

Bayside City Council

# Bicycle Strategy



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2003



## The Study

The study concentrates on the need for a broad strategy that extends beyond improving the physical cycling infrastructure in Bayside, and therefore incorporates the need to promote cycling and overcome barriers to cycling. It aims to increase the incentives to cycle and remove the disincentives for more of the community and makes recommendations accordingly.

## Strategy Objectives

The main objectives of this strategy are to:

1. Create a physical environment and community spirit that makes cycling the mode of choice for more people, on more journeys, more often across more of Bayside;
2. Successfully make Bayside more cycle friendly; and
3. Make Bayside a more sustainable community.

## The Process

The recommended strategies within the report were the outcome of a thorough analysis and consultation process. Existing Council reports and cycling initiatives in local and state policy were studied and members of the general cycling community, key stakeholders in the provision of cycling infrastructure in Bayside and key representatives of the cycling community were also invited to contribute to the community consultation process and participate in cycling strategy workshops. The outcomes of the consultation process provided key direction to the recommendations within this report.

## The Outcome: Recommendations of The Strategy

The recommendations of this report are grouped under four broad strategic directions:

- A Improving the cycle network -infrastructure/planning works;
- B Promoting cycling;
- C Educating the community on cyclists rights and safety issues; and
- D Improving cycling provisions in Activity Centres and other destinations.

Within each of these is a set of specific recommendations that are aimed at achieving the strategy objectives.

## Implementation

This strategy includes an action plan for the next five years which outlines about 60 projects requiring funding of approximately \$1.2 million during a five year period. These include:

- High Priority Projects - \$755,000;
- Medium Priority Projects - \$127,500; and
- Low Priority Projects - \$322,000.

A review of this strategy should occur in 2008.



# Foreword

The Bayside area is ideally suited to support a strong cycling community. Its topography, climate and beautiful bayside locale, along with existing cycling facilities, make it a welcome environment in which to cycle. This report represents a review of the Bayside Bicycle Strategy 1997 and recognises the imperative, as outlined in Melbourne 2030, for a new strategic direction to further enhance the experience and perception of cycling in the City of Bayside.

It provides a framework of recommendations to encourage the cycling and non-cycling community to better understand the benefits of cycling as a viable and attractive alternative form of transport to the car. It recognises the varying needs of cyclists and non-cyclists alike, and determines appropriate recommendations that can benefit the environmental and community welfare for individuals and all community members. This will lead to a more sustainable Bayside.

This study also acknowledges the role and the importance of Bayside's location in the region, which includes the significance of the Bay Trail and Beach Road for cyclists. Therefore, a responsible cycling strategy will, to a certain extent, have to also cater for people from outside Bayside.

## Contents

<b>01</b>	Executive Summary	1
<b>02</b>	The Vision For Cycling In Bayside	4
<b>03</b>	Strategy Objectives	5
<b>04</b>	Developing The Strategy	6
	Context	
	Method	
	Consultation Outcomes	
<b>05</b>	Strategies And Recommendations	19
	Improving The Cycle Network	
	Promoting Cycling	
	Education	
	Improving Cycling Provisions In Activity Centres And Other Destinations	
<b>06</b>	Implementation	55

Bayside City Council

**Bicycle**  
Strategy

## To make cycling the chosen form of transport for more people, on more trips, more often.

Bayside has a strong cycling community and a beautiful physical environment in which to cycle. The popular cycling routes - The Bay Trail and Beach Road - attract large numbers of recreational and training cyclists to Bayside. The Bayside City Council Cycling Strategy will meet the needs of these cyclists, while also aiming to make the whole of Bayside more sustainable by making cycling a more viable mode of transport for more of Bayside's residents across more of Bayside. It is with this vision in mind that this strategy will promote the provision of a high quality cycling environment across the whole of Bayside. To achieve this aim, it is essential to raise the awareness of the benefits that cycling can offer and remove barriers (physical and non-physical) that stop non-cyclists from cycling, or existing cyclists from cycling more often.

It will do this by promoting the benefits of cycling in Bayside, including:

- Health** - which are direct for individuals & indirect for the whole community;
- Affordability** - through the availability of a relatively cheap mode of transport;
- Enjoyment** - by providing exercise, mental wellbeing and exposure to the outdoors;
- Convenience** - as an efficient and accessible mode of transport for short journeys;
- Independence** - allowing freedom of movement without being dependent on a car; and
- Accessibility** - providing relatively better access to destinations than that possible by car.

### Educating cyclists and non-cyclists

Raising the skills and safety knowledge of cyclists and the awareness of a cyclist's right to enjoy a safe, enjoyable cycling environment will promote better relationships between cyclists and other users of the roads and pathways.

### Improving the cycling network

Linking existing popular routes to the rest of Bayside, prioritising the completion of bike lanes and identifying new possible bike routes will all contribute to improving the cycling network. Informing the community of the location of the cycling network, and the places that it can take you, through promotional material and signed routes is equally important.

### Providing adequate facilities for cyclists

Providing well-designed and high quality facilities along cycling routes will provide a strong, visible incentive to increase the regularity of cycling activity. End of journey facilities are equally important to recreational and commuting cyclists.

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## Objectives

In line with this vision, the main objective of this strategy is to create a physical environment and community spirit that makes cycling the mode of choice for more people, on more journeys, more often. In order to assess the effectiveness of this and related strategies at achieving this key objective, it is recommended that a number of more specific issues are monitored and targets set where possible to measure progress in particular areas. This should include:

Objective	Existing Condition	Indicator	Comments
5% of Commuter Trips to be made by bicycle by 2008.	In 2001 cycling accounted for 3.6% of all commuter trips by Bayside residents, and 2.2% of all commuter trips to Bayside	Proportion of people who cycle to work	Measured through the Census and the Victorian Activity and Travel Survey (VATS)
0.1-0.15 bike trips per person per day within Bayside by 2008.	There are currently 0.090-0.105 bicycle trips per day made within Bayside, compared with 0.07 over metropolitan Melbourne	Number of bike trips per person per day	Measured through the Victorian Activity and Travel Survey (VATS)
Bike ownership to increase from 0.54 to 0.58 by 2008	Bayside currently has the highest rate of bicycle ownership in Melbourne at 0.54 bicycles per person, compared with 0.4 over Melbourne as a whole	The rate of bicycle ownership	Measured through the Victorian Activity and Travel Survey (VATS)
Cycling accidents to decrease by 15% each year.	Accidents involving cyclists account for 15.4% of all accidents on Beach Road compared with 3.8% in metropolitan Melbourne	Number of accidents involving cyclists	Data collected by VicRoads Link with the monitoring of the Road Safety Strategic Plan
A 5% increase each year in bikes parked at a representative selection of key locations. *	* These objectives are currently unmonitored therefore these targets are suggestions only. Adjustments to these targets may be necessary once the monitoring process has begun.	Number of cycles parked at key locations	Selection to include rail stations, activity centres, Council offices and schools
10% of council staff to cycle to work by 2008.*		Proportion of Council staff that cycle to work on a regular basis	Measured through the monitoring process for the proposed Green Travel Plan
80% of cyclists to rate cycling positively, 50% of non-cyclists to rate cycling positively. *		The proportion of cyclists and non-cyclists that rate cycling positively	To be measured through the proposed monitoring program
20% increase in cycling volumes by 2008. *		Cycle volumes at key locations for on and off-street paths	To be monitored in conjunction with VicRoads and Parks Victoria

For more information on the monitoring process, see strategy B-1 in section 5

## Overview

This strategy was prepared for Bayside City Council by David Lock Associates and PBAI Australia. The steering committee was lead by Bayside Mayor, Councillor Ken Beadle. This strategy is a review and update of the 1997 Bayside Cycling Strategy. The 1997 strategy focused on increasing the numbers of cycling trips made in Bayside primarily through improvements to Bayside's physical cycling infrastructure. This included the provision of new bike paths, new facilities and improved signage and other provisions for the cycling network. In total, 80 percent of the recommendations made by the 1997 strategy have been implemented and completed.

This revised strategy, while realising the importance of continually maintaining and improving the cycling network, concentrates less on physical improvements to the cycle network. This is deliberate. It responds to the findings of the consultation process, where the need for a broader strategy that focuses on the promotion of cycling and overcoming broader cycling issues became apparent. It recognises that the number of people cycling is generally attributable to two variables – the provision of a good cycling network, with associated facilities and the desire of potential cyclists to use this infrastructure. It acknowledges that it is the cyclists' perceptions that determine the individual's decision to cycle or not and that these perceptions are based on more factors than just the state of the physical infrastructure. It is these perceptions that must be understood and targeted in further attempts to improve the value placed on cycling and the numbers of cyclists in Bayside.

Bayside City Council is eager to encourage an increasing number of residents and visitors to Bayside to increasingly choose cycling as their preferred form of transport. Cycling can benefit both individuals and the broader community. It has the potential to make the Bayside area, and greater Melbourne, a better place. It is consistent with promoting a more sustainable, healthier, greener and enjoyable city for Bayside residents. It is envisaged that this new cycling strategy will advance Bayside City Council's efforts and commitment to improve cycling in the City with new vigour.

## Background

### Policy

#### State Government - Melbourne 2030

National, state and local policy is directing people to take a more sustainable approach to travel in order to address a range of environmental, economic and social concerns. In particular, the Victorian Government has developed *Melbourne 2030 – planning for sustainable growth*, which provides a blueprint for the future of the metropolitan area. The strategy aims to integrate land use and transport planning around networks of activity centres to create a balanced and workable city.

At the core of *Melbourne 2030* are nine strategic 'directions' that set the framework for the strategy. These are:

1. A more compact city;
2. Better management of metropolitan growth;
3. Networks with the regional cities;
4. A more prosperous city;
5. A great place to be;
6. A fairer city;
7. A greener city;
8. Better transport links; and
9. Better planning decisions, careful management.

A key direction of the strategy is developing Melbourne as a more compact city, with future development focused in a network of identified activity centres to ensure good access to services and transport.

The strategy identifies that active modes, including cycling, have the potential to reduce the growth of motorised travel and improve the health of the community. The strategy commits to completing the Principal Bicycle Network by 2015 (resources permitting) and recognises the importance of '*...providing safe, attractive and continuous pedestrian and cycling routes and facilities, on and off-road, as an integral part of new and existing development.*'

Individual policies relating to each of the above strategic directions provide further detail on specific actions. Policy 8.7 identifies the need to *'Give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods'*. The strategy aims to achieve this by removing the current 'barriers' from the local environment to create safe and attractive places for all people to enjoy making trips on foot and cycle. Individual initiatives to encourage cycling include:

- 8.7.1 Continue to develop the Principal Bicycle Network – to be completed (resources permitting) by 2015 – and give priority to sections that link with activity centres;
- 8.7.3 Amend planning and/or building controls so that end-of-trip facilities for bicycles are provided in commercial buildings;
- 8.7.4 Provide improved facilities, particularly storage, for cyclists at public transport interchanges and rail stations; and
- 8.7.5 Develop a bicycle action plan which brings together all elements needed to substantially increase bicycle use.

In addition to these specific policies, some of the more general actions will also assist in encouraging cycling, including:

- Developing a more compact city through enhanced activity centres will provide more residential development closer to services and facilities, thereby reducing trip distances and making cycling trips more attractive;
- Promoting good neighbourhood and urban design and rectifying gaps in the network of metropolitan open space will create more attractive environments for cycling;
- Policies to improve public transport and reduce car use will lead to more pleasant street environments as traffic is reduced; and
- The promotion of more sustainable travel options, through initiatives such as TravelSmart, will encourage cycling through a change in travel behaviour.

Accompanying the *Melbourne 2030* strategy document are a number of Implementation Plans that provide further details on specific topics. In line with the objectives of the overall strategy, the *Integrated Transport Implementation Plan* aims to:

- Provide real travel choices and reduce inequalities in access to opportunities;
- Develop a more sustainable transport system by reducing the environmental impacts of transport;
- Make better use of resources by using infrastructure efficiently; and
- Improve freight efficiency.

The Implementation Plan provides further details on the initiatives above. It notes that the provision of better cycling facilities is part of several agencies' work plans including Department of Infrastructure (DOI), VicRoads, Parks Victoria, Vic Health, Tourism Victoria and local governments, however the DOI is nominated as the lead agency for the majority of initiatives relating directly to cycling. In relation to the provision of cycling facilities at new developments, the Implementation Plan notes that a proposed amendment to the Victoria Planning Provisions was announced at the end of 2002, which would require facilities such as secure bicycle racks and clothes lockers to be provided in all new developments with a likely occupation of 20 people or more.

#### [Bayside City Council's response to Melbourne 2030](#)

Bayside City Council prepared a response to the Melbourne 2030 Strategy based on analysis by Council staff and consultant recommendations. In general, Council supports the overall intent of the strategy and sees the merit of the promotion of Activity Centres as a means of consolidating economic activity, enhancing community interaction and promoting alternative transport options to the motor vehicle.

Four Major Activity Centres have been nominated in Bayside. These are:

- Bay Street, Brighton;
- Hampton;
- Sandringham; and
- Church Street, Brighton.

Bayside is also immediately adjacent to the Southland Principal Activity Centre and Moorabbin and Cheltenham Major Activity Centres within Kingston City Council. Although not specifically nominated in Melbourne 2030, Council also classifies its remaining large shopping centres as Neighbourhood Activity Centres, including Gardenvale, Brighton East, Black Rock, Highett and Beaumaris Concourse.

Council is concerned about the impact of future increasing development densities and notes that Bayside has already absorbed a substantial amount of development pressure within the existing policy framework and that any economic gain from future development will be at the detriment of environmental and social values. The response notes that Activity Centres in Bayside are currently low-rise with a predominately retail focus and will therefore require significant change to their use and development profile to become more 'mixed use' in line with the approach in *Melbourne 2030*.

In relation to transport, Council shares the commitment to improving the public transport system, coordinating transport modes and encouraging sustainable forms of personal transport. It notes the importance of the Sandringham and Frankston heavy rail lines in providing services for commuters and states that "innovative measures to improve the actual and perceived safety of rail stations and to better integrate the stations into their respective activity centres should be a priority.

## Bayside City Council Plans

### The Bayside Bicycle Strategy Plan, 1997

The definition of the cycling network, along with a series of infrastructure, education, enforcement and encouragement initiatives was originally set out in The *Bayside Bicycle Strategy Plan* developed by Turnbull Fenner on behalf of Council in 1997 (1997 Bicycle Plan).

This 1997 Bicycle Plan involved extensive data collection, consultation and review work to develop a final strategy aimed at improving cycling within the City of Bayside. The key recommendations of the strategy included:

- a) Bayside City Council adopt Bicycle Victoria's "Bicycle Vision for Local Government" as the fundamental principles to address Bayside's cycling requirements;
- b) Council approve the funding and implementation of the Bayside Bicycle Network;
  - Implemented as outlined in the report,
  - Implementation to occur over 4 stages,
  - Council should ensure continuous maintenance of existing bicycle facilities, including road surfacing, street sweeping, linemarking, sign replacement and path maintenance, and
  - Council begin installation of end-of-journey facilities, at a rate of \$5,000 per year, at strategic locations identified in the strategy, including Council buildings;
- c) From 1998/99 Council provide \$10,000 annually to help implement education, encouragement and enforcement programs and to perpetuate enthusiasm for the bicycle, including:
  - Bayside schools to participate in bicycle education programs,
  - The creation of a Bayside Bicycle User Group,
  - Liaison with the Police to ensure enforcement of bicycle related issues,
  - Support for the increase of cyclists penalties for disobedience of road regulations,
  - The promotion of safe cycling by raising motorist awareness, as well as providing school holiday programs to help educate cyclists, and
  - The introduction of a policy to encourage new developments to provide end of trip facilities for cyclists; and

- d) Council actively provides commitment and support to key tourism, recreational and heritage cycling, including cycling events, facilities, routes and promotion.

Since completion of the strategy Council has implemented approximately 80% of these recommendations and spent more than \$200,000, with the major focus lying with the installation of physical works such as bike lanes.

### [Bayside Leisure Plan, 2002](#)

The Bayside Leisure Plan 2002 recommended that a review of the 1997 Bayside Bicycle Strategy be undertaken

### [Other Relevant Bayside City Council Strategies](#)

- Bayside City Council – Road Safety Strategic Plan, Ratio Consultants Pty Ltd, June 2002;
- Bay Road Route Review, Andrew O’Brien & Associates Pty Ltd, July 2002;
- Bay Street Route Review, Andrew O’Brien & Associates Pty Ltd, July 2002;
- The Beach Road – Road Safety Review, John Piper Traffic, August 2001;
- Linking People and Spaces, Parks Victoria, 2002;
- Elster Canal Master Plan, Fisher Stewart, October 2000; and
- Bayside Foreshore Car Parks Surface and Drainage Study, Connell Wagner, September 2002.
- Bayside Coastal Strategy 1997

### [Cycling Infrastructure Standards](#)

Council follows best practice standards for the design and construction of all new and upgraded infrastructure works that affects cyclist to ensure that all new cycle facilities are provided to the highest standard. These standards are obtained from a range of sources, including VicRoads Cycle Notes, Bicycle Victoria guidelines for arterial roads, AustRoads Part 14 and international publications and examples.

## Cycle Networks

The provision and maintenance of facilities on various cycle networks is the responsibility of a number of agencies as follows:

Bicycle Network	Function	Responsibility
Principal Bicycle Network (PBN)	Arterial bicycle routes in metropolitan Melbourne	VicRoads will provide 100% funding for the construction and maintenance of on and off-road facilities – usually at the request of local Councils
Municipal Bicycle Network (MBN)	Local bicycle routes in metropolitan Melbourne and regional Victoria	Local Council is responsible for construction and maintenance
Priority Bicycle Routes (PBRs)	Subset of MBN providing major cycle links within regional towns and cities	VicRoads
Metropolitan Trail Network (MTN)	Recreational bike routes in metropolitan Melbourne – mainly off-road paths	Parks Victoria is responsible for managing the implementation but will provide grants to others for construction as long as projects are included in the <i>Open Space Network – Linking People and Spaces</i>

Together these routes form a network of cycle routes through the metropolitan area, linking residential areas with major trip attractors as well as local facilities and services.

In general the arterial bicycle routes (PBN) provide cyclists with the most direct links between major destinations, supporting more journeys and connections to other cycling routes. Local bicycle routes (MBN) provide links between the PBN providing access to local destinations such as activity centres, schools and community centres, generally for shorter trips than arterial routes. Local routes tend to be located on quieter roads and through local parks and reserves. Recreational routes (MTN) are designed to meet the needs of people cycling for enjoyment rather than people making a specific trip and as such these routes tend to pass through areas of natural beauty, including nature reserves, along rivers and foreshores along safe off-street paths. The Bay Trail is a good example of a recreational route.

Facilities provided on cycle routes include paths and/or lanes within the roadway, treatments at intersections and ancillary facilities such as seating and bubblers. End of trip facilities such as bike racks and lockers are provided at some activity centres, schools and employment locations.

## Education Initiatives

VicRoads runs a number of programs aimed at improving children's road awareness and skills. These include the following programs aimed specifically at cycling and a number of schools within the Bayside area are currently delivering these programs to students:

- Bike Ed – a practical course aimed at young children to teach them the skills and knowledge to ride a bike safely, including developing responsible behaviours, attitudes and decision making skills. Course materials include teacher's manual, activity cards and video; and
- Cycle On – a resource for teacher's planning and running safe cycling programs for Years 7-12 students. It is designed to increase students' cycling skills, their knowledge of the road rules and the ability to make responsible decisions in the traffic environment.

### Cycling Facts for Bayside:

- 39% of Bayside cycling commuters work within the LGA, 20% were travelling to Kingston, 14% to the City of Melbourne and 7% to Glen Eira;
- 60% of cyclists within Melbourne undertake trips of less than 2km in length;
- 49% of cyclists in Melbourne are less than 20 years old;
- During the week, three out of four cyclists are male;
- 40% of cyclists within the Middle Metropolitan Melbourne (including Bayside) have a drivers' license; and
- Accidents involving cycles are highest in Bayside on Sundays.

## Methodology for this Strategy

This study was undertaken in four stages between April and July 2003. Each process was conducted by the consultant team in conjunction with Bayside City Council.

### 01 Initial Review of Cycling in Bayside

Review of the Bayside Cycling Strategy 1997.

Review of other relevant Bayside Council Reports and neighbouring Council cycling strategies.

Review of data available regarding cycling conditions in Bayside.

### 02 Workshops/Consultation Process

This strategy was developed collaboratively with the input from government, industry and community groups in order to embrace the support and input from these stakeholders from project conception. A successful cycling strategy will need the support of the community, policy makers, political representatives and the experts in government and industry who make decisions that affect the cycling environment. In order to embrace the support of these important groups and to receive valuable input regarding the local issues and concerns facing the cycling community, the following consultation process was adopted.

#### A Survey of Existing Cycling Community - May 2003

Interviewing and surveying of cyclists in the Bayside Area. Approximately 28 cyclists were surveyed on a Saturday and a typical weekday to gather qualitative information on the issues that face current cyclists in Bayside. This included both recreational and commuter cyclists. Printed surveys were also left on parked bicycles at each of the stations in Bayside to encourage responses from cyclists choosing intermodal forms of transport. Participation in this was minimal with a 4% response rate.

#### B Internal Council Workshop – May 2003

A workshop was held with relevant Council officers to gather their input into cycling issues in Bayside. The Council officers represented specialisations in public relations, traffic engineering, environmental and social and leisure planning. They included both cyclists and non-cyclists.

C **Invited Workshops – Two workshops were held in May, 2003 for external stakeholders and community representatives.**

Members of the relevant government and non-government bodies were invited to participate in one workshop to discuss the issues pertaining to cycling in Bayside. Representatives from the following bodies/institutions attended: Bayside City Council, David Lock Associates, PBAI Australia, the Victorian Police (including representatives from the Bike Patrol), Parks Victoria, Elsternwick Primary School, VicRoads, Bicycle Victoria, Sandringham Bicycle Users Group (SBUG), the Department of Infrastructure (DOI), Department of Sustainability and Environment (DSE), local Triathlon Clubs, and Joint Councils Access for All Abilities (JCAAA)

Feedback was also received from other stakeholders and the community following the formal consultation process. The findings of these stages allowed the consultant team to understand the context, physical and social, within which the study was undertaken. It allowed the formation of a basis on which the concluding recommendations were drawn.

### **03 Development and provision of recommendations to Project Steering Group.**

Following a review of the relevant reports and an analysis of the consultation process outcomes, draft recommendations were prepared that would best address the context and perceived needs to enhance cycling in Bayside. These were submitted to the steering group for review.

These were directly linked to the results of the above workshop and consultation process. This allows people to see how the strategies respond to both the context in which the report was written and to the input from participants in the consultation process. These are described in the following section of the report.

### **04 Draft Bicycle Strategy**

Following this review of the proposed strategies, a Draft Strategy was developed and presented to the Project Control Group for consideration.

### **05 Public Consultation**

This was followed up in November 2003 by a second public consultation process seeking feedback from the whole community. The majority of feedback was regarding safe cycling along Beach Road. Council were informed about the popularity of this route and the nature of its use and able to determine further actions. Other feedback came from people or organisations involved in the previous workshops.

### **06 Final Submission of Bicycle Strategy**

A final copy of the strategy was consolidated after the public consultation

## Consultation Outcomes

Outcomes from the consultation process highlighted the need to understand the differing perspectives and requirements of community members – cyclists and non-cyclists alike. It also identified existing and potential conflicts that may hinder the council objective to increase the number of trips made by bicycle in Bayside. It also became apparent that, while the physical cycling environment could and should be continually improved, it was the perception of cycling in Bayside that primarily needed improvement across the cycling and non-cycling community.

This has been summarised into the following pages.

# Who Cycles and who doesn't?

Some people are far more likely to cycle than others, depending on who they are, where they are going and why.

The adjacent map illustrates the issues that relate to particular places of significance to many cyclists. This panel illustrates the issues that relate to people who cycle for recreation, commuting, shopping and training and also to children and people who don't cycle.

## Recreational cyclists



- We cycle for fun and to get fit.
- We prefer off road bike paths.
- We select our journeys for amenity and to be hassle free.

## Commuting Cyclists



- We cycle to get fit, because it is more convenient, quicker and often fits with our environmental values.
- We prefer whatever route is quickest, most attractive.
- We select our journeys for speed, amenity and opportunities to combine with other purposes (such as shopping, etc).

## Training cyclists



- We cycle to get seriously fit
- We prefer whatever route has the least impediments.
- We select our journeys for speed, the challenge and the opportunities to compete with other cyclists.

## Children cyclists



- We cycle for fun and for independent transport.
- We prefer whatever route is easiest, safest and takes us to our friends.
- We select our journeys accordingly.

## "Getting Around" Cyclists



- We cycle to have a degree of independent mobility, to get fit, because it is more convenient, quicker and often fits with our environmental values.
- We prefer whatever route is quickest, safest or most attractive, depending on our awareness of the alternatives and our priorities at the time.
- We select our journeys for speed, amenity and opportunities to combine with other purposes (such as shopping, etc).

## "Non-Cyclists"



However, against this the reasons why people choose not to cycle include one or more of the following:

- I just didn't think of it;
- Cyclists are a pain;
- Distances are too long;
- Lack of amenities at my destination (such as showers, secure bike parking);
- Cycling is dangerous and stressful;
- It's not a good look;
- It's too easy to drive, and
- Journey involves passengers or luggage.

# Cycling in Bayside

This map illustrates the issues relating to route and destination that influence why some people cycle and others don't. It complements the adjacent page that deals with the issues that relate to who is cycling and why. As a result of the survey's carried out in different locations, the following responses were collected and grouped accordingly.



Present departure of the Bay trail from the bay and requirement to cross the busy highway is a psychological barrier to many potential users.

**Cycling to train stations**  
 We cycle to train stations in order to:  
 To get to work;  
 To shop/access services; and  
 To avoid worrying about parking.  
 But we dislike:  
 Lack of end of journey facilities;  
 Concerns about the security of our bikes; and  
 Not being able to take our bikes on trains in the peak hours.

**Bay Trail cyclists**  
 We like cycling here because:  
 We like being by the coast and the beauty of the route;  
 The benefits of exercise; and  
 The fun of cycling here.  
 But we dislike:  
 The conflicts with other bay trail users; and  
 Car movements into car parks.

**Beach road cyclists**  
 We like cycling here because:  
 We like the coastal environment;  
 The benefits of exercise; and  
 The opportunity to go faster than on the Bay Trail.  
 But we dislike:  
 The conflicts with other Beach Road users, in particular cars; and  
 Car movements into beachside car parks.

**Cycling to Activity Centres**  
 We cycle to activity centres in order to:  
 To get to work;  
 To shop/access services; and  
 To avoid worrying about parking.  
 But we dislike:  
 Lack of end of journey facilities;  
 Car doors opening; and  
 Frequent conflicts with vehicle movement making cycling dangerous and stressful.

**Highway cyclists**  
 We like cycling here because:  
 Of the speed and convenience; and  
 The benefits of exercise.  
 But we dislike:  
 The danger, stress and unpleasantness of cycling with cars; and  
 Car movements at junctions.

- Bayside City Council Area**
- Key cycling routes in Bayside**  
 These are the particular routes that had the highest profile in the study (not to forget the importance of the other cycle routes in Bayside!)
- Significant psychological and physical barriers to cycling**  
 Some of the important things that discourage people from cycling

Blackrock is often the starting and finishing point for organised and informal rides.

To Mordialoc  
 Mt Martha  
 Mornington Peninsula



This section includes a number of recommendations to achieve the stated objectives of the cycling strategy, split into the following categories:

- A** Improving the cycle network – infrastructure/planning works;
- B** Promoting cycling;
- C** Educating the Community on Cycling Rights and Safety Issues; and
- D** Improving cycle provisions in activity centres and at other key destinations.

The strategies have been developed as a result of the consultation activities, site visits, discussions with key stakeholders and review of previous studies. All recommendations are designed to assist in meeting the vision stated earlier in this strategy.

Where appropriate this plan includes reference to relevant actions in other documents to assist with coordination of projects and future resources.



## A Improving the cycle network - Infrastructure / planning works

The provision of an obvious, legible and connected network of cycle routes that allow cyclists to travel safely, in comfort and enjoy their ride is probably the most important factor in encouraging more people to cycle. There are some cyclists that will take to the roads regardless of the conditions. However, if we are going to be really successful at persuading 'normal' people to cycle to work and the shops and allowing their children to cycle to school, then we must have a pleasant and safe experience to sell them.

This means:

- Providing cycle routes that go to places that people want to go to;
- Installing cycle racks that are positioned close to key facilities and are visible, well lit and preferably under shelter;
- Providing *continuous* cycle routes that denote a clear path of travel for users, rather than providing routes with gaps and with no clear indication of where cyclists are meant to go ;
- Providing clearly defined space for cyclists in the road carriageway so that cyclists and car drivers alike are aware of their movement space;
- Making sure that cycle lanes provide smooth and safe surfaces, free from obstructions and surfaces that could lead to cyclists becoming unstable (such as poorly patched road surfaces and badly designed grates);
- Installing facilities at workplaces that facilitate employees cycling to work – such as showers, safe cycle storage and lockers for storage of personal items (towel, toiletries, clothes etc); and
- Creating a local environment that encourages more cycling with good urban design, careful town planning and positive traffic management.

The provision of a cycle network that meets these requirements will hopefully assist in creating a cycle-friendly environment that can be legitimately promoted to the travelling public as a realistic alternative to the car through the strategies proposed in sections B and C of this plan.

# Improving the Cycle Network Infrastructure / Planning Works

# A

## The Recommendations

One of the most important factors necessary to encourage more people to cycle is the provision of an obvious, legible and connected network of cycle routes that allow cyclists to travel safely, in comfort and enjoy their ride. A good cycle network will assist in creating a cycle friendly environment that can be legitimately promoted as a realistic alternative to the car. Strategies to achieve this aim are outlined here.

### A-1 Prioritise implementation of facilities on local cycle routes (Municipal Bicycle Network - MBN).

Beneficiaries:



Gaps in the existing network that need to be completed should be prioritised according to their connectivity to activity centres, to the Bay Trail, and with the PBN and MTN. Installing effective intersection treatments will also improve the cycling network.

Partners: VicRoads, neighbouring local Councils

See also A-2, A-3, A-6, A-8, A-9, B-2, B-4, D-1, D-4

### A-5 Address training cycling issues along Beach Rd

Beneficiaries:



Council should continue to support the local Police and VicRoads with their work to manage cycling along Beach Road including signage improvements, developing relationships with cyclists and promoting the recently developed code of conduct. A licensing arrangement for larger groups of cyclists would identify cyclists to allow distribution of cycling information.

Partners: VicRoads, local Police, cycling groups/clubs

See also C-4

### A-2 Prioritise implementation of the unfinished PBN and MTN networks

Beneficiaries:



Implementation of the Principal Bicycle Network (PBN) and the Metropolitan Trail Network (MTN) should continue. These are the responsibility of VicRoads and Parks Victoria respectively.

Partners: VicRoads, Parks Victoria, neighbouring Councils

See also A-1, A-3, A-6, A-8, A-9, B-2, B-4, D-1, D-4

### A-6 Improve conditions and usage of the Bay Trail

Beneficiaries:



Council should continue to work with Parks Victoria, to complete existing gaps in the Bay Trail, provide improved facilities along the route, ensure the design is of the highest standard, improve access to the path from surrounding neighbourhoods and improve signage along and to the trail.

Partners: Parks Victoria, neighbouring Councils

See also A-1, A-2, A-3, C-3

### A-3 Improved directional cycling signage for on road and off road bike paths. Eg. Bay St 1.5km (with arrow, bike leg and coffee cup graphic).

Beneficiaries:



The provision of clear and timely signage providing directional guidance to cyclists will improve the legibility of the cycle network, promote cycling as a legitimate mode of travel, raise awareness of local attractions and enhance the local economy as cyclists are directed to use local services.

Partners: VicRoads, Parks Victoria, neighbouring Councils, Bicycle Victoria (BV)

See also A-1, A-2, A-6, A-8, B-3, D-1, D-4

### A-7 Liaise with State Government to promote planning provisions that create community environments that support the use of bicycles.

Beneficiaries:



Creating local environments that support walking and cycling will promote a more sustainable Bayside and an improved cycling environment. This includes reducing the distance that people need to travel between destinations, the provision of end-of-trip facilities and careful engineering and urban design that provides good cycle facilities. Melbourne 2030 is the key state policy leading this initiative. Council will need to ensure that it addresses these policies and actions at the local level.

Partners: Department of Infrastructure

See also B-4, D-1, D-2, D-3, C-4

### A-4 Ensure the needs of cyclists are incorporated into all new road works on all roads in Bayside - not just designated cycling routes

Beneficiaries:



It is important that all roads, not just those on the designated cycle network, are designed with cyclists in mind. Future road works provide the opportunity to incorporate designs that accommodate cyclists.

Partners: VicRoads. (It is understood that BV is currently preparing guidelines for the design of traffic calming devices that accommodate the needs of cyclists)

See also A-1, A-2

### A-8 Establish procedures to assist in prioritising future projects

Beneficiaries:



The outcomes of the monitoring and survey program in B-1 should be used to determine which routes are popular and therefore should be progressed as a priority. This survey program should be supplemented by a regular program of audits of existing facilities to ensure that they are maintained to a high standard, providing safe and convenient facilities.

Partners: VicRoads, Parks Victoria

See also A-1, A-2, B-1

## The Recommendations

These strategies will aim to improve the image of cycling and its appeal to all members of the community. The focus should be on encouraging non-cyclists to consider cycling for leisure and everyday trips, and encourage leisure cyclists to cycle for everyday trips including commuting and accessing local facilities and amenities. The strategy should promote a positive image of cycling, making it clear that cyclists come in all shapes and sizes, are people that care about their environment, are healthy and have fun. A successful marketing campaign must have a solid product to back it up. Therefore, these promotional strategies must be supported by continuing improvements to the cycling environment within Bayside to create safe and pleasant routes that are easy and enjoyable to use.

### B-1 Develop and implement a Cycling Monitoring Program

#### Beneficiaries:



A regular monitoring program will enable the council to better understand existing travel patterns and perceptions, to assist design, prioritise works and to assess the success of future projects. It can successfully build on the base information gathered through the consultation process undertaken for this strategy.

Partners: Bicycle Victoria (BV), VicRoads, Australian Bureau of Statistics (ABS), Department of Infrastructure (DOI)

See also A-3

### B-5 Promoting cycling through existing community groups, organisations and events

#### Beneficiaries:



Council should work closely with local community groups and organisations to promote cycling as a mode of transport as well as a recreational pursuit.

Partners: BUG, BV, local community groups and organisations, Police, local gyms, cycle shops

See also B-5

### B-2 Produce and distribute Cycling Maps

#### Beneficiaries:



Cycling maps should be promotional and informative. The following questions will need to be addressed: Who is the map for?, What area should the map cover?, What additional information should be included on the map?, How often will the map be updated?, What style is appropriate?, & How will it be distributed to the community?

Partners: VicRoads, neighbouring Councils, BV, Bicycle User Groups (BUGS)

See also A-1, A-2, B-6, B-8, C-1, C-3, D-1, D-2, D-3, D-4

### B-6 Promote a greater awareness of the benefits of cycling

#### Beneficiaries:



Council should embark on a program to promote the benefits of cycling, either independently, incorporated within a related initiative (eg. GTP) or with a third party (eg. Heart Foundation or BV). Opportunities also exist to promote cycling through local newspapers in an informal and accessible medium.

Partners: BV, BUG, Heart Foundation

See also B-2, B-3, B-4, B-5, B-7

### B-3 Council to lead the way by developing their own cyclist-friendly work conditions through the development of a Green Travel Plan.

#### Beneficiaries:



Council should implement a Green Travel Plan (GTP) to promote alternatives to the car and reduce car dependency. A GTP would be in line with the support Council is giving to modes such as cycling and recognise the benefits of increased exercise.

Partners: DOI, Sustainability Energy Authority Victoria (SEAV)

### B-7 Schools promotion and in-school cycling education programs

#### Beneficiaries:



Promoting cycling to school children has numerous benefits including developing road awareness and social skills, providing children with an independent mode of transport, establishing travel patterns that are likely to be continued into adulthood, allowing children to play a significant role in changing their parents' habits, reducing the number of children being driven to school – therefore reducing congestion and improving safety outside schools.

Partners: Education Department, individual schools, DOI, VicRoads

See also B-5, D-4

### B-4 Develop corporate support programs

#### Beneficiaries:



Council should take the lead in promoting cycling to work with local businesses, by connecting the workplace to the cycle network, providing advice on end of trip facilities requirements, encouraging participation in activities such as Ride to Work Day and encouraging employers to adopt a Green Travel Plan

Partners: DOI

See also B-3

### B-8 Incorporate cycling into Bayside's local tourism and heritage promotions

#### Beneficiaries:



Cycle tourism is a great option within an area such as Bayside. Cyclists use local facilities and amenities, supporting cafes and restaurants in the locality and therefore contributing to the local economy. They also bring little of the negative impacts of car borne tourists, including the need to allocate large areas to parked cars.

Partners: Tourism Victoria, Bike Shops

See also A-1, A-2, A-3

# Educating the Community on Cycling Rights and Safety Issues

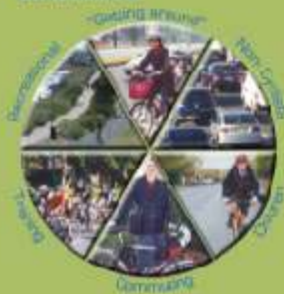
# Improving Cycling Provisions in Activity Centres and at Other Key Destinations

## The Recommendations

The safe use of the transport system, including cycle paths, can be promoted through targeted education programs. Education programs should promote good behaviour with key user groups, including cyclists, pedestrians and drivers to increase enjoyment and safety of the network for all users.

### C-1 Cycling Education

Beneficiaries:



Education programs should be run with cyclists to encourage good practice and safe cycling techniques. Activities could include workplace education, school education, distribution of cycling safety information, and police-led education initiatives.

Partners: Police, schools, VicRoads, local workplaces, IACV

See also B-2, B-3, B-4, B-5

### C-2 Driver Educational programs

Beneficiaries:



The behaviour and awareness of drivers has a significant impact on the safety and enjoyment of cycling. Drivers should be educated about the rights of cyclists on the road as well as their own responsibilities towards cyclists.

Partners: Police, VicRoads, Bicycle Victoria (BV)

See also D-1

### C-3 Develop a Code of Conduct for Bayside cycling network

Beneficiaries:



Good behaviour and safe riding practices should be promoted through the provision of information on general practices and road rules for the whole network. More specific education campaigns could be undertaken in areas of high conflict, such as on the Bay Trail and in Activity Centres.

Partners: VicRoads, neighbouring Councils, BV

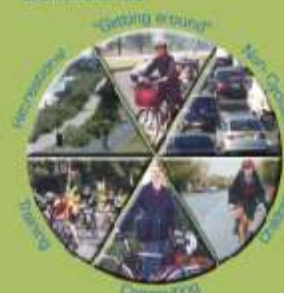
See also B-1, D-1

## The Recommendations

Improvements to cycling facilities in the locations where people make the most trips, eg. Activity Centres, workplaces and schools, will encourage people to make more everyday trips by bicycle. Appropriately designed cycle storage, showers, lighting and signage will meet the needs of existing cyclists and raise the profile of cycling among the wider community

### D-1 Improve provisions for cyclists in activity centres

Beneficiaries:



Melbourne 2030 promotes Activity Centres as the focus of new residential, commercial and retail development. This will assist in reducing the length of trips and encourage trip sharing. Focusing activity in centralised destinations allows cycling networks and end of trip facilities to be targeted to specific routes and locations.

Partners: VicRoads, Chambers of Commerce

See also A-1, A-2, B-1

### D-2 Encourage the provision of cycle facilities

Beneficiaries:



Council should endorse local planning policies that require cycling facilities (including cycle storage and showers) to be provided in all new developments, including the substantial retrofitting of existing buildings and changes of use. Council could also investigate setting up a central parking and shower facility, possibly incorporated into a cycle shop with repairs and bike hire.

The provision of cycle facilities will also be promoted through the implementation of Green Travel Plans (see B4)

Partners: Bike shops, local workplaces

See also B-4

### D-3 Encourage the provision of cycle facilities on public transport modes

Beneficiaries:



Council should promote the installation of cycle facilities at rail stations and on buses and trains along with other measures to encourage the use of cycle/public transport trips.

Partners: public transport operators, Department of Infrastructure (DOI), Department of Sustainability and Environment (DSE)

See also B-1

### D-4 Encourage the provision of cycle facilities within and around schools

Beneficiaries:



The provision of end of trip cycling facilities within schools and safe cycle routes that link from residential areas to schools will assist in encouraging children to cycle to school and importantly encourage parents and schools to allow children to cycle.

Partners: VicRoads, DOI, DSE, local schools, education department

See also B-7, C-1



Bayside City Council has already installed a large proportion of the bicycle network as identified by Turnbull Fenner in the 1997 Bicycle Strategy, however a number of issues relating to the provision of infrastructure and planning for cyclists remain that should be addressed to ensure that a comprehensive network is provided. These strategies are therefore aimed at completing the cycle network and associated facilities and ensuring that future traffic and road schemes and developments take account of cyclists.

The existing cycle network (including the MBN, PBN and MTN) is shown on Map 1.

Map 2 shows the proposed cycle network by adding a number of suggested routes to the existing network. These suggested routes should be further investigated by Council for their viability as a cycle route and in order to determine the most appropriate treatment, according to the priorities suggested below. Specific projects to be included in the Five Year Action Plan are listed at the end of each section.

## A-1 Prioritise implementation of facilities on the following *local* cycle routes (Municipal Bicycle Network - MBN)

**Strategy Outline:** Implementation of the local cycle network is underway following the recommendations of the 1997 Bicycle Strategy, however there are many gaps in the existing network that need to be completed to provide a connected and safe network. The MBN are local routes connecting many of Bayside's activity centres, schools and other local destinations. The construction and maintenance of the MBN is the responsibility of the council. Priority should be given to:

- A** Routes connecting to Activity Centres – existing Activity Centres are poorly served by cycle routes, mainly due to the conflicting requirements within these areas for traffic and pedestrian movement space, short-term parking, loading bays and cyclists. It is essential that cycle routes are linked to Activity Centres if cycling is to be encouraged as a mode of travel. Cycle routes through these areas should be carefully considered and designed. If possible on-road cycle lanes should be provided, however if limited space precludes this then streets should be designed to limit vehicle speeds by providing appropriate surface treatments, pedestrian crossing opportunities and landscaping to create a more cycle-friendly environment. These cycle-friendly environments through Activity Centres should be supplemented by the creation of alternative routes (with appropriate signage) that, for example, direct cyclists along quieter back streets which still provide efficient access to the centre from intersecting side streets.

Activity Centres that are served by the MBN include:

- *Bay Street, Brighton;*
- *Church Street, Brighton;*
- *Sandringham;*
- *Gardenvale;*
- *Brighton East; and*
- *Highett.*

- B** Routes connecting to the Bay Trail – the Bay Trail is a popular recreational and commuter cycling route, however many people currently find it difficult to access the path from the surrounding suburbs, as routes do not connect with the path and signage is poor - some recreational cyclists will drive to car parks along the route with their bikes on the car, adding to the congestion in the area. This should include recommendations made as part of The Beach Road – Road Safety Review, in particular those that will improve access for cyclists across Beach Road linking with the remainder of the cycle network.



### Map 1 - Existing Bayside Bicycle Network

	Off Road	On Road	Advisory
Metropolitan Trail Network (MTN)			
Principal Bicycle Network (PBN)			
Municipal Bicycle Network (MBN)			
Railway Station			
Railway Line			
Traffic/Pedestrian Signals on Beach Road			
Reserves, Parks or Open Space			
Activity Centres			
Schools			

#### Existing Issues:

- | Lack of formal cycle access to the Bay Trail
- | Gaps and "dead ends" in the network
- | Few facilities for cyclists at intersections
- | Few cycle connections to or through activity centres
- | Little integration between the cycle and rail networks
- | Little consideration for cyclists in traditional traffic calming schemes.

N

0 500 1,000 2,000

Metres

**Map 2 - Proposed Bayside Bicycle Network**

	Existing	Potential
Metropolitan Trail Network (MTN)		
Principal Bicycle Network (PBN)		
Municipal Bicycle Network (MBN)		
Railway Station		
Railway Line		
Reserves, Parks or Open Space		
Activity Centres		
Schools		
Existing traffic/pedestrian signals		
<b>Proposals from the Beach Road - Road Safety Review</b>		
Proposed Pedestrian/cycle refuge		
Proposed Pedestrian Signals		



- C Routes connecting with the PBN and MTN – the network of local routes (MBN) provides links between the PBN, MTN, local facilities and residential neighbourhoods. These networks are funded, implemented and maintained by Councils, VicRoads and Parks Victoria respectively. From a cyclist’s point of view, the routes and facilities should be continuous and connected regardless of the route designation. The management of the route is not important to the cyclist – safety, amenity and route legibility are important.

Cycling routes in Bayside should connect with neighbouring Council’s cycling routes. This will encourage cycling and provide a more friendly, accessible and continuous cycling environment, in particular facilitating programs such as the Walking School Bus which cross council boundaries. See Map 2.

- D Installing effective intersection treatments – Existing cycling infrastructure focuses on the provision of facilities on links, rather than through intersections. This is understandable given the relative difficulty of providing safe facilities at intersections compared with the provision of line marking along wide streets, however, as a cyclist the resultant network is dysfunctional with many gaps, mainly at the most dangerous points on their route i.e. the intersections. As a cyclist, how many times have you been cycling along a cycle lane on the street only to be faced with a ‘End of Cycle Lane’ sign as the road approaches an intersection, with no further indication to guide where you should go – should you be brave and mix with the turning traffic or should you use the footpath at the location and use the pedestrian crossing point? An example is provided in Example 1.

Individual actions are marked on Map 2 and described in Table 1.

**Partners:** VicRoads, neighbouring local Councils

**Implications/Issues:** Many of the gaps in the network that need to be completed are at difficult locations (such as intersections) which will require some thought, discussion with key stakeholders, careful detailed design and possibly difficult decision making regarding priorities and allocation of road space.

**Other related strategies:** A-2, A-3, A-6, A-8, A-9, B-2, B-4, D-1, D-4

Also The Beach Road - Road Safety Review and Road Safety Strategic Plan action 6.5

Table 1

Ref	Action	Suburb	Comments
A1-1	Improve cycle access from Tramway Parade to Bay Trail via a shared path along Beach Road and cycle lamps at the existing pedestrian signals	Beaumaris	Refer to Example 1
A1-2	Install pedestrian/cycle signals at Keys Street and cycle lanes on Keys Street to link to Tramway Parade	Beaumaris	Included in the Beach Road – Road Safety Review
A1-3	Improve cycle access from Royal Avenue to Bay Trail by linking via a shared path to the existing pedestrian signals outside the former hotel	Sandringham	Refer to Examples 1 and 2
A1-4	Improve cycle access from existing lanes on Bridge Street to Bay Trail via the existing traffic signals	Hampton	Refer to Example 1
A1-5	Improve cycle access from Hampton Activity Centre to Bay Trail by installing cycle lanes on Small Street and incorporating cycle lamps into the existing pedestrian signals	Sandringham	Refer to Examples 1 and 2
A1-6	Improve cycle access from cycle lanes on South Road to Bay Trail via the existing traffic signals		Refer to Example 1
A1-7	Improve cycle access from cycle lanes on Dendy Street to Bay Trail using the existing traffic signals	Brighton	Refer to Example 1
A1-8	Improve cycle access between Brighton and Bay Trail along Grosvenor Street and across the existing pedestrian signals	Brighton	Refer to Example 1 and 2
A1-9	Install pedestrian/cycle refuges on Beach Road - on Haydens Road	Beaumaris	Included in the Beach Road – Road Safety Review
A1-10	Install pedestrian/cycle refuge on Beach Road - at Surf Avenue	Beaumaris	Included in the Beach Road – Road Safety Review
A1-11	Install pedestrian/cycle refuge on Beach Road - at Second Street	Black Rock	Included in the Beach Road – Road Safety Review
A1-12	Install pedestrian/cycle refuge on Beach Road - at Edward Street	Sandringham	Included in the Beach Road – Road Safety Review
A1-13	Install pedestrian/cycle refuge on Beach Road - at Southey Street	Sandringham	Included in the Beach Rd – Road Safety Review

Ref	Action	Suburb	Comments
A1-14	Install pedestrian/cycle refuge on Beach Road - at Tennyson Street	Sandringham	Included in the Beach Road – Road Safety Review
A1-15	Install pedestrian/cycle signals on Beach Road - southern approach to Balcombe Road/Bluff Road intersection	Sandringham	Included in the Beach Road – Road Safety Review
A1-16	Install pedestrian/cycle signals on Beach Road - at entry to Half Moon Bay car park and provide shared paths to link to existing cycle lanes on Bayview Crescent	Black Rock	Included in the Beach Road – Road Safety Review
A1-17	Install pedestrian/cycle signals on Beach Road - south of Canterbury Place and provide shared path to link to cycle lanes on Were Street	Brighton	Included in the Beach Road – Road Safety Review
A1-18	Install pedestrian/cycle signals on Beach Road - close to Middle Brighton Bath		Included in the Beach Road – Road Safety Review
A1-19	Develop plans to improve cycling conditions in streets in Sandringham Activity Centre	Sandringham	Will include improving access from the side streets, the provision of bike racks and good urban design to calm traffic
A1-20	Develop plans to improve cycling conditions in Church Street, Mid-Brighton	Brighton	Will include improving access from the side streets, the provision of bike racks and good urban design to calm traffic
A1-21	Develop plans to improve cycling conditions in Bay Street, North Brighton	Brighton	Will include improving access from the side streets, the provision of bike racks and good urban design to calm traffic
A1-22	Develop plans to improve cycle connections on existing cycle routes across major roads - such as Bluff Road, Bay Road, Dendy Street, Hampton Road, Nepean Highway and St Kilda Street	All	Refer to Example 3

Ref	Action	Suburb	Comments
A1-23	Develop connections on the MBN to link Activity Centres, PBN routes and the Bay Trail – to include on road cycle lanes, advisory routes, safe intersection treatments and way finding signage	All	Suggested routes are included on Map 2
A1-24	Install bicycle / pedestrian refuge on Thomas St near Union St.	Brighton East	Support school programs and link with Glen Eira bicycle path
A1-25	Install Pedestrian/Bicycle refuge on Park Road (west of Railway line) Cheltenham	Cheltenham	To provide link with Southland railway path and Cheltenham Public School and Station
A1-26	Improve access across railway from Heather Grove towards Southland Cheltenham	Cheltenham	Provides link between Southland Shopping Centre and Cheltenham Station
A1-27	Install Pedestrian / Bicycle Signals on Reserve Road near corner of Park Road to allow access across Reserve Road	Cheltenham	Provides link between Park Road and Sandringham
A1-28	Investigate and improve link along Nepean Hwy between North Road and Gardenvale Station	Gardenvale	Trail finishes at Rose St- Provides link from Rose St to Gardenvale Station and Elster Canal
A1-29	Install advance bike stop lines on Glenhuntly Road at Nepean Highway	Brighton	Links to Glen Eira and Port Phillip bicycle routes
A1-30	Install cyclists traffic signals East - West at Glenhuntly Road and Nepean Hwy	Brighton	Links to Glen Eira and Port Phillip bicycle routes

## Example 1: Improving Access to the Bay Trail across Beach Road



Existing Condition

### Existing Conditions:

Cyclists trying to reach the Bay Trail from local neighbourhoods are able to cycle in the cycle lane (e.g along Dendy Street) until they reach the intersection with Beach Road, where the cycle lane ends – leaving a gap in the network and a dilemma for the cyclist.

The cyclist needs to proceed straight ahead at the intersection to join the Bay Trail on the western side of Beach Road, however the cyclist is not able to do this as a vehicle as there is no road connection and legally the cyclist is not allowed to cycle on the footpath.

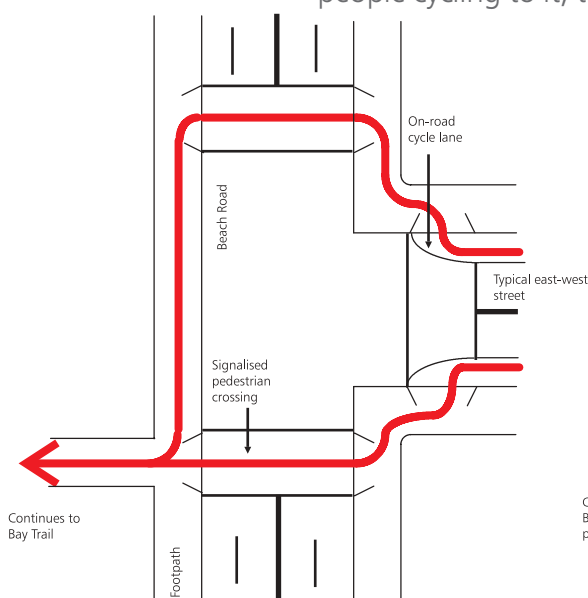


Suggested Treatment

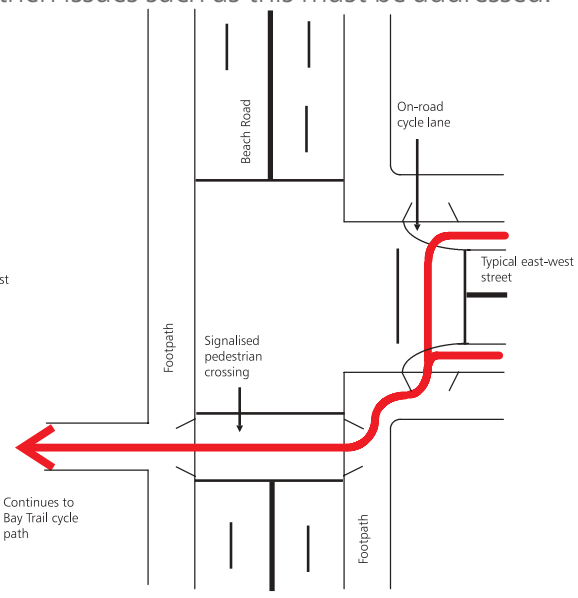
### Suggested Treatment:

In this situation a cyclist needs to be provided with a safe, obvious and legal path of travel to join the on-road cycle lane with the off-road Bay Trail. In this case one option to complete the gap in the network would be to clearly direct cyclists from the cycle lane onto a widened section of shared footpath (via a new pram ramp) – they may then proceed across Beach Road with the pedestrian phase of the traffic signals. Appropriate signage and surface treatments should be provided to ensure the safe use of such a facility. Refer to diagrams below.

In order to encourage increased use of the Bay Trail with more people cycling to it, then issues such as this must be addressed.

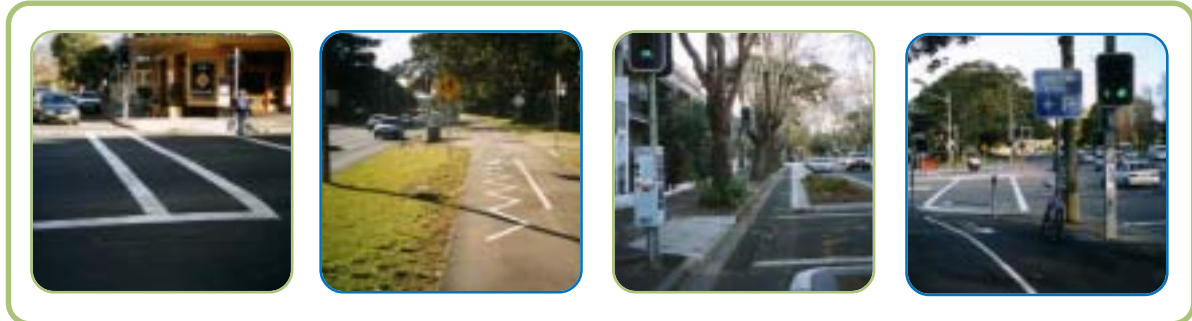


Potential Intersection Treatment for Cyclists at Beach Road 01



Potential Intersection Treatment for Cyclists at Beach Road 02

## Example 2: General Cycle Facilities



## Example 3: Suggested Cycle Treatment at Intersections

*Advanced stop line at intersection*

*Cycle crossing at roundabout*

*Footpath*

*On-road cycle lane*

*Cycle crossing at roundabout*

Austrroads Part 14 notes that specific provision for cyclists is generally not needed at small single lane roundabouts, as long as vehicle speeds are less than 50kph. At these locations cyclists can mix with other road users and roundabouts should be designed to slow vehicles on approach and through the intersection. This may be achieved through the construction of roundabouts on raised platforms or the installation of speed tables, with appropriate cycle facilities, on approaches.

## A-2 Prioritise implementation of the unfinished PBN and MTN networks

Strategy Outline: The owner/manager of particular cycling facilities is irrelevant from a cyclists perspective – a continuous and connected network with well-designed facilities is however important. Ensuring that facilities are constructed and designed to provide a seamless network should therefore be a key goal in the implementation of the bicycle plan.

Planning, funding and development of the PBN and MTN are the responsibility of Vicroads and Parks Victoria respectively. Implementation of the network is performed in partnership with the responsible land owner or manager, Bayside City Council. Council should continue to lobby for the completion of these major networks using the priorities suggested above. In some cases Council may construct facilities using funding obtained from the relevant body through a grants system.

For example, Parks Victoria will be directing funds towards priority gaps in the MTN as highlighted in 1-3 year actions in their policy document Linking People and Spaces – for the south-east region, this includes closing gaps in the Bay Trail at Middle Brighton Baths, Beaumaris and McCrae. Parks Victoria allocates funding through a grants system where authorities can apply for funding to construct schemes on the priority listing.

The Bay Trail at Middle Brighton Baths to Bay St Brighton is currently being developed, which leaves the only gap at Beaumaris (Cromer St to Charman Road) along the foreshore of Bayside City Council.

The Elster Canal path is on land owned by Melbourne Water but maintained by Bayside City Council. It is on the MTN and therefore funding may be available from Parks Victoria. Feedback was received from Elsternwick Primary School who are on this route and are engaged in a Greenhouse Strategy Travel Plan, thereby promoting cycling to and from school. The school has stated that development of the path should be a high priority even though Parks Victoria has deemed the route as a “Longer Term Action” in their strategy document.

Funding for facilities on the PBN is available from VicRoads, which prioritises projects for cycling throughout Victoria. Council should ensure that it remains in close contact with the VicRoads team responsible for the Bicycle Program, offering suggestions for schemes to be funded based on local needs. VicRoads recognises that there are some links on the PBN that will be difficult to implement given the competing requirements and potential conflicts with other road users and they have developed guidelines to suggest solutions to these issues (refer to Example 4). In these cases Council should use these guidelines as a starting point and approach VicRoads with initial ideas and issues in relation to implementation in order to reach a final solution.

The existing cycle network (including the MBN, PBN and MTN) is shown on Map 1, recommendations for projects to complete the network focusing on the items discussed in A1 are included on Map 2 and Table 2.

Costs: nil to Council

Partners: VicRoads, Parks Victoria, neighbouring Councils

Implications/Issues: Availability of funding is largely out of Council's control

Other related strategies: A-1, A-3, A-6, A-8, A-9, B-2, B-4, D-1, D-4

Also The Bay Road Route Review and Road Safety Strategic Plan action 6.2, 6.9

#### Example 4 – Creating space for cyclists on existing roads

VicRoads provides guidance on methods to create space for cyclists on existing roads to increase cyclists' safety, improve traffic flow and improve the overall performance of the road. Options for providing for cyclists depend on the number of factors such as cost and include:

1. Reduce width of traffic and/or parking lanes;
2. Seal shoulders;
3. Indent car parking;
4. Prohibit car parking;
5. Use existing service road;
6. Widen road into the median;
7. Widen road into the nature strip;
8. Remove traffic lane; and
9. Provide high standard off-road path.

Source – *Cycle Notes No. 9, VicRoads, April 2001*

Table 2

Ref	Action	Suburb	Comments
A2-1	Construct off-street path to complete the Bay Trail at Middle Brighton	Brighton	Scheme already developed with funding obtained from Parks Victoria
A2-2	Develop scheme and obtain funding to complete the Bay Trail to the east of Cromer Road	Beaumaris	Funding will be available to construct this section of the Bay Trail from Parks Victoria
A2-3	Undertake investigation and detailed design to install cycle facilities on Bay Road to link to Southlands Activity Centre and to provide an important east-west connection	Sandringham and Cheltenham	VicRoads provides guidance on the provision of cycle facilities on main roads - refer to Example 4
A2-4	Undertake investigation and, if appropriate, detailed design, to install cycle facilities on Bluff Road to link to Black Rock and provide a north-south connection	Black Rock, Sandringham, Hampton	VicRoads provides guidance on the provision of cycle facilities on main roads - refer to Example 4
A2-5	Undertake investigation and detailed design to install cycle facilities on Hampton Road to link to Activity Centre and provide a north-south link	Hampton	VicRoads provides guidance on the provision of cycle facilities on main roads - refer to Example 4 for initial ideas
A2-6	Develop cycle route along Wickham Road, Hampton East to include cycle lanes and safe crossing facilities for cyclists at intersections	Hampton East	
A2-7	Install off-road shared path in the linear park alongside Union Street to link to existing off-street path in Glen Eira	Brighton East	On the MTN – Bay Trail to Bentleigh Station link
A2-8	Upgrade and extend the path along the Elster Canal between New Street and Gardenvale	Brighton	On the MTN – Bay Trail to Bentleigh Station link
A2-9	Investigate the long term feasibility of a cycle/pedestrian path along the Elster Canal between North Road and Hawthorn Road	Brighton East	On the MTN – Bay Trail to Bentleigh Station link  Difficult to provide a link along this section as there is limited space along the canal

## A-3 Improved directional cycling signage for on-road and off-road bike paths

Eg. Bay St 1.5km (with arrow, bike logo and graphics, e.g. coffee cup).

**Strategy Outline:** Existing directional signage within the City focuses on car traffic that is of little relevance to cyclists given the strategic nature of the locations included on the signage and the position of the signs. A directional signage system should be designed for cyclists that is applicable to their needs and provides useful information on relevant destinations. The system could also be designed so that it is applicable to pedestrians to assist this user group and remove the need to implement a further system to meet their needs.

This signage can be designed to be an attractive addition to the Bayside streetscape, providing a positive contribution to the environment and implying that a high value is being placed on cycle movements. Refer to Example 5.

The provision of clear and timely signage providing directional guidance to cyclists will improve the legibility of the cycle network, promote cycling as a legitimate mode of travel, raise awareness of local attractions and possibly enhance the local economy as cyclists are encouraged to use local services.

**Partners:** VicRoads, Parks Victoria, neighbouring Councils, Bicycle Victoria. These designs will be considered when Bayside City Council is designing and building new physical works.

**Implications/Issues:** To ensure consistency and legibility of routes it would be advantageous to develop a directional signage system to be installed throughout metropolitan Melbourne – although this will require the support and coordination from the relevant State Government Departments. Guidance for off-road signage requirements are provided in VicRoads' publication 'Cycle Notes – Directional Signage for Off-Road Paths'. Additional care should be taken to ensure that signage design is visually appealing and contributes to the individual identity and experience of the Bay Trail. (See Example 5).

**Other related strategies:** A-1, A-2, A-6, A-8, B-8, D-1, D-3, D-4

### Example 5: Suggested signage solutions



## A-4 Ensure the needs of cyclists are incorporated into all new road works on all roads in Bayside – not just designated cycling routes

**Strategy Outline:** The cycle network provides a legible series of routes that link a number of key places, however cyclists will want to travel on other roads to access other places and therefore, although not on the designated cycle network, it is important that all roads are designed with cyclists in mind.

Road upgrades and the provision of new facilities such as intersections and traffic calming measures provide an ideal opportunity to incorporate design that accommodates cyclists. This does not necessarily mean that specific facilities for cyclists should be installed but that cyclists should be able to navigate through traffic devices and road layouts safely and easily.

The needs of cyclists should also be considered in other road works such as:

- The design and positioning of grates and gutters to ensure that they do not provide a danger to cyclists;
- Road surfaces should be smooth – many utilities are located along the outside edge of the carriageway and when work is undertaken on these facilities the resulting road surface is often uneven, presenting safety and comfort issues for cyclists;
- Incorporating formal cycle crossing points into new traffic and pedestrian signals to provide a clear crossing path for cyclists; and
- Incorporating cycle facilities into traffic calming measures – refer to Example 6.

The needs of cyclists should be addressed through a checklist that is completed for all new road design works, similar to the existing checklist that is completed to ensure that the needs of buses are incorporated.

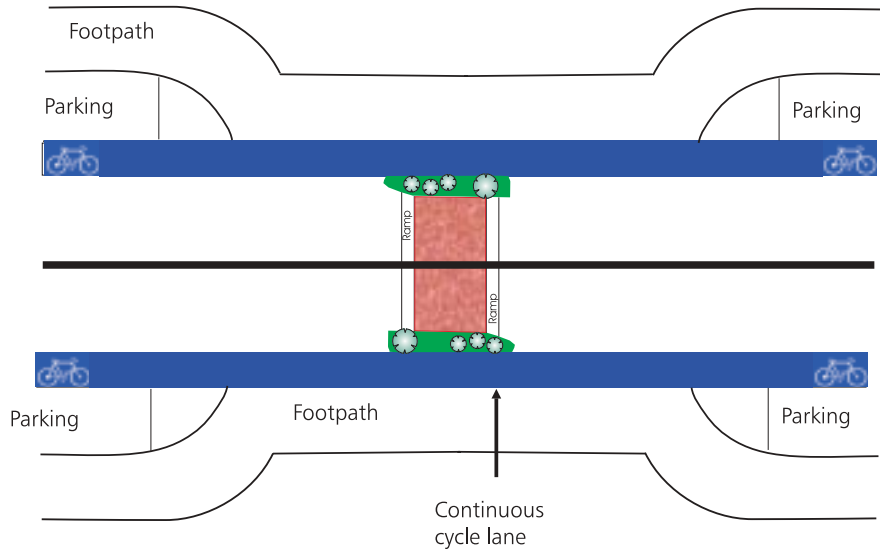
**Partners:** VicRoads, Bicycle Victoria (BV) - it is understood that BV is currently preparing guidelines for the design of traffic calming devices that accommodate the needs of cyclists.

**Implications/Issues:** The successful implementation of this recommendation will require close coordination and communication between Council departments and with external agencies that undertake works on roads within the Council area.

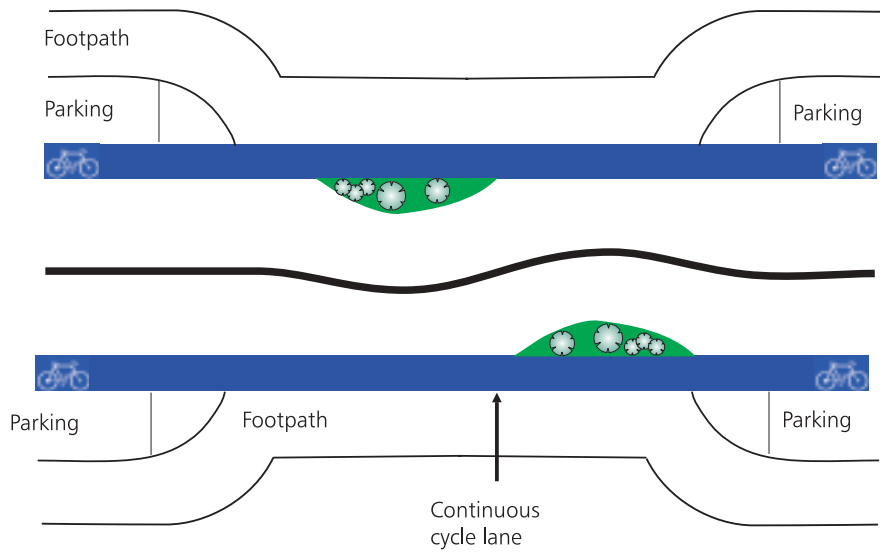
**Other related strategies:** A-1, A-2

*Also Road Safety Strategic Plan action 3.9*

## Example 6: Continuous Cycle Lanes



*Continuous cycle lane through road hump*



*Continuous cycle lane through slow point*

## A-5 Improve Conditions and usage for Beach Rd

### Strategy Outline

Beach Road is one of the premier training cycling routes in Australia and is used by up to 5000 cyclists on weekend mornings. It is popular as a training cycling venue because of the limited number of traffic lights or intersections, its gentle topography, the quality of its road surfaces and the coastal vistas. This strategy seeks to make this route more training cycle friendly while also recognising the need to facilitate pedestrian and cycle access across Beach Road to the Bay Trail. Successful management of this route can potentially add to the reputation of Bayside as the capital of cycling and the place where cycling is taken seriously for all types of riders.

Comment on Beach Road was received from:

- “Active for Life” training cyclist groups;
- Bicycle Victoria;
- Cycling Australia;
- Bayside Bandidos Cycling Group;
- Triathlon Victoria;
- Parks Victoria;
- Victoria Police TAC;
- Kathy Watt Cycling Centre; and
- Over 10 individuals.

The main concerns of users centred on the safety of training cyclists. Reduction in the width of Beach Road through the construction of traffic islands, medians or pedestrian/cyclist refuges was not supported. Creation of morning peak clearways was supported.

The Police and VicRoads have been working together to better manage the different user groups on this route for a number of years. Recent initiatives include a Code of Conduct and appointment of a team of cycling ambassadors which have proved successful. Council should continue to support the local Police and VicRoads with their work to manage Beach Road cycling.

In addition, Bayside City Council should initiate a cycling reference group to facilitate improvements to Beach Road and address other potential cycling issues. Beach Road runs through three local Council areas and a coordinated management response is required. This group should consist of representation from Bayside City Council, City of Port Phillip, City of Kingston, Vic Roads, Victoria Police TAC, Bicycle Victoria, Sandringham Bicycle User Group, Cycling Australia and other local Active For Life cycling groups.

This reference group should address the need to balance the safety needs of training cyclists with the needs of those wishing to enjoy access to the Bay Trail. In particular, issues to be addressed include:

- The installation and design of pedestrian/cycle crossing points to facilitate access to the Bay Trail at locations suggested in this strategy (See recommendation A-1) and their impact on the safety of training cyclists. This would include a review of existing conflict points eg. Between Keys St and Charman Rd.
- Closing one lane to vehicular traffic on weekend mornings for a designated number of hours to benefit training cyclists.
- Alternative solutions that best meet the overall strategy objective of improving cycling conditions for training and recreational cyclists.

Partners: VicRoads, Police, Neighbouring local Councils, Bicycle Victoria, Sandringham BUG, local cycling groups, Cycling Australia.

Implications/Issues: Successful management of this route can potentially add to the reputation of Bayside as the capital of cycling, raise the profile of cycling within the City and adds to the local economy through the use of cafes and bike shops.

Other related strategies: A-1, C-3

## A-6 Improve conditions and usage of the Bay Trail

**Strategy Outline:** The Bay Trail is a shared trail that provides a safe and attractive off-street path that is popular with recreational cyclists, commuter cyclists pedestrians, runners, rollerbladers etc. The Trail provides a significant recreational resource for local people, attracts visitors from the wider metropolitan area and is a key tourist attractor providing access to the foreshore and many popular beaches.

The current popularity of the shared path, particularly at weekends, leads to some conflict between user groups. It causes “over use” of facilities along the route often resulting in more cyclists choosing Beach Road as a more appealing, less cumbersome route.

The path forms part of the MTN managed by Parks Victoria and, as such, funding is available through a grants system to develop the route and associated facilities.

In order to meet the needs of existing users and to provide sufficient high quality facilities on this high profile route, Council should:

- Continue to work with Parks Victoria to complete the existing gaps in the path;
- Provide a range of facilities such as fountains, bike racks, seating, toilets and landscaping to improve visitor amenity along the route – preferably in conjunction with neighbouring Councils to ensure consistency in design;
- Ensure the design of facilities is of a high standard in line with the high profile of the trail;
- Improve cycle access to the Bay Trail from surrounding neighbourhoods, including better crossing facilities on Beach Road, connected cycle lanes/paths and links to other Council areas;
- Provide directional signage from/to the Trail from the neighbouring suburbs to improve access to the path by cycle;
- Lobby VicRoads to give cyclists the right of way at car park entry / exit points along the trail
- Improve visibility of entrances/exits for pedestrian and cars along Bay Trail by signage, raise paths and /or pruning vegetation;
- Obtain permit for pruning native vegetation along Bay Trail; and
- Educate the community that Bay Trail is not suitable for the large number of training cyclists who prefer the road because of impediments on the Bay Trail.

**Partners:** Parks Victoria, neighbouring Councils

**Implications/Issues:** Consistency in design should be achieved if possible through close working with other partners. The availability of funding for projects is subject to the priorities of Parks Victoria, although the Bay Trail does rate high on its funding list.

*Other related strategies: A-1, A-2, A-3, C-3*

## A-7 Liaise with State Government to promote planning provisions that work toward creating community environments that are not reliant on the motor vehicle and, in particular, support the use of bicycles.

**Strategy Outline:** The provision of specific cycle facilities and initiatives can encourage cycling but in order to achieve a broad change in attitudes across a wide section of the community, it will be necessary to create local environments and urban forms that support more sustainable modes of travel, including walking, cycling and public transport. In relation to cycling this includes:

- Reducing the distance that people need to travel between their home and work, shops, recreation, school etc by careful planning of urban areas;
- The provision of end-of-trip facilities such as cycle parking, showers and personal lockers at key destinations such as workplaces, shopping centres and rail stations; and
- Careful engineering and urban design that provides safe and attractive cycle facilities that people enjoy using.

The policies and actions within the Melbourne 2030 Strategy will lead the way in creating more pleasant environments. However, Council will need to ensure that it takes on board these policies and actions at the local level. It is noted that a draft change to the Victorian Planning Provisions relating to the provision of end of trip facilities in all new developments is currently being discussed and consultation is underway.

Council should also work with the relevant government bodies to investigate cycle links along and across the rail line through the State Government Gas and Fuel Land to provide a better connection to the Southlands Activity Centre.(see action A7-1 below)

**Partners:** Department of Infrastructure (DOI), Department of Sustainability and Environment (DSE)

**Implications/Issues:** Successful implementation of this recommendation will require working closely with DOI and others that are responsible for implementing actions.

Achieving change in the urban environment is a long-term project and it is therefore essential that projects and policies are progressed as soon as possible in order to achieve results within a reasonable timeframe.

*Other related strategies: B-4, D-1, D-2, D-3, D-4*

Ref	Action
A7-1	Investigate cycle links along and across railway line within State Government Gas and Fuel Land and with Kingston Council.

## A-8 Establish procedures to assist in prioritising future projects

**Strategy Outline:** The limited resources available for cycling should be put to best use by directing funds to maintain existing facilities to a high standard and providing new facilities on popular routes.

The outcomes of the monitoring and survey program in B-1 should be used to determine which routes are popular and therefore should be progressed as a priority. This survey program should be supplemented by a regular program of audits of existing facilities to ensure that they are maintained to a high standard, providing safe and convenient facilities.

VicRoads and Parks Victoria will provide funding for some facilities on the PBN and MTN respectively.

**Partners:** VicRoads, Parks Victoria

**Implications/Issues:** Using the outcomes of the monitoring and survey program as a basis for future priorities will provide a robust basis and ensure that the needs and demands of existing and potential cyclists are taken on board.

**Other related strategies:** A-1, A-2, B-1

*Also Road Safety Strategic Plan actions 3.7, 3.8*

## B Promoting Cycling

These strategies will aim to improve the image of cycling and therefore its appeal to all members of the community. The focus should be on encouraging non-cyclists to consider cycling for leisure and everyday trips, particularly through improving the image and raising the profile of cycling. There is also a need to encourage leisure cyclists to cycle for everyday trips including commuting and accessing local facilities and amenities.

Strategies will promote the enjoyment and benefits of cycling to key potential user groups such as school children and employees. The promotional process should present a positive image of cycling, making clear that cyclists come in 'all shapes and sizes', are people that care about their environment, are healthy and have fun.

While promotional activities are able to raise the profile of cycling, a successful marketing campaign must have a solid 'product' to back it up. Therefore in order to be successful, these promotional strategies must be supported by continuous improvements to the cycling environment within Bayside, to create safe and pleasant routes that people find easy and enjoyable to use. The more pleasant the cycling environment, the easier it is to promote and gain results from the marketing process.

In the long run, as the strategy gains momentum and more people choose to cycle because it is enjoyable and fun, then these cyclists are likely to pass on positive messages about their cycling experiences to others, thereby encouraging others to think seriously about cycling.

## B-1 Develop and implement a Cycling Monitoring Program

**Strategy Outline:** Current understanding of who cycles, when and why is limited to information collected through the census and a further rolling program of surveys to supplement the VicTrip database. Public perceptions of cycling are rarely canvassed and subsequently are generally not well understood.

*Developing a monitoring program will directly allow the success of the bike strategy to be measured as outlined in Section 03: Strategy Objectives.*

To better understand existing travel patterns and perceptions, to assist design, prioritise works and to assess the success of future projects, we recommend undertaking a regular monitoring program that will:

- Collect quantifiable data on the number of cyclists on particular routes using tube counts, manual counts or video surveys to automate data collection. This will enable Council to assess the success of the cycle strategy and in particular promotional activities;
- Undertake detailed analysis of accident data to determine black spots and causes to assist in designing and prioritising future schemes;
- Count the number of parked bicycles at key locations to assess the success of promotional information and signing and also the need for additional cycle parking. In making assessments over the use of existing parking, care must be taken to ensure there is not a problem with the parking that deters use;
- Undertake more in-depth research to better understand travel patterns and perceptions of existing cyclists – including commuting and recreational cyclists – possibly through intercept surveys. The surveys would ask existing cyclists about the facilities and routes and what could be done to improve support for cycling in Bayside. Questions could also include reference to promotional strategies to gauge success or otherwise. The questionnaire would offer an opportunity to explore why people cycle (leisure, commuting etc) and how this use might be extended to other journey purposes in the future; and
- Council should seek to canvas opinions of non-cyclists to understand the barriers that continue to exist. This could be done via intercept surveys in public places and at events. This will help understand why information is not being used and why people still do not cycle.

The monitoring plan is intended to assess the use of the facilities and information provided, how this use could be increased through improvements and to set out actions for the future. It can successfully build on the base information gathered through the consultation process undertaken for this strategy.

**Partners:** Bicycle Victoria (BV), VicRoads, Australian Bureau of Statistics (ABS), Department of Infrastructure (DOI)

**Implications/Issues:** It may be possible for organisations such as BV, RACV or VicRoads to use their membership database as a basis for some of the surveys. It will be particularly important to canvas the opinions of people who currently do not cycle or who only cycle for recreation on off-road paths in order to understand what types of initiatives will encourage more cycling, more often.

**Other related strategies:** A-8

*Also Road Safety Strategic Plan action 6.6*

## B-2 Produce and distribute Cycling Maps

**Strategy Outline:** Cycling maps should be promotional and informative. A range of decisions has to be made that will guide the production of a useful map. These include:

- Audience – who is the map for? The audience needs to be carefully considered, including the potential distribution area and age groups. Once a standard map is produced it may need to be repackaged for children;
- Coverage – what area should the map cover? It should recognise that most people will happily cycle 7kms to work or amenities and much further for leisure and exercise, which means that it needs to include more than just the Bayside Council area – cooperation from neighbouring Councils, VicRoads and Parks Victoria will therefore be required. It should include a scale with distance and travel time;
- Information – what other information should be included on the map? This may be information about both how to go about cycling - how to cycle safely, where to buy a bicycle, local cycling facilities, and contacts for more cycling information and where to cycle - identifying recognised leisure routes, points of interest, local cafes and other attractive destinations in Bayside that are considered as desirable or realistic cycling destinations;
- Routes – will the map include existing and/or future facilities? The longevity of the map needs to be considered here. If future facilities are included then a clear timescale to implementation should also be included and Council must commit to that timescale otherwise the map will be inaccurate and not considered useful;
- Style – what should the map look like? The style of the map will influence its use and cost to produce. The map should be tailored towards its target audience and seek to generate interest in both the local area and cycling. It should be clear and legible. Printing on plastic paper can improve their durability;
- Shelf life – the map will have a finite shelf life and Council must commit to updating the map at regular intervals. The map needs to publicise the efforts of Council to promote and support cycling and can only do this if it is current; and
- Distribution – the map needs to be distributed widely to ensure maximum coverage. Bicycle Victoria, tourism outlets, local stations and newsagents can act as distribution points. All households could be sent a map or a leaflet advertising it with rates notices or the quarterly Council newsletter. Depending on the content, style and quality, Council may decide to charge for the map.

**Partners:** VicRoads, neighbouring Councils, Bicycle Victoria, Bicycle User Groups

**Implications/Issues:** Coordination of the various Councils and state government stakeholders required to produce a useful map will require a high level of project management. Given that the cycle network is being expanded over time it is important that the map does not become out of date and therefore regular audits of routes and updating in line with construction progress is essential.

*Other related strategies:* A-1, A-2, B-6, B-8, C-1, C-3, D-1, D-2, D-3, D-4

## B-3 Council to lead the way by developing their own cyclist-friendly work conditions through the development of a Green Travel Plan

**Strategy Outline:** Council should implement a Green Travel Plan (GTP) to promote alternatives to the car and reduce car dependency. A GTP would be in line with the support Council is giving to modes such as cycling and recognise the benefits of increased exercise. Cars have a detrimental impact on the local environment and air quality so a GTP supports Council's environmental policies. Several Councils in the Melbourne metropolitan area have already implemented GTPs and assistance is available through the Department of Infrastructure and Sustainable Energy Authority Victoria (SEAV)

A GTP can support cycling in a number of ways including:

- Identifying a cycle coordinator within Council to acts as the point of contact for all cycle queries and advice from staff – this person would preferably be a regular cyclist;
- Provision of facilities such as cycle parking, showers and change rooms and personal lockers.
- The improvement of existing facilities, such as the relocation of cycle parking to a more visible place;
- Offering interest free loans to staff for cycle purchase;
- Corporate team entry into events such as 'Round the Bay in a Day';
- Publicity and support for 'Ride to Work Day';
- Advertising supporting the health benefits of exercise and how activity can be increased by walking and cycling more;
- Green commuter breakfasts with free gift giveaways;
- Partnership with a local cycle store to offer staff discounts;
- The provision of flexible working hours to accommodate the needs of cycling;
- Provision of detailed information on how to access Council by bike, made available to all staff; and
- Hold cycling 'picnic' days.

Once Council has implemented its own GTP, it will be able to promote the concept to other businesses in the municipality, including tertiary education and health facilities.

**Partners:** Department of Infrastructure, SEAV

**Implications/Issues:** The implementation of a GTP for Council will provide much wider benefits than just promoting cycling – it will assist in meeting much broader environmental, social and economic objectives in line with Council's overall policies.

**Other related strategies:** B-4

## B-4 Develop corporate support programs

**Strategy Outline:** Council should take the lead in promoting cycling to work within local businesses, including:

- Connecting the workplace to the cycle network;
- Providing advice on end of trip facilities such as the provision of showers, safe cycle storage and personal lockers;
- Encouraging them to take part in activities such as 'Ride to Work Day' and other cycle events; and
- Encouraging employers to adopt a Green Travel Plan (GTP) that will promote more cycling – in particular the benefits of a GTP to the business should be highlighted – including less spaces required for parking, healthy happy staff, more equitable to provide for modes other than the car etc.

Ideally, Council will first implement its own GTP, which will allow it to lead by example and will also give Council experience in the process of developing, implementing and managing a GTP which will provide essential experience when advising and encouraging other employers.

**Partners:** Department of Infrastructure

**Implications/Issues:** Council should ensure that it sells the monetary benefits of GTPs to employers who may be more focused on the financial bottom line than the triple bottom line approach.

**Other related strategies in this report:** B-3

## B-5 Promoting cycling through existing community groups, organisations and events

**Strategy Outline:** Council should work closely with local community groups and organisations to promote cycling as a mode of transport as well as a recreational pursuit.

Activities could include:

- Gyms to encourage members to cycle to the gym instead of driving;
- Gyms could promote cycle routes in the local neighbourhood to be used as a warm up or training;
- Cycle 'fun race' in aid of charity;
- Work with the Police to get more police patrols on bicycles in Bayside;
- Undertake mode v mode 'races' from between popular locations (such as a residential area to shops) to demonstrate the actual speeds of cycling relative to other modes;
- Incorporate cycling into existing street fairs or environmental awareness days;
- Work with cycle shops to provide free or cheap maintenance on bikes to get them in safe working order – particularly those that have been stored in a garage unused for many years;
- Organise cycle maintenance classes;
- Organise local training sessions for major cycling events such as Round the Bay in a Day – could be run by a local 'celebrity' cyclist but be aimed at encouraging non-racing cyclists to get fit and take part;
- Provide advice, guidance and 'buddying' to people who haven't cycled for a long time – to show them safe cycling techniques on the road, advise them on good local cycle routes and shops; and
- Local classes for training cyclists.
- Support / promote cycling courses for women

**Partners:** Bicycle User Groups, Bicycle Victoria, local community groups and organisations, Police, local gyms, cycle shops.

**Implications/Issues:** This will require a high degree of coordination and project management from within Council to engage community groups and progress ideas through to implementation to ensure success.

**Other related strategies:** B-6

*Also Road Safety Strategic Plan action 6.8*

## B-6 Promote a greater awareness of the benefits of cycling

**Strategy Outline:** Council should embark on a program to promote the benefits of cycling, either as a stand alone project, incorporated within a related initiative (such as the Green Travel Plan) or work with a third party - such as the Heart Foundation or Bicycle Victoria (BV) - to develop a promotional strategy on a wider basis.

Opportunities also exist to promote cycling through local newspapers in an informal and accessible medium. Eg. A cartoon strip that illustrates these benefits, sponsored by local cycle shops, BV or Council – examples are included in Example 7.

Where possible a well known personality or celebrity should be used as the spearhead for the campaign – it may be beneficial to use someone that is not generally associated with cycling to help to promote cycling to the wider community rather than focusing on training cyclists.

The strategy should raise awareness of the following benefits:

- Improvements to personal health and fitness;
- Improvements to general community health through reduced emissions;
- Low environmental impacts – including no emissions, no noise and less land required for movement and storage space than cars;
- Cheap to own and maintain, free to ride – compare with the costs of joining a gym;
- Dual purpose of getting from A to B and undertaking exercise – saves time on trips to the gym; and
- Fast journey times over short distances.

The Heart Foundation of Australia has already developed a range of information based on the benefits of exercise and active transport and would therefore form a great project partner in promoting the health benefits of increased walking and cycling.

**Partners:** Bicycle Victoria (BV), Bicycle User Groups (BUGs), Heart Foundation

**Implications/Issues:** The promotion should be undertaken over a wide area to maximise effectiveness – this will be best achieved with the assistance of a project partner such as VicRoads, BV or the Heart Foundation.

**Other related strategies:** B-2, B-3, B-4, B-5, B-7

Also Road Safety Strategic Plan action 6.1, 6.8

### Example 7



*Source: Christchurch Cycling Strategy*

## B-7 Schools promotion and in-school cycling education programs

**Strategy Outline:** Directing cycle promotion and education at school children has the benefits of:

- Developing road awareness and social skills are an important part of a child's development and cycling is able to assist in developing these skills;
- Cycling provides children with an independent mode of transport for making journeys to school as well as other trips to visit friends, shops or for recreation;
- Travel patterns developed as a child are likely to be continued into adulthood and so children that cycle are more likely to become adults that cycle;
- Children can play a significant role in changing their parent's habits. Selling the benefits of cycling to children could lead them to persuade their parents to cycle too; and
- Encouraging cycling may reduce the number of children being driven to school and therefore reduce congestion and improve safety outside schools.

Council should progress a strategy to promote cycling within local schools, including the following initiatives:

- Schools TravelSMART program currently running in Victoria will be able to assist in the development of school related programs. Workbooks already devised include topics such as the physical and health benefits of exercise, the detrimental impact of car travel on the environment and how to help make a difference. There is a range of fun activities and ideas have been developed for events supporting the TravelSMART aims;
- Design your own helmet projects;
- Encourage schools to participate in the BikeED and Cycle On schemes run by VicRoads;
- Encourage schools to participate in environmental projects such as the Department of Infrastructure (DOI) project currently being undertaken by Elsternwick Primary School related to greenhouse gas emissions – Council should also keep in close contact with the school during the project to monitor progress and encourage incorporating cycling;
- Explore the possibility of implementing a 'Safe Cycle Routes to School' pilot project with DOI, education department and individual schools; and
- Royal Automotive Club of Victoria (RACV) runs Traffic Safety Education programs for schools that cover general road safety but also incorporate education on cycling.

**Partners:** Education Department, individual schools, DOI, VicRoads, RACV

**Implications/Issues:** It is understood that some schools currently do not allow children to cycle to school as a risk reduction strategy – this should be verified by Council and measures taken to address the issues, probably in conjunction with VicRoads.

**Other related strategies:** B-6, D-4

Also Road Safety Strategic Plan actions 2.2, 6.4, 6.7

## B-8 Incorporate cycling into Bayside's local tourism and heritage promotions

**Strategy Outline:** Cycle tourism is a great option within an area such as Bayside. Cyclists use local facilities and amenities, supporting cafes and restaurants in the locality and therefore contributing to the local economy. They also bring little of the negative impacts of car borne tourists, including the need to allocate large areas to parked cars.

A range of cycle tourism activities should be provided and could include:

- Guided or unguided themed trails – such as heritage, shopping, food/coffee – supported by promotional maps and directional and information signage;
- Informal use of trails – such as the Bayside Trail – supported by bike hire shops, maps, directional and information signage and ancillary facilities along the route;
- Facilities for families to cycle together – including safe locations for children to cycle off-road.

There are already leisure routes, including the Bay Trail, that can be promoted through leaflets and signage. Signage should also direct people to key heritage and tourism destinations, which will also assist in raising the general awareness that it is possible to cycle to these locations. Linked services such as bike hire would fit well with cycle tourism.

Council should work closely with local tourism operators and other related facilities such as bike hire shops to generate a complete tourism experience. This could include placing the cycling map on the Tourism Victoria website, at hotels, backpackers, airports etc.

**Partners:** Tourism Victoria, Bike Shops

**Implications/Issues:** Cycle tourists generally expect a high quality of facilities, amenities and information along specified routes – the development of a tourism strategy will therefore need to be closely coordinated with the provision of infrastructure and maps to ensure a pleasant experience that will encourage cyclists to wish to return and promote the experience among friends.

**Other related strategies:** A-1, A-2, B-1

## B-9 Review Bayside Cycling Strategy, 2003

**Strategy Outline:** Council should conduct a review of this cycle strategy in 2008

**Implications / Issues:** Council should consult with relevant stakeholders

## C Education

The safe use of the transport system, including cycle paths, can be promoted through targeted education programs. Education programs should promote good behaviour with key user groups, including cyclists, pedestrians and drivers to increase enjoyment and safety of the network for all users.

Programs should focus on providing information on and interpreting existing road rules, courteous behaviour (such as ringing the bell before overtaking a pedestrian on a shared path), the benefits of complying (including less accidents and respect for other users) and notifying people of the potential penalties of non-compliance. Education material should include real life examples where possible.

### C-1 Cycling Education

**Strategy Outline:** Education programs should be run with cyclists to encourage good practice and safe cycling techniques.

Activities could focus on:

- Education within workplaces – possibly through the promotion of Green Travel Plans;
- Education of school children through VicRoad's BikeEd and Cycle On programs and RACV's Traffic Safety Education programs within schools;
- The provision of safe cycling tips on cycle maps produced by Council;
- Promotion of safe places for children to learn to cycle;
- Promoting Bicycle Victoria's website which includes a number of suggestions for safe and legal riding;
- Continuing to support the Police with the education of the Beach Road training cyclists;
- Education for training cyclists to focus on the code of conduct and the legal requirements when cycling in groups on public roads; and
- Penalties for cyclists breaking road rules should be highlighted .

Partners: Police, schools, VicRoads, local workplaces, RACV

Implications/Issues: In order to be successful education strategies will need to be delivered to a large number of cyclists with the cooperation and support of other key stakeholders such as VicRoads and the Police.

Other related strategies: B-2, B-3, B-4, B-5

Also Road Safety Strategic Plan actions 2.2, 4.1, 6.4, 6.7

## C-2 Driver Educational programs

**Strategy Outline:** The behaviour and awareness of drivers has a significant impact on the safety and enjoyment of cycling. Often cyclists are not seen or, even if they are seen, they are not recognised as a legitimate user of the road and drivers can intimidate or abuse the cyclist (verbally or physically) – not an experience that is likely to encourage more cycling.

Drivers should be educated about the rights of cyclists on the road as well as their own responsibilities towards cyclists – including remembering to check mirrors before opening doors and changing lanes and giving cyclists plenty of space when overtaking.

Ideally issues relating to cyclists on the road should be specifically included in the drivers test, including questions and practical examples where possible. This should be followed up with education campaigns which can be used in a general way to reinforce the road rules or may be used to promote good behaviour and awareness at a particular black spot.

Good driver behaviour will also be generally encouraged through good design of on-road facilities for both cyclists and drivers.

**Partners:** Police, VicRoads, Bicycle Victoria

**Implications/Issues:** Providing more cycling related training as part of the driving test is out of the hands of the local Council and will need to be pushed through VicRoads to ensure it progresses.

**Other related strategies:** D-1

### C-3 Develop a Code of Conduct for Bayside cycling networks

**Strategy Outline:** Good behaviour and safe riding practices should be promoted throughout the cycle network in Bayside to reduce the number of accidents and incidents and to increase the enjoyment of the network by all users, including cyclists, pedestrians and car drivers.

Information on general practices and road rules for the whole network should be included on the cycle map and provided on Council's website. More specific education campaigns could be undertaken in areas of high conflict, such as on the Bay Trail and in Activity Centres. This could be included on signage to educate and promote good practice out 'in the field' or within a specific section of the cycle map. It should also be supported by good design of the facilities.

**Partners:** VicRoads, neighbouring Councils, Bicycle Victoria

**Implications/Issues:** A successful scheme must ensure that it promotes good practice with all users of facilities, including pedestrians and rollerbladers. Providing well located and designed signage along routes such as the Bay Trail will assist this process.

**Other related strategies:** B-1, D-1

## D Improving Cycling Provisions in Activity Centres and at other Key Destinations

A key factor in encouraging people to consider making more everyday trips by cycle is the need to improve provision for cyclists in locations where people make trips, such as Activity Centres, workplaces and schools.

Facilities such as appropriate cycle storage and showers along with associated lighting and signage will have the effect of providing for the needs of existing cyclists and raising the profile of cycling among the wider community. Facilities on cycle routes linking to key destinations should also be improved to encourage more cycle trips – in line with the recommendations made in A1 and A2.

## D-1 Improve provisions for cyclists in activity centres

**Strategy Outline:** Melbourne 2030 promotes Activity Centres as the focus of new residential, commercial and retail development, which will assist in reducing the length of trips and encourage trip linking where more than one purpose can be achieved with a single trip.

The focus on Activity Centres will also assist in developing cycle facilities that meet the needs of the local community as networks and end of trip facilities can be targeted to specific routes and locations. Provisions for cyclists will vary, depending on the form of the Activity Centre, but the following provides a list of the items that should be considered:

- The provision of appropriate cycle storage facilities for long or short-term storage – storage racks or lockers should be located close to the activities, be well lit, sheltered from the elements, obvious, signed and in an area with high natural surveillance to improve security;
- The cycle network should provide direct links to the centre from surrounding neighbourhoods with signage to indicate the best route to the centre and give a distance;
- Cycle routes through Activity Centres can be difficult to provide, given the competing demands on space for pedestrians, vehicle movement and parking. On-road cycle lanes should be provided through Activity Centres where possible (or alternative routes provided – see strategy A-1). In all cases (whether cycle lanes are provided or not) the street environment should be designed to promote slow vehicle speeds with appropriate surface and entry treatments, landscaping and opportunities for pedestrians to cross the road, which will generally create a more pleasant environment for all visitors as well as promoting more favourable conditions for cycling;
- The use of shared zones should be considered at specific locations to provide priority to pedestrians and cyclists over cars – the location and design of shared zones should be carefully considered to ensure they promote slow vehicle speeds and do not compromise safety of any users – this type of treatment may be appropriate at some conflict points such as car park entry points; and
- Local businesses should be encouraged to provide facilities and services that will promote cycling – including home deliveries and cycle parking in off-street car parks.

Partners: VicRoads, Chambers of Commerce

Implications/Issues: In some locations difficult decisions may need to be made by Council in relation to the allocation of street space – in these cases the triple bottom line approach should be taken to ensure that the most sustainable solution is implemented.

Other related strategies: A-1, A-2, B-1

Also Road Safety Strategic Plan action 3.6

## D-2 Encourage the provision of cycle facilities at workplaces

**Strategy Outline:** Council should endorse local planning policies that require cycling facilities (including cycle storage and showers) to be provided in all new developments, including the substantial retrofitting of existing buildings and changes of use.

Council could also investigate setting up a central parking and shower facility, possibly incorporated into a cycle shop with repairs and bike hire. This may be appropriate in established Activity Centres where large-scale redevelopment is unlikely and businesses are generally small, so that the provision of facilities for cyclists on-site would not prove onerous for individual employers.

The provision of cycle facilities will also be promoted through the implementation of Green Travel Plans as described in B4.

**Partners:** Bike shops, local workplaces

**Implications/Issues:** Ensuring that well designed and planned cycle facilities are included in new developments will require close coordination between Council departments and a proactive communication strategy to ensure that all relevant officers are aware of the requirements.

**Other related strategies:** B-4

## D-3 Encourage the provision of cycle facilities on public transport modes

**Strategy Outline:** Council should promote the installation of cycle facilities at rail stations and on buses and trains along with other measures to encourage the use of cycle/public transport trips.

This should include:

- The provision of safe cycle storage at rail stations – including racks for short-term storage and lockers for long-term use. Storage facilities should be free to users with a simple management system in place;
- Lobby State Government and transport operators to remove the charges for travelling on trains with bikes; and
- Encourage bus operators to provide facilities for carrying bikes on buses – a system is currently being used successfully in Brisbane and Christchurch, New Zealand.

Council will need to work closely with local operators and also Department of Infrastructure (DOI) and the Department of Sustainability and the Environment (DSE) to promote works and policies and obtain funding for implementation within the Bayside area.

**Partners:** Public transport operators, DOI, DSE

**Implications/Issues:** Implementation is not within Council's control.

**Other related strategies:** B-1

## D-4 Encourage the provision of cycle facilities within and around schools

**Strategy Outline:** The provision of end of trip cycling facilities within schools and safe cycle routes that link from residential areas to schools will assist in encouraging children to cycle to school and, importantly, encourage parents and schools to allow children to cycle.

Council should work with local schools, Department of Infrastructure (DOI) and the Victorian Education Department to ensure that cycle facilities are provided at schools and that the cycle network provides the necessary links. This should include:

- Cycle storage for children and staff;
- Showers for staff;
- Safe Cycle Routes to School; and
- Ensuring cycle routes lead to schools with appropriate mid-block and intersection treatments provided.

State Government has allocated funding to install school speed zones outside all schools to slow vehicle traffic outside schools at start and finish times, which will assist in providing a more cycle-friendly environment close to schools.

**Partners:** VicRoads, DOI, Department of Sustainability and Environment, local schools, education department,

**Implications/Issues:** Implementation is not with Council's control. Some schools do not encourage children to cycle to school as a risk reduction measure – this issue needs to be overcome before cycling may become a legitimate mode of travel for children attending these schools.

**Other related strategies:** B-7, C-1

Also Road Safety Strategic Plan actions 2.5, 2.6, 2.7

The following implementation plan outlines the priorities, project partners, target groups and cost estimates for Council to take forward the strategy recommendations in Section 2.

The action plan includes:

- **Reference Number:** unique identifier for each action to link to strategies in section 2;
- **Action:** description of action;
- **Estimated Cost:** a preliminary estimate of the construction cost, excluding GST, design, consultation and management;
- **Possible Funding Sources:** external agencies that may be able to assist with funding for projects;
- **Stakeholders:** Organisations responsible for implementation and others that are potential project partners;
- **Targeted group:** the possible impact of the action on the target cycle groups;
- **Priority:** relative priority for implementation; and
- **Comments:** any relevant comments for funding and implementation.



The implementation of actions should be carefully planned to make the most effective use of resources and provide the greatest benefit to cyclists. Planning should include:

- Prioritising infrastructure projects that fill gaps in existing routes to gain maximum benefit from limited resources;
- Undertaking projects in packages so that whole routes are treated at once to maximise benefits to cyclists;
- Focusing on developing projects that are rated as 'high' in the action plan first;
- Obtaining funding from external agencies where possible – potential funding sources are identified in the plan;
- Undertaking projects of a similar nature (such as the installation of signage across a number of routes) at the same time to reduce costs; and
- Ensuring the reconstruction of traffic facilities addresses the need to improve the cycling network by incorporating cycling facilities where possible. New cycle facilities should be planned to coincide with the construction or maintenance of traffic facilities on the road to minimise costs and reduce disruption to road users.

Progress with implementation will depend on a number of factors, including available funding for construction/implementation and the resources available within Council to develop projects. The action plan includes about 60 projects requiring funding of approximately \$1.2 million during a five year period, including:

- High priority - \$755,000;
- Medium priority – \$127,500; and
- Low priority – \$322,000.

Given careful planning and the availability of funding from a number of external sources as well as other complementary internal initiatives – such as road safety, streetscape works, maintenance and sustainability programs - it is anticipated that it will be possible to complete the majority of projects within the five year timeframe. For example, external funding for the high priority projects may reduce the total funding requirement by Council from \$750,000 to about \$255,000.

The following abbreviations have been used in the plan:

Stakeholders: r – organisation responsible for implementation

s – stakeholder/project partner

DOI – Department of Infrastructure

DSE – Department of Sustainability and the Environment

Priorities: H – High, implementation within 2 years

M – Medium, implementation within 2-5 years

L – Low, within 5 years if funding is available

Targeted Group: h – high impact of the proposed measure on the group

l – low impact of the proposed measure on the group





Reference Number	Actions	Estimated Cost	Possible Funding Sources	Stakeholders													Targeted Group							Priority	Comments			
				Council	VicRoads	Parks Victoria	Neighbouring Councils	DOI/SE	Transport Providers	Bicycle Victoria	BUGs	Cycle Clubs	Police	Bike shops	Schools	Department of Education	Tourism Victoria	Community Groups	Heart Foundatin	Recreational Cyclists	Commuting Cyclists	Training Cyclists	Children Cyclists			Getting Around' Cyclists	Non-Cyclists	
A1-24	Install pedestrian/cycle refuge on Thomas St near Union St	\$10,000	VicRoads																								L	Support school programs and link with Glen Eira bicycle path
A1-25	Install pedestrian/cycle refuge on Park Road (west of Railway line)	\$10,000	VicRoads	r	s																						L	To provide link with Southland railway path and Cheltenham PS and Station
A1-26	Improve access across railway from Heather Grove towards Southland		VicRoads	r	s																						L	Provides link between Southland Shopping Centre and Cheltenham Station. Further site investigation required
A1-27	Install pedestrian/cycle signals on Reserve Road near corner of Park Road	\$50,000	VicRoads	r	s																						L	Provides link between Park Road and Sandringham
A1-28	Investigate and improve link along Nepean Hwy between North Road and Gardenvale Station		VicRoads	r	s																						H	Trail finishes at Rose St; provides link from Rose St to Gardenvale Station and Elster Canal
A1-29	Install bicycle stop lines on Glenhuntly Road at Nepean Highway	\$2000	VicRoads	r	s																						L	Links to Glen Eira and Port Phillip bicycle routes
A1-30	Cyclists traffic signals East - West at Glenhuntly Road and Nepean Hwy	\$10,000	VicRoads	r	s																						L	Links to Glen Eira and Port Phillip bicycle routes



Reference Number	Actions	Estimated Cost	Possible Funding Sources	Stakeholders														Targeted Group					Priority	Comments				
				Council	VicRoads	Parks Victoria	Neighbouring Councils	DOI/DSE	Transport Providers	Bicycle Victoria	BUGs	Cycle Clubs	Police	Bike shops	Schools	Department of Education	Tourism Victoria	Community Groups	Heart Foundation	Recreational Cyclists	Commuting Cyclists	Training Cyclists			Children Cyclists	Getting Around Cyclists	Non-Cyclists	
A3	Improved directional signage for on and off-road paths	\$25,000	Council, Parks Victoria; VicRoads	r																						H	100 signs to be provided at \$250 per sign	
A4	Ensure the needs of cyclists are incorporated into all new roads	-	Council	r																							H	Marginal cost to incorporate into already planned roadworks.
A5	Improve conditions and usage of Beach Road	-	VicRoads	s																							H	Establish Reference group to improve cycling conditions
A6	Improve conditions and usage of the Bay Trail	\$10,000	Council, Parks Victoria	r	s																						M	Incorporated into other Council strategies - eg. Council Landscaping Strategy, Carparking Strategy, Coastal Strategy
A7	Liaise with State Government to progress planning provisions that work towards creating community environments that are not reliant on motor vehicles	-	DOI/DSE	r																							H	
A7-1	Investigate cycle links along and across railway line within State Government Gas and Fuel Land and with Kingston Council.	-	DOI/DSE, Kingston Council	r			s																				H	
A8	Establish procedures to assist in prioritising future projects	-	Council	r			s																				M	
B1	Develop and implement a cycle monitoring program	\$10,000	Council	r			s																				H	Cost represents an ongoing funding requirement to undertake surveys
B2	Produce and distribute cycling maps	\$20,000	Council, Neighbouring Councils, VicRoads Parks Victoria DOI, sponsorship, advertising	r			s																				H	Assumed 5,000 maps printed on weather resistant paper - \$8,000 for design and \$12,000 for printing. Cost may be shared with other organisations. Additional funding will be required to revise and reissue the map as the cycling network is developed.
B3	Develop cycling friendly conditions at Council including a Green Travel Plan	\$10,000	Council DOI	r			s																				H	
	Implement a Green Travel Plan	\$15,000	Council DOI	r			s																				H	GTP costing includes initial surveys. Ongoing funds may also be required to monitor progress - could be linked with B1
B4	Develop corporate support program	-	Council, DOI, corporate sponsors	r			s																				L	

Reference Number	Actions	Estimated Cost	Possible Funding Sources	Stakeholders																Priority	Comments							
				Council	VicRoads	Parks Victoria	Neighbouring Councils	DO/DSE	Transport Providers	Bicycle Victoria	BUGs	Cycle Clubs	Police	Bike shops	Schools	Department of Education	Tourism Victoria	Community Groups	Heart Foundation			Recreational Cyclists	Communting Cyclists	Training Cyclists	Children Cyclists	Getting Around' Cyclists	Non-Cyclists	
B5	Promote cycling through community groups and organisations including programs for women	-	Council, community groups	r	s	s																				M	To improve skills and confidence to cycle	
B6	Promote a greater awareness of the benefits of cycling	-	Council, Heart Foundation	r	s	s																					H	
B7	Schools promotion and in-school education programs	-	Department of Education, VicRoads, DOI, DSE	s	r																						M	
B8	Incorporate cycling into Bayside's local tourism and heritage promotions	\$12,500	Council, Tourism Victoria	r	s	s																					M	Assumed capital cost for 50 signs @\$250 each
B9	Cycle Strategy Review 2008	\$10,000	Council	r																							H	
C1	Cycling Education	\$10,000	VicRoads, DOI	r	r	s	r																				H	Also refer to Cycle Reference Group
C2	Driver educational program	-	VicRoads	s	r																						H	Also refer to Cycle Reference Group
C3	Code of conduct for Bayside cycling network	\$15,000	Council	r	s	s																					M	Also refer to Cycle Reference Group
D1	Improve provisions in activity centres	\$12,500	Council, DOI, DSE, VicRoads, Traders Associations	r	r																						H	Assumed 50 cycle racks @ \$250 each. Additional large scale improvements should also be made to the general urban design that will benefit all road users and in particular pedestrians and cyclists - costs not included here.
D2	Improve workplace cycling facilities	\$10,000	Council, private developers, employers	r																							H	Funding for provision of facilities at Council offices, including storage lockers, showers etc.
D3	Improve end of trip facilities at public transport nodes	\$5,000	Transport Providers, Council, DOI, DSE	r																							H	Council funding for provision of cycle racks at stations and bus stops.
D4	Improve end of trip facilities at schools	-	DOI, DSE, Department of Education, Council	r	s																						M	Council may need to fund the installation of facilities on local streets to encourage cycling to school.





