

Victorian Cycling Strategy

March 2009





Victorian Cycling Strategy

Outline of Report





Contents

PREMIER'S AND MINISTER'S FOREWORD	2
1 INTRODUCTION AND EXECUTIVE SUMMARY	4
2 OVERARCHING FRAMEWORK	8
3 ACHIEVEMENTS TO DATE	10
4 CYCLING AS A TRANSPORT MODE – TRENDS AND PATTERNS	16
5 THE BENEFITS OF CYCLING AND THE BARRIERS TO CYCLING	21
6 STRATEGIC DIRECTIONS	24
7 IMPLEMENTATION OF THE VICTORIAN CYCLING STRATEGY	37

Premier's and Minister's Foreword





The Victorian Government is taking action on transport, so that Victorians can have the best transport network in Australia – and the most sustainable.

Victoria has seen a massive growth in cycling over the past five years.

The recently released *Victorian Transport Plan (The VTP)* commits \$115 million in improvements to cycling infrastructure. This includes new bicycle lanes and shared walking and cycling paths on priority bicycle routes, a public bicycle hire program for Melbourne's CBD, and the Provincial Pathways Program, which includes rail trails and walking paths in regional areas.

Our Government's ongoing investment in cycling goes well beyond this \$115 million. Funding in *The VTP* is on top of funding for new bike paths to be built alongside new road projects and upgrades and \$4 million each year for cycling and walking in the VicRoads annual budget.

These investments represent the largest commitment to cycling in the State's history with at least \$18 million a year allocated towards cycling infrastructure over the next several years.

We are investing in cycling because we want to give Victorians more transport options, and help build a cleaner, more sustainable future for Victorians.

This *Victorian Cycling Strategy* complements *The VTP*, which responded to a clear call from Victorians for greener transport choices.

It sets out a blueprint to develop cycling as a safe and appealing transport mode for Victorians of all ages, genders, levels of fitness, cycling experience and location.

The Strategy is based on five strategic directions:

- Build networks to connect communities
- Promote and encourage a culture of cycling
- Reduce conflicts and risks for cyclists
- Better integrate cycling with public transport
- Integrate cycling into land use planning.

A number of priority actions are included in the Strategy and over the next 12 months Victorians will see 12 metropolitan bike projects well underway or commenced, along with 11 bike projects in regional Victoria.

These priorities will be bolstered over the medium and long term with a range of additional initiatives, to support a state-wide growth in cycling.

We look forward to building a more cycle-friendly, liveable and sustainable Victoria through this critical and coordinated investment.

John Brumby MP
Premier

Tim Pallas MP
Minister for Roads and Ports



1 Introduction and Executive Summary

INTRODUCTION

The Victorian Government recognises that cycling is an increasingly important and rapidly growing part of Victoria's transport solution. Cycling provides an effective and healthy means of personal transport without adverse environmental impacts, and more and more Victorians are choosing to cycle for more of their travel.

While the Strategy focuses on cycling as a form of transport, the Government recognises the importance of cycling to recreation, health and leisure. It also acknowledges that the recreational cyclist may in future take up cycling for commuting and other trip purposes.

This Strategy supports initiatives that will have a state-wide impact, including promotional campaigns and safety programs. It prioritises network development in areas of high demand and growth,

including the inner 10 km of Melbourne, Central Activities Districts (CADs), and regional centres, while focusing on improving network connectivity across Victoria.

It is important that infrastructure improvements are complemented by a range of other measures to promote and support increased cycling.

The Strategy will be reviewed in line with *The VTP*.

VISION

The *Victorian Cycling Strategy* has a vision for cycling as a safe, readily available, convenient and preferred transport option for Victorians.

OBJECTIVE

To achieve this vision, the *Victorian Cycling Strategy* will help guide policies, programs and projects that address the current and emerging needs of cyclists and support the

continued growth of cycling into a major form of personal transport. The aim is to increase the number of cycling and walking trips in inner Melbourne by 15,000 and grow cycling in the rest of the State by 2020.

RATIONALE

We want to promote growth in cycling because cycling leads to:

- **Reduced congestion.** More cyclists means less road congestion and fewer crowds on public transport, particularly in inner metropolitan areas
- **Low energy and environmental footprint.** Cycling does not produce greenhouse gases, other pollutants or noise and uses little road and parking space¹
- **Health and fitness.** Cycling improves fitness, short and long-term health, and reduces stress²
- **Affordability.** With low initial cost and negligible running costs, cycling is cheaper than a car or even public transport
- **Social inclusion.** Cycling gives mobility and independence to those without cars, which can include children, teenagers, older people and people with disabilities³
- **Extended access.** When used in conjunction with other modes of transport, like trains, cycling extends the reach of public transport
- **Community safety.** More cyclists and pedestrians mean more watchful eyes and therefore less crime.⁴



1 J Dodson and N Sipe, *Oil Vulnerability in the Australian City*, Griffith University Urban Research Program, Research Paper 6, December 2005. Cycling Promotion Fund, *Economic Benefits of Cycling for Australia*, June 2008.

2 Cycling Promotion Fund, *Economic Benefits of Cycling for Australia*, June 2008.

3 The City of London Cycling Plan: *Consultation Draft*, 2003, p. 4.

4 Department of Sustainability and Environment, *Safer Design Guidelines for Victoria*, 2005.

EXECUTIVE SUMMARY

The *Victorian Cycling Strategy* covers:

- **Achievements to date in cycling.** The *Victorian Cycling Strategy* is the largest investment in cycling in the State's history and represents an unprecedented commitment to supporting cycling in Victoria. The Strategy builds on a wide range of achievements to date, and complements a number of Victorian Government policies, including:
 - *The Victorian Transport Plan*, 2008
 - *Melbourne @ 5 Million*, 2008
 - *Keeping Melbourne Moving*, 2008
 - *arrive alive 2008-2017*, 2008
 - *The Victorian Planning Provisions*
 - *The Transport Integration Bill*, to be introduced in 2009

- **Growth in cycling as a sustainable transport choice.** Cycling levels have been increasing in recent years following a decrease in cycling over the mid to late twentieth century. Research shows that levels of cycling are highest in inner Melbourne, among males and among people aged 25-34^{5,6}
- **Benefits and barriers to cycling.** Cycling has many benefits for both individuals and the community, but barriers to cycling include infrastructure and attitudinal factors. Understanding these barriers and the benefits of cycling are key to supporting cycling's growth

- **Five Strategic Directions.** Priority actions and future directions for supporting cycling were drawn from Department of Transport (DOT) stakeholder consultations and research, including focus groups on active transport, interviews with Local Council officers, a survey of walking and cycling infrastructure, analysis of travel data, and a review of international literature. The actions fit under the following five Strategic Directions:
 - Build networks to connect communities
 - Promote and encourage a culture of cycling
 - Reduce conflicts and risks for cyclists
 - Better integrate cycling with public transport
 - Integrate cycling into land use planning.

Priority actions include:

- Significantly improving the on and off-road cycling network within 10 kilometres of the CBD through priority investment in cycling infrastructure
- Completing cycling networks in Central Activities Districts
- Completing cycling links in regional centres
- Developing bicycle facilities as part of major transport projects, such as road and rail
- Travel planning and safe cycling programs in Victorian schools
- A range of promotional and educational campaigns and tools to encourage cycling
- A review of cycling accident patterns and creation of appropriate counter-measures
- Launching a 'look out for cyclists' campaign to educate about road rules and cyclist safety
- Establishing a public bike hire system for Melbourne
- Installing 33 bike cages at train stations by the end of 2009
- Creating a 'cycleability' toolkit for local government to help assess and guide the planning and development of cycling facilities in new developments.



5 Dr. Kevin J. Krizek, Dr. Ann Forsyth, and Laura Baum. *Walking and Cycling Literature Review: Final Report*. For Department of Infrastructure, State of Victoria, Melbourne, Australia, January 14, 2008; John Pucher and Ralph Buehler, 'At the Frontiers of Cycling: Policy Innovations in the Netherlands, Denmark and Germany', *World Transport Policy and Practice*, December 2007; A. Bauman, C. Rissel, J. Garrard, I. Ker, R. Speidel, and E. Fishman, 2008, *Cycling: Getting Australia Moving: Barriers, facilitators and interventions to get more Australians physically active through cycling*, Cycling Promotion Fund, Melbourne.

6 K. J. Krizek, P.J. Johnson, and N. Tilahun, 'Gender Differences in Bicycling Behavior and Facility Preferences'. For Conference on Research on Women's Issues in Transportation, 2005.

GOVERNMENT RESPONSIBILITY FOR CYCLING

State Government

The Department of Transport leads on policy related to cycling. It delivers cycling initiatives in conjunction with agencies and programs including VicRoads; Department of Planning and Community Development; Parks Victoria; 'Go For Your Life'; Transport Accident Commission (TAC); and VicHealth.

Local Government

The State Government works in partnership with Local Government to deliver cycling initiatives. Councils have developed initiatives to support cycling through local transport strategies, bicycle plans and budget allocations for cycling facilities. Historically, Councils have often led the way with cycling-related programs and have been champions of active transport more broadly.

Councils have a crucial role in the construction, development and maintenance of bicycle infrastructure throughout Victoria, as they oversee all local roads within their respective municipalities.

This includes the construction of new bicycle paths, parking facilities, relevant signage and on-going maintenance. Councils also manage the majority of bicycle paths, shared paths and infrastructure in local parks. In short, Councils are a critical partner with the State Government in both the delivery and maintenance of cycling facilities across the State.

In addition, Councils are partners in a number of travel behaviour change programs such as TravelSmart, Ride2Work Day and Ride2School Day that aim to encourage more people to travel by bicycle.

