Network (PBN) within the IMAP area which was still quite rudimentary at that time. Adoption of the IMAP Bicycle Network map completed work on Action 2.3, and implementation was passed onto the Action 2.5 project team.
4. The IMAP Bicycle Network – a map of the bike path hierarchy required across the IMAP area, prioritised a number of major bicycle routes for development, promoted greater separation and acknowledged, with sustained growth in cycling numbers, that more developed facilities were needed to cater for future cycling numbers in the inner city.

Discussion

5. Bicycle works within the various municipalities have continued to be rolled out along the IMAP Bicycle Network and, together with increasing petrol prices, these works have resulted in significant increases in the numbers of visitors to the inner city area travelling by bicycle.
6. Since 2008 a number of changes have occurred:
 - a. Cyclist numbers have increased substantially over this time – refer Attachment 7a.
 - b. The *Principal Bicycle Network* was reviewed by VicRoads in 2012.
 - c. *Victoria’s Cycling Strategy: Cycling into the Future 2013-23* and its companion *Victorian Cycling Action Plan 2013 and 2014* was released by the State Government in December 2012
 - d. The City of Yarra has approved the *City of Yarra Bicycle Strategy 2010-2015*; and the City of Port Phillip adopted their *Bike Plan 2011–2020 Pedal Power: making Bike Riding Better*. Both strategies focus on increasing the number of people riding. The City of Stonnington is currently reviewing its bicycle strategy.
 - e. The City of Melbourne’s *Transport Strategy 2012* and new *Bicycle Strategy 2012-16* were completed by the City of Melbourne in 2012 with a strong emphasis on making Melbourne a cycling city.

- f. The City of Maribyrnong adopted the *Maribyrnong Integrated Transport Strategy* in April 2012, has become an associate of IMAP in 2011 and is looking to link into the bicycle network in the inner city.
 - g. IMAP councils have projected significant growth in jobs and residents in inner Melbourne (eg City of Melbourne's daily population is expected to go from about 800,000 people using the city each day to 1.2 million in 2030). This intensification will result in space efficient modes such as cycling being more attractive and also a greater number of trip origins and destinations being close together, a situation which stimulates modes such as cycling.
7. In 2006 it was determined that the more important thing to do to improve the bicycle network and stimulate more cycling in Inner Melbourne, was to improve the quality of bicycle routes so that the network becomes much more like the separated, on-road bicycle networks of leading European cities. It was felt that in some cases, improvements to existing routes will make a greater contribution to encouraging more cycling than completing gaps. The IMAP Bicycle Network plan was the 'first cut' at describing this network and selecting the routes that would be on it.
 8. The plan suggests that Priority Routes are expected to shoulder the task of transporting the largest number of cyclists and thus are expected to offer the highest level of service to cyclists. Hence they would attract the lion's share of investment. High levels of service would be provided by wider lanes, separated lanes, coloured lanes, priority at signals and other engineering treatments common to priority routes in European cities.
 9. The original network report, "*Bicycle Victoria's Review of the Priority Bike Route Network for IMAP*" (January 2008), detailed how decisions were made regarding which routes should be Priority Routes. Some of the key criteria were that the routes should cross Council boundaries (and be viable main cycling routes once they have left IMAP boundaries), should have the potential to become main cycling corridors and generally have attracted enough users at that time to indicate future potential.

Proposal

10. Like the road network, the IMAP Bicycle Network has remained a living document which can be changed and improved based on changes to life in Melbourne. For example, some bicycle routes may not have attracted as many riders as were predicted and may not retain their status as Priority Routes. Some Support Routes may have been promoted to Priority Route status. Changes to land uses, new developments or new technologies also open up new opportunities for bicycle routes.
11. The development of the IMAP Bicycle Network impacts the direction of the IMAP Action 2.5 (Bicycle Network) project team in setting their organization's cycling infrastructure priorities. With the progress made to date, the future priorities need to be recast.
12. The IMAP Bicycle Network remains a work in progress just like the existing road, rail, tram and pedestrian networks, requiring constant review. With the number of bike plans now in place across the IMAP Councils and bicycle infrastructure substantially improved since 2008, it would be useful to reset the priorities within the context of these strategies to ensure a coordinated approach is taken by all those engaged in establishing the bicycle network and staging future works. It is therefore proposed that the Action 2.3 project team be reconvened to undertake this planning work.

Recommendation

13. That the IMAP Implementation Committee endorses the review of the IMAP Bicycle Network map of priority routes.

Attachment 7a TRENDS

New figures confirm bike boom (Source: Extract from Bicycle Network Victoria website)

23 January 2013. As more of the data from the 2011 census is analysed further confirmation has emerged that bike commuting is booming in Melbourne.

The Victorian Transport Statistics Portal has released data that shows the trends municipality by municipality.

According to the census data, the highest level of participation in travel to work by bicycle in 2011 was recorded in Yarra (3,651) and Moreland (3,454).

[Keep in mind the census day was in the middle of the Melbourne winter. The same survey taken today would show much higher figures.]

Between 2006 and 2011, the census data shows that all of the inner zone councils experienced a massive percentage change (between +40.23% and +70.60% change) in people commuting to work by bicycle.

Along with having one of the highest levels of participation in travel to work by bicycle in 2011, Moreland also experienced a great percentage increase in people bicycling to work (+60.43) between 2006 and 2011.

In comparison, the percentage change in people in Moreland travelling to work by car (either as driver or a passenger) experienced a modest percentage change (+8.64) between 2006 and 2011.

In Moreland, more than one person now rides to every ten people who commute to work as a car driver. (In 2011, 33,967 commuted to work as driver and 2,533 as passenger, compared to 3,454 who commuted to work on a bicycle).

This clearly demonstrates that cycling is increasingly being recognised as a viable and legitimate mode of transport.

In terms of participation in commuting on bicycle, here's how the inner and middle zone municipalities performed:

Fig 1: Bicycle as method of travel to work, Inner Zone Councils

<i>Inner Zone Councils</i>	<i>2006</i>	<i>2011</i>	<i>% Change</i>
Maribyrnong	585	972	66.15
Melbourne	1,092	1,863	70.60
Port Phillip	1,578	2,247	42.40
Yarra	2,443	3,651	49.45
Stonnington	865	1,213	40.23

Method of Travel to Work in City of Melbourne: Mode share percentage change between 2001 and 2011

(Source: City of Melbourne)

