

City of Yarra Bike Strategy - 2016 Refresh

Yarra has established an extensive network of on-road and off-road bicycle routes. In Yarra, a cycling culture has existed for many years with the number of residents regularly cycling being the highest of any Council area in Australia. Approximately half of all cycle trips in Yarra are from neighbouring areas who travel to Yarra for work, shopping, leisure and education purposes, or are travelling through Yarra to access the CBD and other neighbouring precincts including Melbourne University, Docklands, and St Kilda Road.

The City of Yarra Strategic Transport Statement 2012-2016 committed Yarra to providing the community with attractive alternatives to car use. A key component of this commitment is to deliver infrastructure projects and support behaviour change measures that encourage a broad cross section of the community to travel through, to, from and within Yarra by bicycle. Cycling volumes on Yarra's streets and of-road paths have continued to steadily rise over the last ten years, and a number of strategic demographic, socio-economic and transport factors suggest this trend will continue for the foreseeable future.

Yarra has set ambitious targets for bicycle mode share increases over the coming years that will align it with those of other world-leading cycle cities such as Amsterdam and Copenhagen. There is still some potential to achieve cycle growth within the existing cycling demographic which is dominated by males in their 20's and 30's. Notwithstanding this, the key to meeting these targets will be to broaden the cyclist user base as much as possible by encouraging more women, children and people over 40 to regularly cycle. Major barriers to broadening the cyclist user base are safety concerns across the network generally, particularly where bikes interface with moving and parked vehicles including cars, vans, trucks, buses and trams.

The City of Yarra Bike Strategy 2010 – 2015 established a long term vision for cycling. It detailed the status of bicycle initiatives, laid out future plans for bicycle facilities and listed strategies and actions for stimulating greater bicycle use in Yarra. Delivering new bicycle infrastructure in Yarra is challenging, as there are a large number of competing demands for access to limited physical space within streets and along off-road paths.

The strategy was ambitious in its nature and contained a large and diverse number of infrastructure proposal, policies and other supporting actions to encourage cycling which varied significantly in terms of cost, scale, complexity, impacts on existing road users and other aspects. Some of these proposals have the potential to be contentious as they require changes to street operation and layout which have existed since the early 1960's when planning for car access was seen as a priority for modern cities. This can make these proposals expensive and challenging to deliver, regardless of the direct benefits they deliver in terms of encouraging cycling and other wider benefits for the community which can include reduced traffic impact, improved safety and amenity. Notwithstanding this, a large number of the proposals detailed in the 2010 – 2015 strategy have now been delivered and are being used by a growing number of cyclists. The 2010 – 2015 timeframes for the Yarra Bike Strategy have now lapsed and a number of capital initiatives within the strategy are only partially complete or are yet to be delivered.

The Yarra Bike Strategy Refresh for 2016 reconsiders and prioritises these partially completed and yet to be delivered initiatives to establish a post 2015 bike project program. The Refresh also identifies a number of new proposals or changes to existing projects that respond to specific opportunities or transport needs that have emerged since the 2010 Yarra Bike Strategy was adopted. As part of this process, the appropriateness of a number of ongoing behaviour change actions has also been reviewed to ensure that officer time is focused on undertaking the most effective activities.

The City of Yarra Bike Strategy 2016 Refresh is an addendum to the original 2010 – 2015 strategy and should be read in conjunction with it. The following tables list the Bike Strategy Refresh projects and programs to be delivered over the next five years under each of the eleven Strategies as detailed in the 2010 – 2015 strategy. Each action has been assigned a level of relative Council priority following a consultation process with stakeholders and Council officers. The assigned level of priority will be one input into decision making by Council as it allocates available officer time and capital resources in each budget year.

The Plan provided at Appendix B provides the spatial context for the actions listed in this Refresh across Yarra.

Strategy 1 – Better On-Road Bicycle Network

No.	Location	Project	Priority	Council Cost Responsibility (if not Council)
1.1a	Wellington St (Gipps St to Johnston St)	Install a Copenhagen bike lane by removing parking on one side of the street	★ ★ ★ ★ ★	\$1,200,000
1.1b	Wellington St (Johnston St to Alexandra Pde)	Install 'Keep Clear' linemarking at intersections to improve safety and visibility of cyclists	★ ★ ★ ★ ★	\$15,000
1.2	Johnston St/Nicholson St Intersection, Abbotsford	Provide a northbound bike lane at the traffic signals	★ ★ ★	\$50,000
1.3a	Richmond East-West (Elizabeth St)	Create a fully separated Copenhagen bike lane on Elizabeth St by removing parking on one side of the street	★★ VicRoads Strategic Cycling Corridor	\$1,000,000
1.3b	Richmond East-West (Elizabeth/Baker/Church St Intersection)	At the Baker/Elizabeth/Church St intersection install bike head start signal and reconfigure the intersection layout to improve approach bike lanes	★★ VicRoads Strategic Cycling Corridor	\$150,000
1.3c	Richmond East-West (Baker St)	Remove existing sharrows and parking on one side of the street to provide bike lanes in each direction	★ ★ VicRoads Strategic Cycling Corridor	\$40,000
1.3d	Richmond East-West (Hollick St/Coles Ter)	Convert Coles Ter to a shared space to provide access to Victoria Gardens precinct including upgrades the bluestone laneway surface	★ VicRoads Strategic Cycling Corridor	\$300,000
1.3d	Richmond East-West Victoria St (Johnson St to Yarra River)	Provide a continuous bike lane	★ ★ ★ VicRoads Strategic Cycling Corridor	

No.	Location	Project	Priority	Council Cost Responsibility (if not Council)
1.4a	Heidelberg Rd	Upgrade narrow advisory kerb side lane and deliver a continuous bike lane (by removing parking and/or a traffic lane in sections)	★ ★ ★ VicRoads Strategic Cycling Corridor	VicRoads or State Government funding required
1.4b	Queens Pde (Napier St to Heidelberg Rd)	Upgrade narrow advisory kerb side lane and deliver a continuous bike lane by removing parking and/or a traffic lane in sections	★ ★ ★ ★ VicRoads Strategic Cycling Corridor	VicRoads or State Government funding required
1.5a	Brunswick St south of Alexandra Pde	Upgrade existing bike lane as part of tram stop upgrades	★ ★ ★ VicRoads Strategic Cycling Corridor	Joint funding with Yarra Trams required Yarra contribution \$400,000
1.5b	Brunswick St/St Georges Rd north of Alexandra Pde	Install bike head starts at the Holden and Scotchmer St traffic signals	★	VicRoads or State Government funding required
1.6	Burnley St	Upgrade existing bike lane with green paint	★ ★ ★	VicRoads or State Government funding required
1.7a	Gipps St west of Hoddle St	Install buffered bike lanes west of Hoddle St	★ ★ ★ ★ ★	\$50,000
1.7b	Gipps St east of Hoddle St	Install buffered bike lanes east of Hoddle St	★ ★ ★	\$50,000
1.7c	Gipps/Hoddle St intersection reconfiguration	Provide a bike lane on the western leg of the Hoddle St intersection by removing the turning lane from the intersection	★ ★ ★ ★ ★	\$40,000
1.7d	Gipps at Hoddle St and Nicholson St	Install bike head starts at the signalised intersections	★	\$40,000

No.	Location	Project	Priority	Council Cost Responsibility (if not Council)
1.7e	Gipps St/Main Yarra Trail ramp connection	Improve the connection to the proposed Gipps St bridge ramp (Victoria Cres to river)	★ ★ ★ ★ ★	\$20,000
1.8	Rathdowne St at Princess St intersection	Improve southbound bike lane at the intersection	★ ★ ★	\$50,000
1.9a	Capital City Trail (priority road crossings at Brunswick St North and Amess St)	Install new priority crossing to give pedestrians and cyclists priority	★ ★ ★ ★ ★	\$210,000
1.9b	Capital City Trail (signalised road crossings at Brunswick, Nicholson and Lygon st)	Upgrade signalised intersections to provide improved crossing capacity and to reduce pedestrian conflict	★ ★ ★ ★	\$150,000
1.10a	South Yarra Railway Route (Green St)	Upgrade Green St and Railway PI to improve bike facilities	★	\$30,000
1.10b	South Yarra Railway Route (Green St underpass)	Reconfigure Green St rail underpass to cater for bikes	★	\$150,000 VicTrack
1.11a	Church St north of Victoria St	Upgrade existing and install new bike lanes at Victoria St intersection with new green paint at intersections	★ ★	\$50,000
1.11b	Church St south of Victoria St	Install green paint at conflict locations	★ ★ ★	VicRoads or State Government funding required
1.11c	Church St (Swan St to Yarra River)	Install anti dooring measures	★ ★ ★	VicRoads or State Government funding required
1.12a	Linear Park Trail (Alfred Cr and Scotchmer St)	Install new priority crossing at Alfred Cr and Scotchmer St to give pedestrians and cyclists priority	★ ★ ★ ★	\$180,000

No.	Location	Project	Priority	Council Cost Responsibility (if not Council)
1.12b	Linear Park Trail (Queens Pde/Napier St)	Improve the Queens Pde/Napier St intersection for bikes	★ ★ ★ ★	VicRoads or State Government funding required
1.12c	Napier/Gertrude St intersection	Upgrade signals to aid cyclists crossing Gertrude St	★ ★	\$150,000
1.13a	Gertrude St (Smith St to Nicholson St)	Cut back kerb extensions, put in threshold treatments, widen footpaths to improve the environment for cyclists	★ ★ ★	\$500,000
1.13b	Gertrude St at Smith St and Nicholson St	Install advanced bike lanterns	★	\$40,000
1.14	North Fitzroy Route: Pigdon St/ Scotchmer St/ Michael St	Provide sharrows mid-block and at roundabout. Provide dooring buffer on Michael St.	★ ★ ★	\$50,000
1.15	Lennox St (Victoria St to Highett St)	Add additional sharrows	★ ★	\$5,000
1.16	Moor/Stanley St Corridor	Install bike sharrows and contra flow lane	★ ★ ★	\$40,000
1.17	South Richmond to Burnley rail corridor route – Railway Cres, Adolph St, Lesney St, Madden Gr	Install bike sharrows, breaks in the median and a contra flow lane	★ ★ ★ ★	\$100,000
1.218	Kerr/Easey/Truro St Corridor	Install new 'Toucan' signals and bike sharrows	★ ★	\$40,000
1.19	Strategic municipal corridors (see appendix A)	Work with State Government to deliver its Strategic Cycling Corridors along the following roads:		VicRoads or State Government funding required
	St Kilda to Clifton Hill (Khaki)	Church St Corridor	★ ★ ★	

No.	Location	Project	Priority	Council Cost Responsibility (if not Council)
	Ivanhoe to CBD (Blue)	Wellington St/Queens Pde/Heidelberg Rd Corridor	★ ★ ★ ★ ★	
	Canterbury to CBD (Aqua)	Bridge Rd Corridor	★ ★ ★	
	Box Hill to CBD(Orange)	Elizabeth St/Baker St/Victoria St Corridor	★ ★ ★ ★	
	Rathdowne St to Yarra River (Yellow)	Rathdowne St	★	
	Main Yarra Trail (Red)	Gipps St steps to Fairfield Pipe Bridge	★ ★	
	Northbank/Gardiners Ck Corridor (Green)	MYT from Hoddle St to Gardiners Ck	★ ★	
	Anniversary Trail (Purple)	Chandler Hwy	★ ★	

Strategy 2 – Better local streets for cycling

No.	Location	Project	Priority
2.0	Whole municipality	Ramp/cut-through access through all road closures where feasible (as part of LATM's)	★ ★ ★
2.1	Whole municipality	<p>Consider school bike access needs:</p> <ul style="list-style-type: none"> • As part of the LATM's process • When working with schools as part of other behaviour change initiatives • In response to requests from schools for responses to specific local area issues • Working with VicRoads on its development and implementation of its Transport Network Plan 	★ ★ ★
2.2	Whole municipality	Where appropriate install 'Bicycle Excepted' Signs on One-Way streets allowing contraflow cycling	★
2.3	Whole municipality	Continue to increase the number of shared zones	★
2.4	Whole municipality	Investigate implementation a 30km/hr speed limit trial in Yarra. If the evaluation is positive expand the 30km/hr speed limit on to other residential areas in Yarra	★ ★ ★ ★
2.5	Whole municipality	Install sharrows on local streets that provide a bike route when re-sheeting	★ ★ ★ ★ ★

Strategy 3 – Better Off-Road Bicycle Network

No.	Location	Project	Priority	Council Cost/responsibility (if not Council)
3.1a	Main Yarra Trail South access to Gardiners Bridge	Construct ramps to access off-road shared path and improve junction with Gardiners Ck bridge	★ ★ ★	\$120,000
3.1b	Main Yarra Trail (Collingwood Childrens Farm to Gipps St Bridge)	Reconstruct existing shared path to provide a wider shared path, avoid flooding and steep grades	★ ★ ★	\$350,000
3.1c	Main Yarra Trail (Walmer St to Victoria St)	Reconstruct the shared trail to widen the path, provide better sight lines and better grades	★ ★ ★	\$400,000
3.1d	Main Yarra Trail Gipps St Steps	Construct a new ramp at Gipps St to allow cyclists to ride from the Main Yarra Trail to Gipps St removing the current need to use steps	★ ★ ★ ★ ★	Parks Victoria
3.1e	Main Yarra Trail at Gipps St and Walmer St	The current bridges are nearing the end of the design life and will need to be replaced in the next 10 years	★ ★	State Government
3.1f	Main Yarra Trail (Dights Falls to Yarra Bend Rd)	Reconstruct the shared trail to widen the path, provide better sight lines and better grades	★ ★ ★	\$420,000
3.2a	Yarra River (Gipps St to Grosvenor St)	Construct a new shared boardwalk trail adjacent to the Yarra River	★ ★	State Government
3.2b	Yarra River (Fairfield boathouse to Coate Park)	Construct a shared path along the Yarra River Corridor	★ ★	State Government
3.3a	Merri Ck Trail at Coulson Reserve	Construction of a new path through Coulsons Res from the railway to Hall Reserve to improve accessibility	★ ★ ★ ★	\$900,000
3.3b	Merri Ck Trail at Rushall Reserve	Deliver a new shared trail in Rushall Reserve to upgrade Merri Ck Trail and allow a Rushall Station bike bypass	★ ★ ★ ★ ★	\$660,000

3.3c	Merri Ck near St Georges Rd	Reconstruct the shared trail to widen the path, reduce flooding, provide better sight lines and better grades	★ ★ ★ ★	\$240,000
3.4	Darebin Ck Trail	Construct new shared path along Darebin Ck linking the existing Northern Darebin Ck Trail to the Main Yarra Trail.	★ ★ ★ ★	VicRoads
3.5	Yarra River bridge at Church St north	Construct a new bridge next to the CUB site across the Yarra River	★	State Government
3.6	Linear Park	Upgrade shared path lighting	★ ★ ★	\$585,000
3.7	Strategic municipal corridors (see appendix A)	Work with State Government to deliver its Strategic Cycling Corridors along the following roads:		State Government funding required
	Main Yarra Trail (Red)	Gipps St steps to Fairfield Pipe Bridge	★ ★	
	Northbank/Gardiners Ck Corridor (Green)	MYT from Hoddle St to Gardiners Ck	★ ★	
	Anniversary Trail (Purple)	Chandler Hwy	★ ★	

Strategy 4 – Better Bicycle Network Maintenance

No.	Location	Project	Priority
4.0	Whole municipality	Inspect major bike routes quarterly	★ ★ ★

Strategy 5 – Better End of Trip Facilities – Bicycle Parking

No.	Location	Project	Priority
5.0	Whole municipality	Continue to provide bike parking hoops and/or pole vault hoops in appropriate locations as and when required in line with the Yarra Bike Parking Hierarchy as defined below	★ ★ ★ ★ ★
5.1	Whole municipality	Continue to provide bike corals in appropriate locations where there is sufficient community support	★ ★
5.2	Whole municipality	Ensure that requirements to provide bike parking as part of new development reflect Yarra's polices and priorities when updating the Planning Scheme Specifically as a minimum all new dwellings to have: <ul style="list-style-type: none"> - 1 bike space - On-site parking for visitors All commercial buildings to have end of trip bike facilities	★ ★ ★ ★ ★
5.3	Whole municipality	Monitor the demand for bike parking facilities along shopping streets and activity centres in Yarra	★ ★

Bicycle Parking Hierarchy

When delivering bicycle parking facilities in a public place Council Officers will consider the priority hierarchy below when deciding on resource allocation:

1. Supermarkets
2. Commercial shopping strips
3. Community facilities such as libraries, council gyms, pools, etc
4. Restaurants, café, bars and pubs near other venues
5. Education facilities such as tertiary/training institutes, schools and kindergartens/childcare centres
6. Office based businesses
7. Industrial based businesses
8. Residential areas

Strategy 6 – Better Bicycle Network Accessibility

No.	Location	Project	Priority
6.0	Whole municipality	Prepare an annual update for noting on progress with delivery of bike infrastructure	★

Strategy 7 – Better Bicycle Safety by Reducing Conflict

No.	Location	Project	Priority
7.0	Whole municipality	Produce and distribute educational material using various forms of media to raise awareness of cyclists, rights and etiquette	★ ★
7.1	Whole municipality	Analyse CrashStat data and apply for Blackspot funding where available	★ ★ ★ ★

Strategy 8 – Better Council Use of Bicycles

No.	Location	Project	Council Priority
8.0	Council buildings/property	<p>Continue to encourage Council staff to travel to and from and during work via bikes through the following activities:</p> <ul style="list-style-type: none"> • Providing high quality secure bike parking facilities at Council workplaces (at least 60% floor mounted hoops) • Providing high quality, showering, clothes storage and drying facilities at Council workplaces <p><i>The above facilities will as a <u>minimum</u> need to have the capacity to accommodate a 25% bike staff mode share as per the stated Yarra target.</i></p> <ul style="list-style-type: none"> • Continuing to provide staff with optional bike safety training • Providing basic maintenance and other equipment for use by Council staff to include bike pumps, spare lights, spare hi vis vests, tools and helmets etc • Continual promotion and expansion of the E-Bike fleet 	★ ★ ★ ★ ★

Strategy 9 – Better Recruitment and Retention of Cyclists

No.	Location	Project	Priority
9.0	Whole municipality	Continue to promote and run ride to work day	★ ★ ★
9.1	Whole municipality	Continue to run programs that encourage children to ride to school such as Ride2School day, Yarra WoW and Yarra Active8	★ ★ ★
9.2	Whole municipality	Continue to facilitate any PTV proposals to provide additional bike share pods in Yarra	★
9.3	Whole municipality	Continue to encourage delivery of bike - related programs in Yarra through the Community Strengthening stream of the Yarra Annual Grants	★ ★
9.4	Whole municipality	Continue to update and reprint Yarra TravelSmart Map to publicise the cycle network	★ ★ ★

Strategy 10 – Better Policies

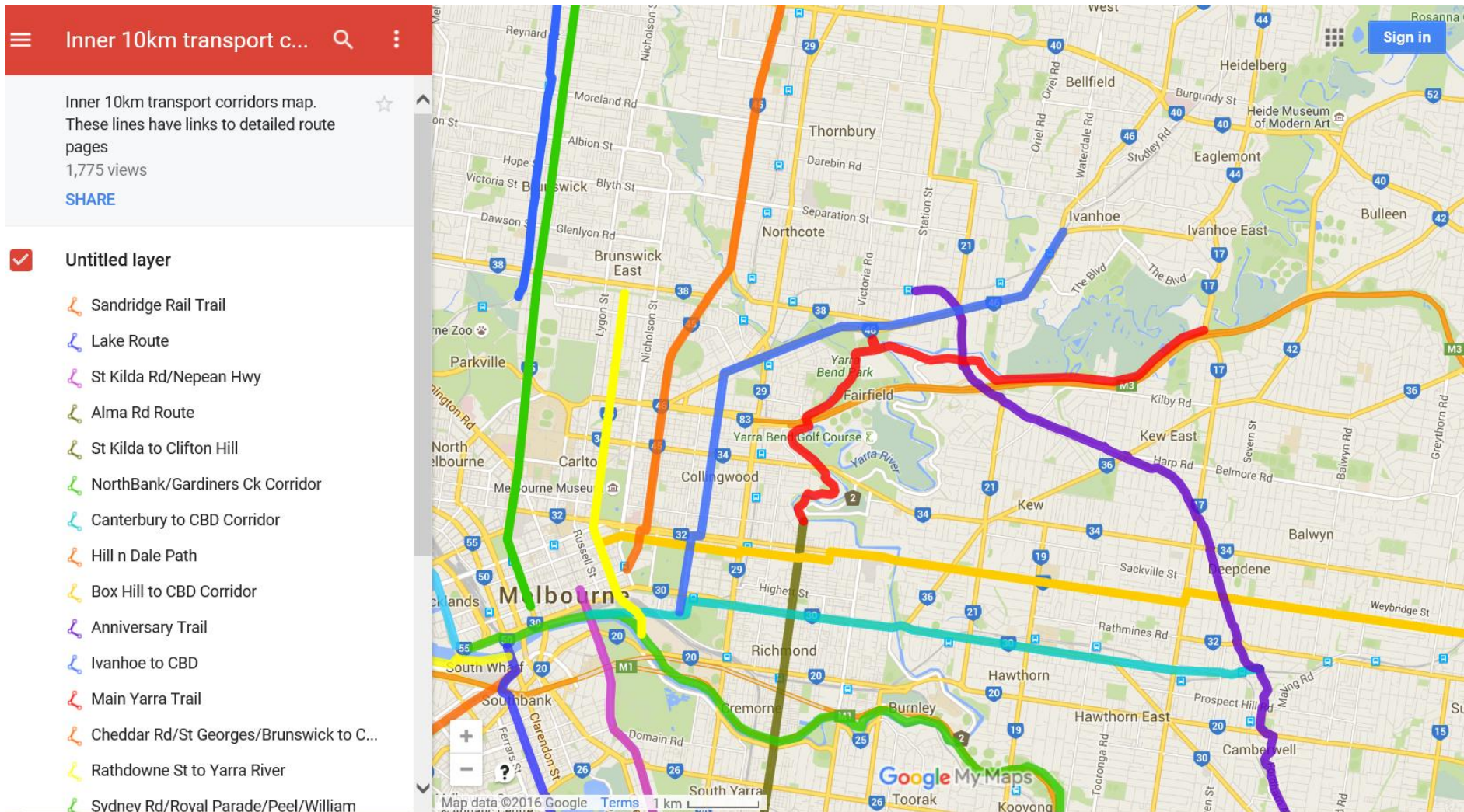
No.	Location	Project	Priority
10.0	Whole Municipality	Continue to hold a Sustainable Design category as part of the Yarra sustainability awards to recognise developers who provide best practice facilities for cyclists	★ ★
10.1	Whole Municipality	Ensure that the Yarra policy of encouraging cycling is fully embraced as part of the Yarra Planning Scheme update. This will include: <ul style="list-style-type: none"> • A mandatory requirement for significant amounts of bike parking at new developments • Ensuring that developer contributions are secured to enable Council to deliver off site bike hoops and other facilities on Yarra's streets 	★ ★ ★ ★ ★
10.2	Whole Municipality	Ensure that measures that encourage cycling by addressing actual and perceived safety issues are considered fully as part of the Yarra Road Safety Strategy and place making activities	★ ★ ★ ★ ★
10.3	Whole Municipality	Ensure that opportunities to improve facilities for existing and potential cyclists are explored fully as part of any major State led infrastructure proposals in Yarra including Chandler Hwy Upgrade, Streamlining Hoddle St and tram stop upgrades	★ ★ ★ ★ ★

Strategy 11 – Better Innovation and Relationships

No.	Location	Project	Priority
11.0	Whole Municipality	Continue to hold Bicycle Advisory Committee meetings six times per year	★ ★ ★ ★ ★
11.1	Whole Municipality	Continue to work closely with State Government bodies that play a role in funding and/or delivering cycle facilities in Yarra	★ ★ ★ ★ ★

APPENDIX A: Strategic Municipal Corridors (Victorian Cycling Strategy)

Strategic Municipal Corridors (Victorian Cycling Strategy)



APPENDIX B: BIKE PROJECT MAP