

Inner Melbourne Action Plan
Briefing Paper
IMAP Action 2.5 – Bicycle Network

Purpose

1. To update the IMAP Implementation Committee on progress of Action 2.5 Bicycle Network
2. To respond to opportunities identified from the recently released *The Victorian Transport Plan*

Background

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) as the completion of IMAP Action 2.3. This network effectively replaces Melbourne's Principal Bicycle network (PBN) within the IMAP area. The PBN was developed in the early 1990's when the most optimistic vision for a bicycle network was a network of shared bicycle/parking lanes on the arterial road network supplemented with a number of off-road paths. The initial aim of Action 2.3 was to improve the legibility of the IMAP bicycle network, but as most of this work had been achieved it became apparent that a greater contribution to upgrading the bicycle network and stimulating more cycling trips would be made if the on-road paths became much more separated, similar to the bicycle networks of leading European cities and consequently it was also resolved that the working group re-evaluate the scope of Action 2.5 to reflect the needs identified in Action 2.3.
4. The working group, in conjunction with Bicycle Victoria and VicRoads identified four key elements in re-scoping Action 2.5 These elements included:
 - Implementing the IMAP Bicycle Network by developing innovative treatments to support greater cycling volumes, particularly on the seven priority routes selected by the working group,
 - Establishing a formal monitoring system across the IMAP area,
 - Improving high level communication and consultation processes between IMAP and the Department of Transport and VicRoads, and
 - Raising the level of research being undertaken into developing and improving established and emerging on-road separation techniques and methods, and establishing accepted 'Standards'.
5. The working group assessed all the major connections within the IMAP network and agreed upon prioritising work on the following 'red' routes;
 - Cremorne Railway/Sandringham, (Yarra and Stonnington)
 - Albert Street/Elizabeth Street, (Melbourne and Yarra)
 - Brunswick Street/Gisborne Street/Macarthur Street (Yarra and Melbourne)
 - Royal Parade (VicRoads)
 - Moonee Ponds Creek/Macaulay Road/Dryburgh Street/Queensberry Street (VicRoads and Melbourne)
 - Rathdowne Street (Melbourne and Yarra), and
 - Cecil Street/Whiteman Street/Clarendon Street/Spencer Street (Port Phillip and Melbourne).
6. These routes were considered to be the main connections on the IMAP Bicycle Network that had already high bicycle usage or had the potential to carry significantly increased bicycle volumes and that required the most work to bring them up to a standard that could safely accommodate increasing bicycle volumes. These routes also provide the opportunity to implement some of the separation and delineation treatments being designed and installed in various municipalities. These

connections were not seen as simply routes where Council's could just paint white lines on the road surface and sit back and wait for the growth in bicycle numbers.

Discussion

7. Increased Bicycle Travel since 2006

While the Action 2.3 and Action 2.5 working groups have been meeting and developing strategies and action plans, bicycle works within the various municipalities have continued to be rolled out along the IMAP network and together with increasing petrol prices these works are already resulting in significant increases in the numbers of visitors to the inner city area travelling by bicycle (refer attached Progress Status). Between July 2006 and March 2008, bi-annual traffic counts on many arterial routes and popular on and off-road bicycle paths, within the City of Melbourne, has indicated that the number of in-bound cyclists travelling on these roads has grown from 4% of all private traffic movements to 9.2% between 7am and 10am on a typical weekday morning. In actual traffic numbers this equates to an increase from approximately 2300 in-bound cyclists in July 2006 to approximately 6800 cyclists in March 2008.

8. Development of a Hierarchy of Separation Treatments/Acceptance of Standards

The development of bicycle lane separation measures has been a significant priority of a number of the IMAP Council's as they strive to implement the next generation of bicycle paths along existing and new routes. The City of Melbourne has developed a number of separation treatments and is currently developing an overall hierarchy of treatments that should be used along various bicycle routes.

9. Off-Road

The ultimate treatment is an off road facility that is separated from motor vehicles and provides direct linkages to major destinations. Currently the City of Melbourne is funding, via the Parking Levy, the construction of the Manningham Street Bicycle and Pedestrian Bridge at a cost of \$2.3 million, which will remove the need for cyclists to mix with cars along the City Trail between Docklands and The Melbourne Zoo, a distance of approximately 4 kms.

10. On-Road Kerbside Separated Path

The next level of separation is what could be called an on-road kerbside separated path or what has popularly been known as the 'Copenhagen Bicycle Lane', a title IMAP wants to discontinue, as it is not what is provided along many paths in Copenhagen, where the footpath is divided into two distinct levels with pedestrians on the higher level adjacent to the building line and cyclist on the lower level adjacent to the kerb.

Currently this treatment has been installed in Swanston Street, Carlton between Victoria Street and Grattan Street. While very effectively separating cars and bicycles and eliminating the incidences of the highest type of bicycle /car crash, namely cyclist riding into an opening car door, which accounts for 80% of bicycle crashes in Melbourne, the cost could often be prohibitive at approximately \$250 per metre. There have also been complaints from faster cyclist being blocked by slow movers, as there is little opportunity to undertake passing manoeuvres between the kerb and the median.

11. On-Road Kerbside Delineated Path

This treatment has been designed to overcome some of the concerns of the on-road kerbside separated path, such as cost, road width constraints, concerns by delivery drivers having to lift their loads over a 1 metre wide, 125mm high median. The delineated path can be 500mm narrower than the 2 metre wide separated lane as cyclists can utilise the 750mm wide painted and edge line profiled (vibraline) median between the bicycle lane and parking bay. The cost of this treatment can vary between \$70 per metre and \$150 per meter depending upon the need to remove wide bluestone pitcher drainage channels. The City of Melbourne has approved the installation of this treatment along Albert Street, an IMAP priority route and a substitute PBN route. However as this treatment has never been implemented Council is currently is awaiting VicRoads approval and, hopefully, funding as it replaces the proposed PBN route along Victoria Parade.

12. On-Road Traffic Lane Side Heavily Delineated Shared Bicycle/parking Path

This treatment has already been installed along Rathdowne Street in the City of Melbourne and involves the highlighting the delineation line with profiled edge line (vibra-line) currently used along the edge of some rural highways. This treatment was implemented without VicRoads approval and

is currently undergoing a post road safety audit. The immediate and anecdotal response from cyclists and motorists is that is very effective in ensuring motorists are aware of the bicycle lane and does not create a hazard for cyclist. A VicRoads concern about noise created by car tyres travelling along the profiled edge line has not yet been reflected in community or resident feedback. This profiled edge line treatment can and has been reinforced with the use of the 'approved' green asphalt along the high conflict areas. The estimated cost of this treatment is \$50 per metre.

Conclusion

13. The IMAP Committee agreed to support the continuation of the 'Super Tuesday' bicycle counts in May 2008. The next count will be undertaken in March 2009, providing an opportunity to partner with Bicycle Victoria (BV) to promote the results of this count, in particular at sites within the Inner Melbourne region. A **joint media release** will be developed to take advantage of this opportunity and further raise awareness of the IMAP Bicycle Network.
14. Bicycle improvement works continue to be implemented across the inner Melbourne region by the four IMAP Councils (refer attached Progress Status). The benefits of regional collaboration are now becoming evident; shared knowledge of treatments (both successes and failures), priority routes identified to guide planning and implementation of works and a shared understanding of costs and risks associated with works. An opportunity exists to capture this knowledge and experience, document it and embed it into all applications as 'best practice' in the form of a **hierarchy of treatments**. It is envisaged that this 'internal expertise' and 'best practice' would be advantageous to relevant State Government departments to assist their planning and prioritisation of works.

In partnership, the hierarchy could be further extended to a state-wide model to be recognised, accepted, promoted and adopted. The **development of a state-wide hierarchy of treatments** would enable road designers to select the most suitable treatment having regard to such variables as, costs, available road widths, bicycle volumes, crash history, and the importance of facility and consequently match the treatment to the prevailing physical and financial constraints.

15. Considering the significant increases in the numbers of visitors to the inner city area travelling by bicycle and the acknowledgement of the importance of cycling in *The Victorian Transport Plan* the Action 2.5 Working Group, led by the City of Melbourne recommend:
 - Engagement of senior representatives from DoT, VicRoads, Bicycle Victoria, IMAP councils, public transport providers and potential interest groups (e.g. RACV) at a collaborative, informative (and facilitated) Forum to identify key needs, issues, responsibilities and benefits for a hierarchy of treatments. Considering the appropriate timing of the Transport Plan and pending Bicycle Strategy, the forum could be extended beyond Cycling to Transport.
16. Initiation of a deputation to Minister Pallas to present the knowledge, experience within the IMAP councils and recommend IMAP assistance in respect to the treatment of St Kilda Road.
 - Extension of Action 2.5 'demonstration project' to a "Flagship Project" working in partnership with DoT, VicRoads, Yarra Trams, Bicycle Victoria and Minister's Kosky and Pallas.

Recommendations

17. That the IMAP Implementation Committee resolves to:
 - (a) **Note** the current progress of implementing the 'red' and 'blue' priority routes as per '*Bicycle Victoria's Review of the Priority Bike Route Network for IMAP*' (January 2008)
 - (b) **Approve** the initiative of a collaborative facilitated 'Senior Transport Forum'. Outcome of Forum will be presented to the IMAP Implementation Committee in May 2009.
 - (c) **Support** the scoping of a Draft Hierarchy of Treatments by the Working group in liaison with all key stakeholders to be presented to the IMAP Implementation Committee in August 2009.
 - (d) **Agree** to a deputation to Minister Pallas to include IMAP's offer to assist with treatments of St Kilda Road and recommendation of a Victorian Government supported 'Flagship project' as an extension of the current demonstration project.