



City of Port Phillip

Bike Plan 2011–2020

Pedal Power: Making bike riding better



Contact us for a translation

This information is provided by the City of Port Phillip to inform residents about Council services and responsibilities. For a translation of this information contact the Council's interpreter service.

Chinese: 9679 9810

Greek: 9679 9811

Polish: 9679 9812

Russian: 9679 9813

Other languages: 9679 9814

本资料由 Port Phillip 市政厅提供，向居民提供市政服务和责任方面的信息。和市政厅的翻译联系，索取翻译资料。中文请拨 9679 9810。

Αυτές οι πληροφορίες παρέχονται από το Δήμο Port Phillip για την ενημέρωση των κατοίκων σχετικά με τις δημοτικές υπηρεσίες και υποχρεώσεις. Για μετάφραση αυτών των πληροφοριών επικοινωνήστε με την υπηρεσία διερμηνέων του δήμου. Κλήσεις στα ελληνικά 9679 9811.

Эта информация об услугах и обязанностях муниципалитета Port Phillip представлена для жителей муниципалитета. Чтобы получить перевод этой информации, звоните в муниципальную службу переводчиков. На русском языке – звоните по тел. 9679 9813.

Niniejsza informacja pochodzi z Urzędu Gminy Port Phillip w celu powiadomienia mieszkańców o usługach i obowiązkach naszego Urzędu. Egzemplarz tej informacji w języku polskim otrzymać można kontaktując się ze służbą tłumaczeń Urzędu. Polski telefon 9679 9812.



Contents

1. Setting the scene	2
1.1 Why we need to ride more	2
1.2 How much do we ride?	3
2. Better bike riding in Port Phillip	4
2.1 We're leading the way	4
2.2 What this plan contains	5
2.3 Connecting destinations in Port Phillip	6
2.4 Opportunities and challenges	7
2.5 An integrated plan	8
3. Port Phillip policies, strategies and plans	10
3.1 Working with others	13
3.2 Measuring success	14
3.3 Strategies and actions	15
3.4 Focusing our efforts	16
4. Bike riding strategies and actions	17
Strategy 1. Improve the network of on-road bike lanes	17
Strategy 2. Improve the network of off-road bike paths	17
Strategy 3. Link off-road and on-road bike infrastructure	18
Strategy 4. Provide for bike riding at origins and destinations	18
Strategy 5. Improve integration across sustainable transport modes	18
Strategy 6. Educate the community around bike riding	19
Strategy 7. Ensure bike riders have adequate information	19
Strategy 8. Advocate and collaborate with key stakeholders for bike riding improvements	20
Strategy 9. Improve coordination across Council	20
Strategy 10. Promote and raise the profile of bike riding	21
Strategy 11. Improve the monitoring and reporting of bike riding levels in Port Phillip	21
References	24



1. Setting the scene

This Bike Plan is about making Port Phillip better for bike riding.

We're already one of Australia's most popular spots for bike riding – but we want to be the best.

This means carefully planning our biking infrastructure so riding is convenient, safe, efficient and enjoyable for all.

We also need to motivate more people of all ages and from all backgrounds to get on their bikes more often.

1.1 Why we need to ride more

Of all the ways invented to get around, it's hard to argue that a bike isn't best.

Bike riding is great for travelling short and medium distances, it's terrific fun and it keeps you fit and healthy.

Getting out on your bike connects you to people and the world around you – and there's a substantial economic benefit too. It's estimated that for every dollar invested in bike riding there's a return of \$3.88 in net economic benefits over 30 years¹.

Best of all, bikes cost nothing to pedal and they generate zero carbon emissions – so they're free to the environment too.

Port Phillip has set the ambitious target of reducing its community greenhouse gas emissions 50% by 2020 and getting more people on bikes is important to achieving this.

In response, Port Phillip has challenged the traditional hierarchy of road users which emphasises the dominance of motor vehicles. Our road user hierarchy places the needs of pedestrians first, followed by bicycles, public transport users and finally, motor vehicles.

Council's road user hierarchy, in order of priority is:

.....>

Walking	Bike Riding	Public Transport	Freight	Multiple-Occupancy Vehicles	Single-Occupancy Vehicles
---------	-------------	------------------	---------	-----------------------------	---------------------------

Currently, up to 20% of car trips in Australia are less than 5 kilometres, which is a convenient distance to ride². If we cycle for just 5% of our car trips we have the potential to reduce our greenhouse gas emissions by up to 8%³.



1.2 How much do we ride?

More people are riding bikes than ever before. Bicycles have outsold cars in Australia for the last decade and half of all households own at least one bike³.

The Australian Census showed bike riding increased 50% from 2001 to 2006 and subsequent surveys such as the annual Super Tuesday bike count shows a 32% increase in bike trips in Port Phillip from 2007 to 2010. Inner Melbourne bike commuting grew 8.2% from 2001 to 2006.

The growing popularity of bike riding is due to a combination of population growth, rising fuel costs, a greater recognition of the health benefits that riding provides and the development of better bike networks and facilities among others.

However, there's still a long way to go to match the achievements of great bike riding cities. Research shows that:

- For every 100 kilometres Port Phillip residents travel, on average 4.7 kilometres are on a bike and bike riding accounts for 10% of short trips between 2–5 kilometres⁴.
- Most bike trips by Port Phillip residents are 2–5 kilometres in length, with the average trip being 5.8 kilometres⁵.
- Just over 5% of people riding to work in Melbourne's CBD are from Port Phillip⁶.

Port Phillip has the potential to increase these numbers. For example, around three times more residents in Moreland–Brunswick and Yarra North ride their bike to work in the CBD.



2.

Better bike riding in Port Phillip

2.1 We're leading the way

This plan builds on our first Bike Plan 2005–10. This was one of the first launched in Australia and since then the Federal, State and other local governments have followed our lead and developed strategies to increase bike riding.

Our first Bike Plan achieved some significant successes:

- We exceeded our target to increase bike riding in Port Phillip by 25%, achieving a 32% increase.
- We installed 227 new on-street bike parking hoops.
- The Fitzroy Street bi-directional bike path connecting Albert Park to Jacka Boulevard was completed in 2009.
- 5.5 kilometres of new on-road bike lanes have been created across Port Phillip since 2005.
- There was a 15% increase in bike riders satisfied in off-road bike routes across Port Phillip.
- We converted 81 on-street car parking spaces to create a bike lane along Marine Parade.
- Secure undercover bike parking is now provided at St Kilda Town Hall and a pool of bikes for Council staff is available.

However, not all the aims of our first Bike Plan were achieved. We aimed for an 85% satisfaction rating from bike riders but the 2010 Port Phillip BikeScope Survey recorded a 75% satisfaction rating.

Of the 51 initiatives our first Bike Plan set out, only three were completed, although 26 are ongoing.

Another 22 actions were not implemented. The reasons for this include a lack of funding from State Government and other agencies.



2.2 What this plan contains

This new Bike Plan 2011–2020 sets out to build on achievements of our first plan.

Its focus is on improving bike riding infrastructure and networks across Port Phillip while continuing to motivate more people to ride more often and to more places.

The plan has four key goals and sets out a series of strategies and actions to achieve them:

- Goal 1 Improve bike riding infrastructure in Port Phillip based on a network that connects and links local and regional destinations.
- Goal 2 Better integrate bike riding with public transport and walking networks.
- Goal 3 Change people's travel behaviour to take up bike riding.
- Goal 4 Build a bike riding culture in Port Phillip so it is seen as a legitimate use of the road with mutual respect between riders and drivers.



2.3 Connecting destinations in Port Phillip

Port Phillip has numerous destinations that are popular with residents and attract significant numbers of visitors. Many of our off-road bike paths are located in these scenic areas and are often shared with pedestrians. These paths are popular with riders of varying abilities, as well as people rollerblading, walking their dogs or undertaking other recreational activities.

We're also a vital part of Melbourne's commuter network. Bike routes through Port Phillip form some of the busiest bike commuter routes in Australia, including St Kilda Road, where the number of bike riders has increased 15% from 2009 to 2010⁷.

We want to expand the network to include more on-road bike lanes on local streets to encourage people to use their bike for short, local trips to key destinations. A better connected and safer bike network will encourage people to bike ride more, helping maintain our reputation as Melbourne's best bayside area. Refer to Figure 5 for a map of the proposed bike network.





2.4 Opportunities and challenges

Port Phillip wants to become one of the world's great bike riding cities. All the fundamentals are there to make this happen.

We have a flat topography and temperate climate and Port Phillip already has a substantial network of on and off-road bike lanes and paths linked to open spaces and popular destinations. We also have many quiet streets for bike riders to use on local trips.

We also face some challenges to increase riding levels in Port Phillip. There are several main roads and busy intersections, such as Queens Road and St Kilda Road, which act as barriers to riders.

To motivate more people to cycle more places we must continue improving bike networks across Port Phillip and their links to surrounding areas.

This includes separating bike riders and vehicles on key routes and along busy roads such as St Kilda Road, Queens Road and Brighton Road. We need to ensure bike riders feel safe and have priority at busy intersections such as St Kilda Junction.

Good signage and road markings are important as well as more on-street bike parking and addressing gaps in bike riding networks so on- and off-road bike routes are better connected and linked to public transport.

Changing people's attitudes toward bike riding is also vital. Some people believe that compared to a car, bike riding is slower, more inconvenient and dangerous. For example, many parents don't allow their children to ride bikes to school because they believe a car is much safer.

We also need to build a culture of respect and understanding between bike riders and car drivers, and bike riders and pedestrians, particularly on shared paths, and provide more information at more places about bike routes and travel times.





2.5 An integrated plan

This Bike Plan is part of a wider effort to increase bike riding across Australia and throughout Melbourne.

At the national level, *The National Cycling Strategy 2011–2016* aims to double the number of bike riders in Australia by 2016. Endorsed by all Australia's transport ministers, it sets out a framework of six key priorities which include helping create bike-friendly workplaces, improving end-of-trip facilities, considering bike riding in transport and land use planning, developing national processes for investing in bike riding and sharing best practice.

Victoria's *Transport Integration Act 2010* makes it clear that our transport system must be integrated and economically, environmentally and socially sustainable. The Act requires all Victorian transport and land use agencies to work together to achieve this goal.

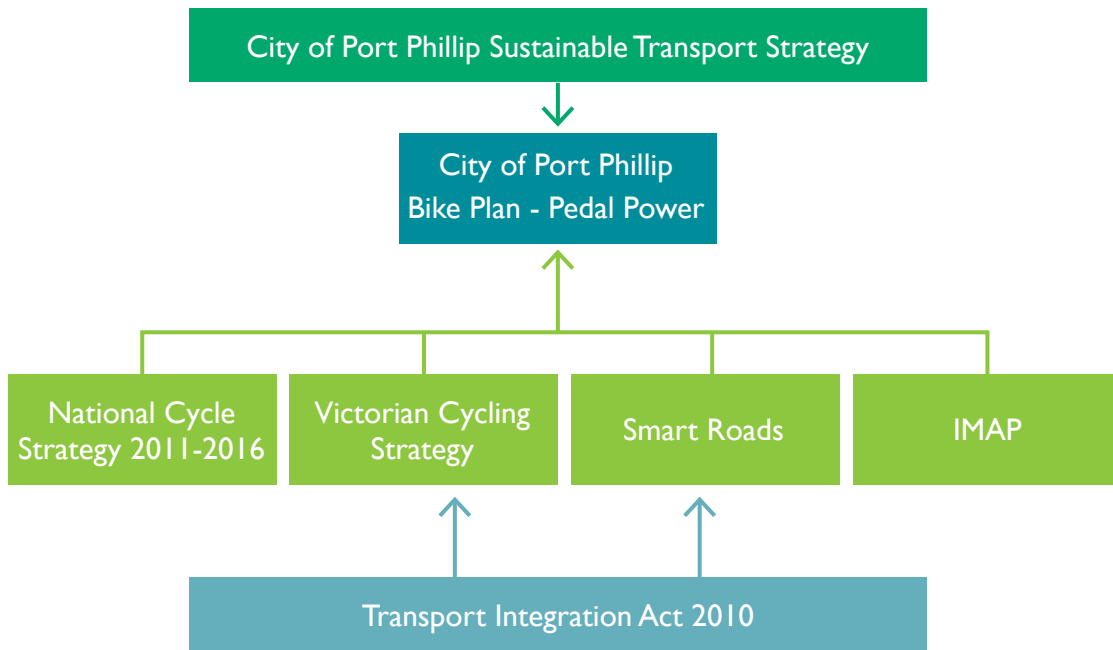
The State Government's *Victorian Cycling Strategy* aims to promote bikes as a viable and attractive alternative transport option to cars, and better integrate riding with trains, trams and buses. It sets standards for bike riding policies and guides future investment in bike riding infrastructure development programs and activities.

The Vicroads' *Smart Roads Strategy* aims to manage competing interests for limited road space by giving priority to different transport modes at particular times of the day.



The *Inner Melbourne Action Plan* (IMAP) developed by the cities of Port Phillip, Melbourne, Yarra and Stonnington aims to better link transport routes across the region, making them accessible by walking, bike riding and public transport. The IMAP identified a Priority Bicycle Network that identified priority bike routes for improvement because they are busy now or have potential to carry more bikes in future to meet demand. Just like the development of other transport networks, actions to improve this bicycle network are never completed but are ongoing.

Figure 1: Wider policy context



3.

Port Phillip
policies, strategies
and plans

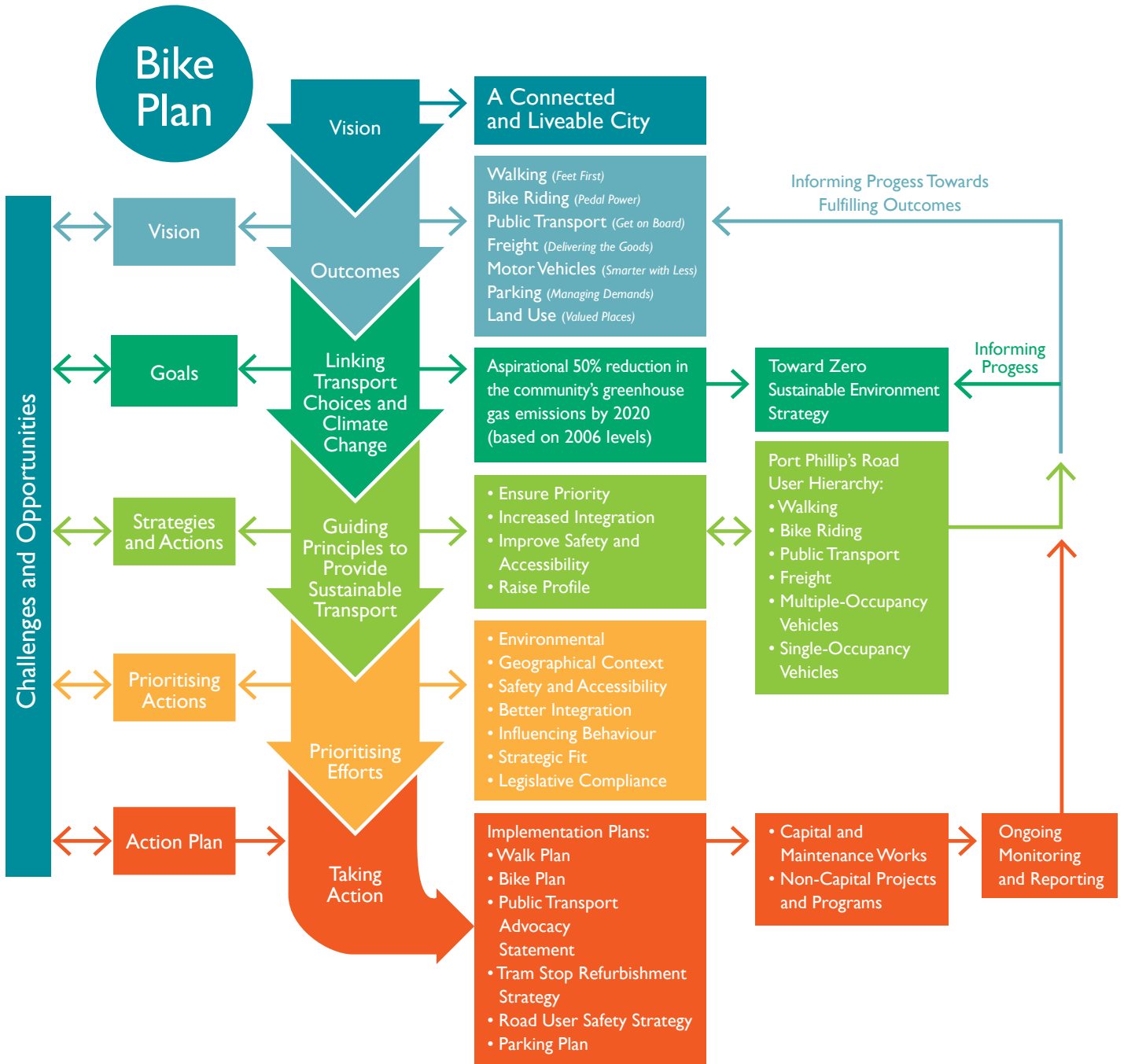
Increasing bike riding across Port Phillip is a priority of our policies, strategies and plans.

- Our Council Plan 2009–2013 sets out directions that advocate for action on climate change and enhanced liveability.
- Our Community Plan lists priorities for action to improve walking paths and bike lanes and to develop incentives for non-car transport by providing car-free streets, reducing speed limits, improving infrastructure and spaces for bikes and pedestrians as well as providing community bus services and shuttles and improving safety and enforcement.
- Our Sustainable Transport Strategy aims to create a connected and liveable city where residents, visitors and workers can live and travel without a car by improving the convenience, safety, accessibility and range of sustainable travel choices across our city. It makes walking and bike riding the priority, with targets to increase walking and bike riding for short trips (less than 5 kilometres) by 50% and for middle distance distances (between 5–15 kilometres) by 15% by 2020 (based on 2007 levels).



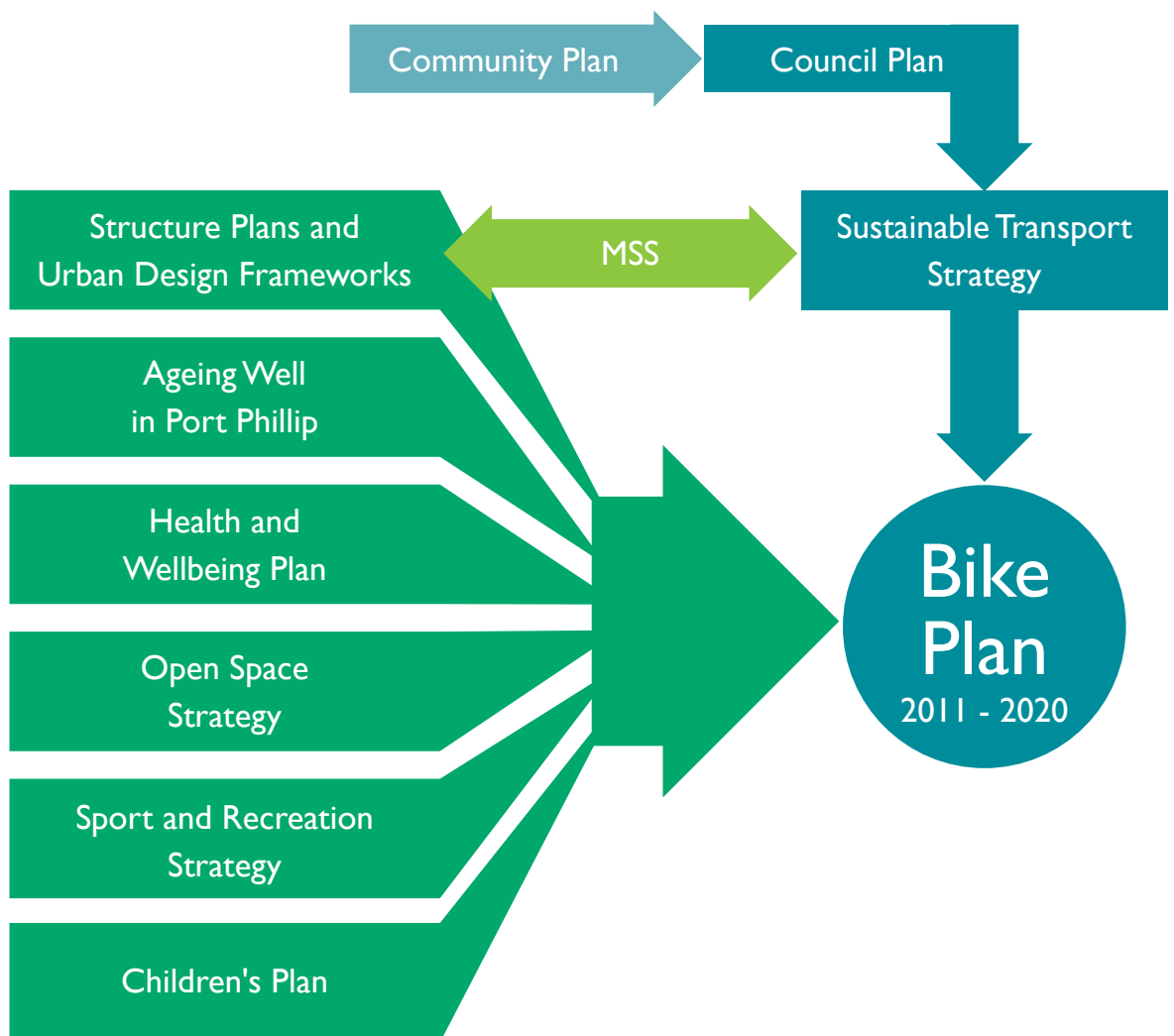


Figure 2: How the Bike Plan 2011–2020 will deliver the Sustainable Transport Strategy



- Our Municipal Strategic Statement recognises the different needs of different types of bike riders, such as children, recreational riders and commuters and supports the creation of an integrated, safe and accessible bike network that encourages more people to ride bikes more often. It does through measures including specific routes to and within major activity centres, employment areas, schools and other destinations.
- Our Structure Plans and Urban Design Frameworks guide land use and development in major activity centres and incorporate measures that increase the provision for bike riders to increase the levels of people bike riding.
- Our Health and Wellbeing Plan 2007–2011 highlights transport as a key action area and includes strategies to develop safer, better connected and more accessible pedestrian bicycle paths and lanes.
- Our Open Space Strategy aims to maintain and improve open spaces in Port Phillip as the population grows with a key principle being to ensure streetscapes provide opportunities for public use, especially for communal meeting and exercise.
- Our Sport and Recreation Strategy supports sports clubs and associations within our municipality.
- Our Walk Plan 2011–2020 aligns with this Bike Plan to acknowledge that walking and bike riding are complementary activities.

Figure 3: Bike Plan relationship to key Council plans and policies





3.1 Working with others

This plan was developed in consultation with the Port Phillip community.

The results of this consultation are presented in our Walking and Bike Riding Study Report 2010 as well as the 2010 Port Phillip BikeScope Survey and informed the development of this Bike Plan.

Identified community priorities for bike riding in Port Phillip include providing more dedicated bike routes separated from traffic and parked cars, safety initiatives at major intersections and more on-street bike parking facilities.

To achieve the goals of this Bike Plan, Port Phillip must also work with others.

This includes State Government agencies and other local councils and organisations such as Bicycle Victoria, the Transport Accident Commission and the Municipal Association of Victoria as well as academics researching ways to improve bike riding in our neighbourhoods.



We must work in partnership to secure adequate funding for actions this Bike Plan sets out and to ensure our strategies and policies align with other work underway to improve sustainable transport options.

Figure 4: Key partners for collaboration



3.2 Measuring success

It is important we measure the success of this Bike Plan. We will continue building our knowledge of how many people are bike riding in Port Phillip, where they are going, why they are bike riding and how we can improve bike riding across the municipality.

While Port Phillip already participates in regular Super Tuesday bike counts which record the numbers of bike riders passing through key points across the metropolitan area, these counts mainly record commuter riders.



While these are helpful, we must find new ways to assess the numbers, experiences and needs of all bike riders. These include school children and older residents bike riding for local trips as well as recreational riders.

This will help us prioritise our efforts and inform the development of future policies and work programs.

3.3 Strategies and actions

This plan contains 11 strategies to achieve its goals. They are discussed in more detail in Section 4 of this document.

Goal 1: Enhanced bike riding infrastructure

- Strategy 1. Improve the network of on-road bike lanes
- Strategy 2. Improve the network of off-road bike paths
- Strategy 3. Link off-road and on-road bike infrastructure

Goal 2: Integrating bike riding

- Strategy 4. Provide for bike riding at origins and destinations
- Strategy 5. Improve integration across sustainable transport modes

Goal 3: Changing travel behaviour

- Strategy 6. Educate the community around bike riding
- Strategy 7. Ensure bike riders have adequate information

Goal 4: Creating a bike riding culture

- Strategy 8. Advocate and collaborate with key stakeholders for bike riding improvements
- Strategy 9. Improve coordination across Council
- Strategy 10. Promote and raise the profile of bike riding
- Strategy 11. Improve the monitoring and reporting of bike riding levels in Port Phillip

4.4 Focusing our efforts

Projects implemented to achieve the goals of this Bike Plan will be selected by Council using specific criteria to ensure our efforts deliver the greatest benefit to Port Phillip through annual action plans.

Attract – Does the project make bike riding more attractive?

Projects must enhance bike riding in Port Phillip so more people ride their bike, in place of making trips by other travel options such as driving a car.

Encourage – Does the project encourage people to ride their bike more?

Projects must encourage people of all ages and abilities to ride more often. This includes catering for children and groups that are less mobile, such as the elderly.

Links to policies – Is the project consistent with Council's strategies and plans and does it link to State and Federal government policies?

Projects need to deliver on Council's policy directions and be in line with State and Federal government policies.

Strengthen networks – Does it connect with Council's strategic walking or bike network?

Projects are not isolated from other routes but form part of our identified network that connects popular destinations together. Those located along our bike network create even greater benefits for both people walking and bike riders through reinforcing direct and continuous routes.

Public transport – Is the project making a better link to public transport stops and stations nearby?

Projects located near public transport stops and stations—and particularly to public transport interchanges—help make it more convenient to use bus, tram and train services to get around.

Safety – Does the project make walking safer or increase the perceived safety of bike riding?

All projects must make it safer for people to ride their bikes. Projects that do not improve safety will not be supported.

Transport impacts – Does the project affect other parts of the transport network?

Projects need to improve the overall movement of people and goods on our network of streets, roads and public transport routes to best use the limited space we have.

Community support – Does the community support the project?

Projects that attract the support of the community, or are identified by the community as needing to be implemented.

Community awareness – Does the project increase awareness of bike riding?

Projects that raise awareness of the benefits and barriers of bike riding and its profile amongst our community positively influence how people choose to travel.

Community benefits – Does the project benefit our community?

Projects need to deliver benefits to the community in the particular location as well as contribute to benefits for the wider community of Port Phillip.



4.

Bike riding strategies and actions

Strategy 1. Improve the network of on-road bike lanes

While the existing on-road bike network in Port Phillip is quite comprehensive, it is largely focused on commuters with most infrastructure provided on main roads. Ensuring the on-road bike network is safe and accessible for all bike riders by introducing physical measures is extremely important.

Bike lanes will be implemented on connecting routes and local streets to encourage an increase in bike use for short, local trips. Where possible, the intention is to separate bike riders from cars on all routes for better safety.

Projects will include installing formal bike lanes, widening existing bike lanes, tightening adjacent entry / exits at intersecting streets to reduce turning speeds of motorists, installing physical separation treatments, improved crossing points and installing green pavement and vibrational edge line treatments.

Refer to the bike network map in Figure 5 which sets out proposed commuter, connecting and local routes.

ID	ACTION
1.1	Develop a network of fast, direct routes which serve commuters.
1.2	Develop a network of connecting routes which provide important connections to activity centres and commuter routes.
1.3	Develop a network of local bike routes which link to local destinations such as shopping strips, schools and libraries.

Strategy 2. Improve the network of off-road bike paths

Off-road bike and walking paths are used by many to experience Port Phillip's attractive parks and other natural features. In many cases, infrastructure is provided as a shared path for use by bike riders and pedestrians.

The actions below aim to improve the safety and accessibility of the off-road bicycle path network and minimise conflict between users. In many cases, these projects will meet the needs of a multitude of target audiences, including commuters, children as well as recreational riders.

Refer to the bike network map in Figure 5 which sets out proposed commuter, connecting and local routes.

ID	ACTION
2.1	Minimise conflict on shared paths between different types of bike riders as well as between pedestrians and bike riders. Measures to reduce conflict include widening paths and introducing coloured surfacing and signage.
2.2	Improve the quality of off-road shared path infrastructure by improving lighting, regular maintenance and vegetation trimming.

Strategy 3. Link off-road and on-road bike infrastructure

There is a need to improve connections between existing off-road bike paths and on-road bike lanes in Port Phillip to ensure a continuous route for bike riders using these facilities.

The actions below aim to ensure sufficient space for bike riders at intersections and to overcome the barrier effect caused by some of the larger roads which run through Port Phillip. Increasing the connectivity of the bike network in Port Phillip and beyond will enhance opportunities for people to use their bikes as an everyday form of transport.

ID	ACTION
3.1	Connect existing bike infrastructure by introducing new bike paths or way-finding signage.
3.2	Facilitate continuous bike routes by introducing signalised bike crossings at key intersections.

Strategy 4. Provide for bike riding at origins and destinations

The presence of bicycle parking which is visible, secure and easy to access can represent the difference between choosing to ride or not. Well located and widely distributed bicycle parking can attract increased bike riding for all types of trips.

Council will aim to provide bicycle parking throughout Port Phillip in all public locations where a need is identified. This will ensure easy access for bike riders to a variety of destinations, increasing the usefulness of the bike as an everyday form of transport.

ID	ACTION
4.1	Providing bike parking at key locations including as part of any park or community facility development.
4.2	Providing bike parking for community events and festivals.

Strategy 5. Improve integration across sustainable transport modes

Port Phillip will aim to ensure seamless integration and effective transfer between bike riding and other sustainable transport modes where appropriate. Considering the needs of complementary modes together at the planning stage is a more cost effective use of resources.

ID	ACTION
5.1	Consider the needs of pedestrians and bike riders together when improving bike infrastructure.
5.2	Consider integrating bike riding with other transport modes such as public transport and car sharing pods.
5.3	Work with public agencies to ensure adequate space is provided for bike infrastructure when installing new or upgrading existing public transport stops.



Strategy 6. Educate the community around bike riding

Further education is needed to encourage more people from all backgrounds to ride bikes. Education could take the form of practical courses on bicycle maintenance, defensive riding, or the wider distribution of TravelSmart maps to residents.

ID	ACTION
6.1	Increase the capacity and skills within the community to ride bikes, for example, through bike skills training and maintenance courses.
6.2	Develop and implement School Travel Plans in partnership with schools.
6.3	Develop and implement work place travel plans in partnership with major employers.
6.4	Regularly update TravelSmart maps and ensure wider distribution to residents in hardcopy or electronic formats.
6.5	Investigate the development of a coexistence campaign to educate users of our paths and streets on appropriate behaviour.
6.6	Identify and support key community groups in developing and implementing bike education and skills training.

Strategy 7. Ensure bike riders have adequate information

To increase the convenience of bike riding, people need to know where they are, the best route to their destination and how long the journey will take.

Dedicated way-finding bike signage, much like traditional road signs for motorists, will provide greater certainty and reassurance for people riding bikes in Port Phillip. Way-finding signage will direct people to important local and regional attractions and community facilities such as key shopping strips, schools, parks and other attractions.

Maps with greater detail and information can complement way-finding signage, being distributed in different formats, including electronically and via mobile phone applications.

ID	ACTION
7.1	Establish and maintain a page on Port Phillip’s website with useful bike riding information.
7.2	Develop a bike route signage strategy to direct bike riders to local attractions and destinations, regional destinations and key bike riding paths and routes.



Strategy 8. Advocate and collaborate with key stakeholders for bike riding improvements

Achieving the goals of this Bike Plan requires advocacy to, collaboration with and funding from Council partners.

Introducing secure bike parking facilities at public transport stops and stations and improving bike infrastructure on declared roads in Port Phillip will require funding and input from the State Government and public transport operators as the owners and managers of these assets.

ID	ACTION
8.1	Advocate to the State Government and its agencies for increased bike infrastructure, expansion to the Melbourne Bike Share Scheme and more bike priority traffic signals.
8.2	Advocate to public transport operators for secure parking at tram and train stations.
8.3	Collaborate with neighbouring municipalities, IMAP, ParksVic and community groups.
8.4	Secure ongoing funding and sponsorship from the State Government and other external organisations to deliver strategies and actions identified in this Bike Plan.

Strategy 9. Improve coordination across Council

Better coordination across Council will help deliver actions of this Bike Plan seamlessly and cost effectively. Council works underway or planned and opportunities to deliver low cost treatments to improve bike riding will be identified and undertaken.

ID	ACTION
9.1	Develop a Bike Design Guide that sets out the typical bike treatments in Port Phillip, with a focus on integrating these across the whole streetscape.
9.2	Improve coordination across Council to seamlessly deliver bike infrastructure projects.
9.3	Investigate the possibility for an interactive website for receiving, storing and developing community information and ideas about ways to improve bike facilities and infrastructure.





Strategy 10. Promote and raise the profile of bike riding

Communities with high levels of bike riding are healthier, more connected, consume less energy, produce less emissions and experience less congestion than those with low levels of bike riding.

Actions below are designed to raise awareness of benefits from increased bike riding and its role in achieving a more sustainable future for Port Phillip.

ID	ACTION
10.1	Develop a campaign to highlight the benefits of increased physical activity, including bike riding.
10.2	Develop a program to increase physical activity similar to the Cyclovia program, conceived in Colombia, where roads are temporarily blocked off to cars on a regular recurring basis (either times of day and/or days of week) and bike riders, runners and skaters are encouraged to take over the streets.
10.3	Continue support for promotional events such as Ride to School and Ride to Work days.

Strategy 11. Improve the monitoring and reporting of bike riding levels in Port Phillip

Comprehensive information on bike riding in Port Phillip is essential to planning new bike initiatives as well as monitoring the effectiveness of bike initiatives Council has delivered.

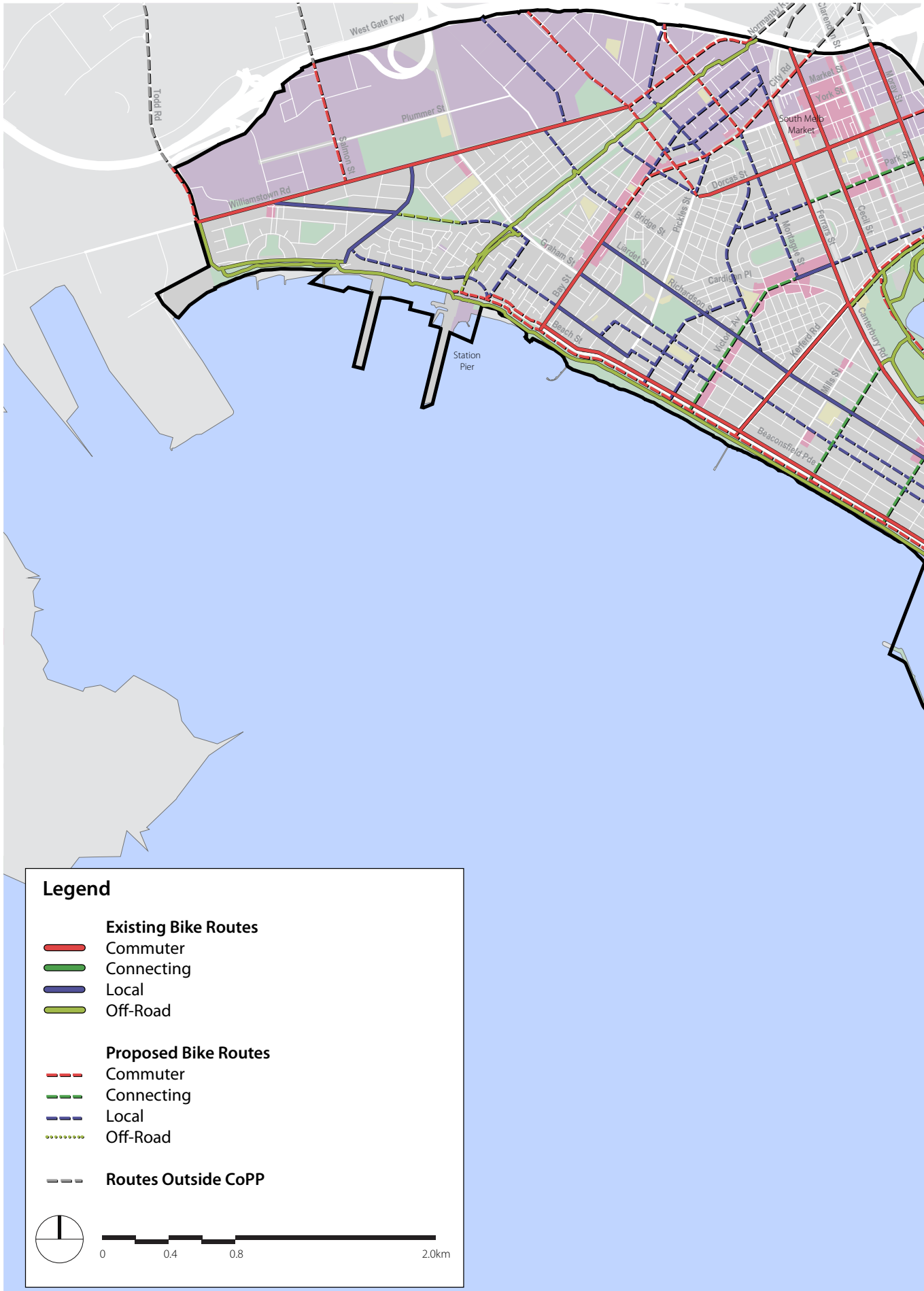
Council currently uses data collected by Bicycle Victoria’s Super Tuesday counts at a limited number of locations largely used by bike commuters. Surveys are therefore required that include additional sites, times and days not covered by Super Tuesday.

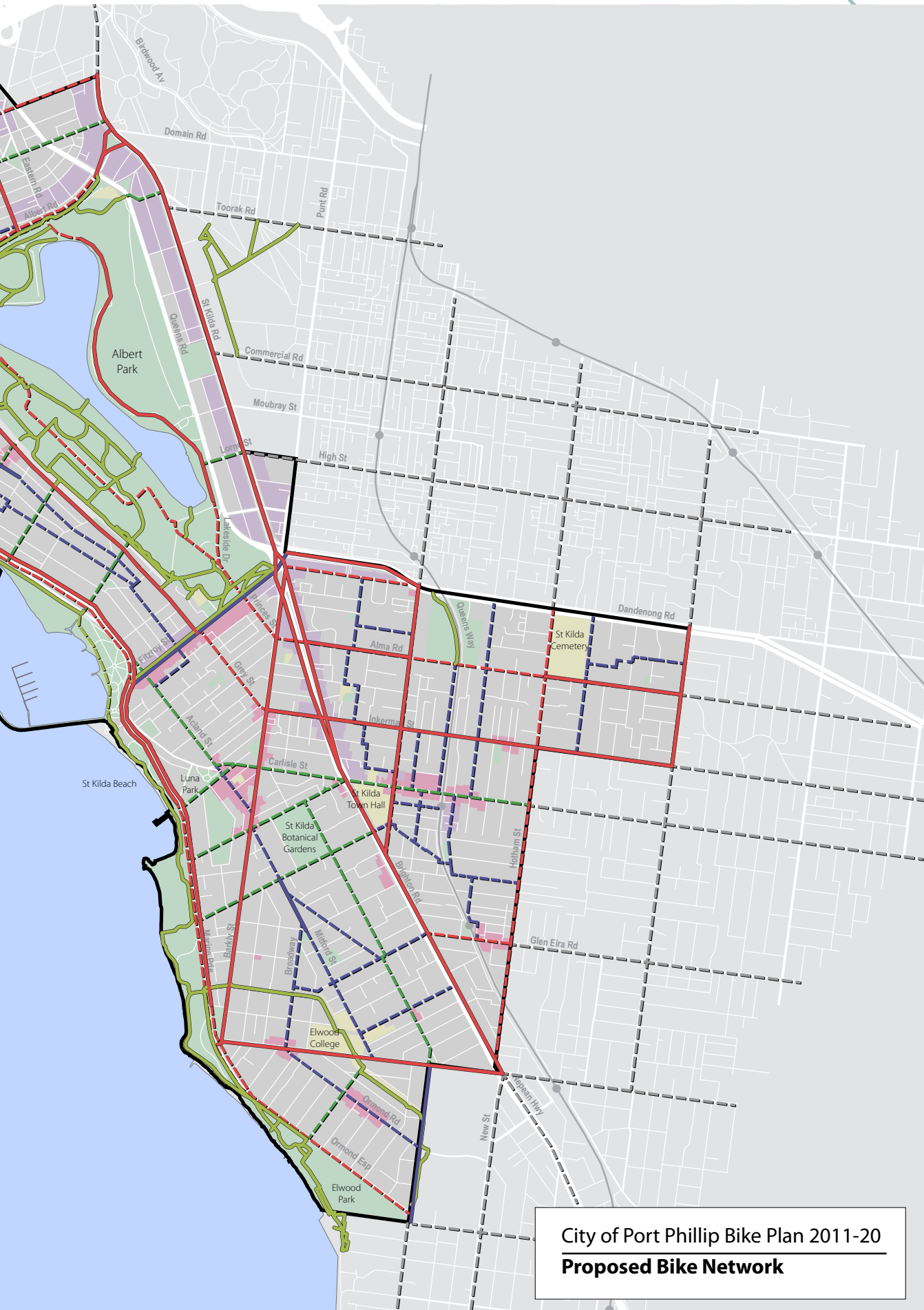
Survey locations should be selected that align with major projects proposed in this Bike Plan to determine impacts of improvements based on increases in bike rider volumes.

Locations should also capture key parts of the bike network where it is critical to measure broader rises or falls in bike riding irrespective of specific projects.

ID	ACTION
11.1	Develop a survey program that collects comprehensive annual bike count data via manual counts or permanently-installed bike counters.

Figure 5: Bike Network Map



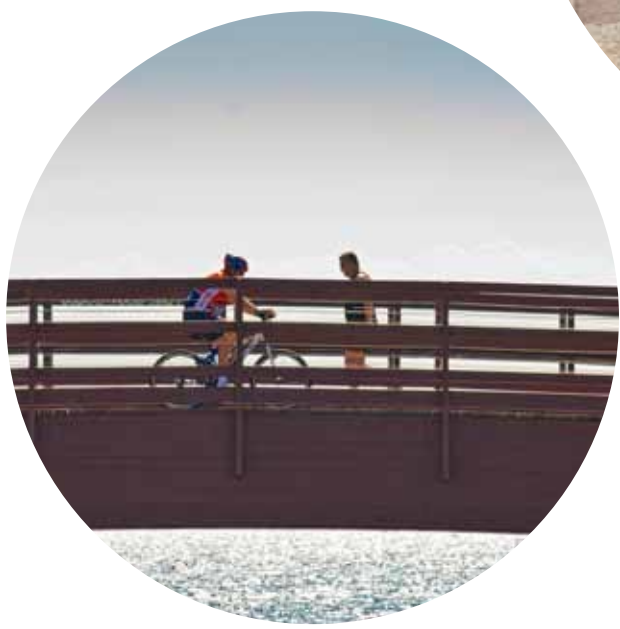


City of Port Phillip Bike Plan 2011-20
Proposed Bike Network



REFERENCES

- 1 Aecom (2010), *Inner Sydney Regional Bicycle Network: Demand Assessment and Economic Appraisal for the City of Sydney*.
- 2 AUSTRROADS (2010), *The Australian National Cycling Strategy 2011-2016*, <https://www.onlinepublications.austroroads.com.au/items/AP-C85-10>
- 3 AUSTRROADS (2010), *The Australian National Cycling Strategy 2011-2016*, <https://www.onlinepublications.austroroads.com.au/items/AP-C85-10>
- 4 Cycling Promotion Fund (2010), *Cycling Issue Sheets: Bicycle Ownership 2009*, <http://www.cyclingpromotion.com.au/content/view/498/150/>
- 5 VicRoads (2010), *Cycling to Work in Melbourne 1976-2006*, http://www.vicroads.vic.gov.au/NR/rdonlyres/29A3CEDE-B1A0-492E-8158-2210C11E5D0110/Report_on_Cycling_to_work.pdf
- 6 Internal analysis based on Bicycle Victoria Super Tuesday information 2007 and 2010.
- 7 Department of Transport (2008), *Transport Demand Information Atlas for Victoria Volume 1: Melbourne. A Compendium of Transport Statistics and Information*, <http://www.transport.vic.gov.au/Doi/Internet/planningprojects.nsf/AllDocs/719989DFCE7B6C48CA257498000177CB?OpenDocument>
- 8 Sinclair Knight Merz (2011), *Community Travel Model Shift Scenarios to Achieve Toward Zero Transport Emission Strategy Targets, Melbourne*.
- 9 Sinclair Knight Merz (2011), *Community Travel Model Shift Scenarios to Achieve Toward Zero Transport Emission Strategy Targets, Melbourne*.
- 10 VicRoads (2010), *Cycling to Work in Melbourne 1976-2006*, http://www.vicroads.vic.gov.au/NR/rdonlyres/29A3CEDE-B1A0-492E-8158-2210C11E5D0110/Report_on_Cycling_to_work.pdf
- 11 VicRoads (2010), *Cycling to Work in Melbourne 1976-2006*, http://www.vicroads.vic.gov.au/NR/rdonlyres/29A3CEDE-B1A0-492E-8158-2210C11E5D0110/Report_on_Cycling_to_work.pdf
- 12 Bicycle Victoria (2010), *Super Tuesday Bicycle Commuter Survey for IMAP Councils – City of Melbourne, City of Port Phillip, City of Stonnington and City of Yarra*.





Postal Address:
City of Port Phillip
Private Bag 3, St Kilda, Vic 3182

ASSIST Call Centre: **9209 6777**

Facsimile: **9536 2722**

Website: **www.portphillip.vic.gov.au**

Email: **assist@portphillip.vic.gov.au**

TTY (hearing impaired telephone typewriter): **9209 6713**
See the National Relay Service for more information

SMS for the hearing impaired: **0432 005 405**

Please contact ASSIST on 9209 6777 if you
require a large print version of this brochure

For a translation of this information contact the Council's
interpreter service

中文请拨 9679 9810

Κλήσεις στα ελληνικά 9679 9811

Polski telefon 9679 9812

На русском языке – звоните по тел 9679 9813

For all other languages call 9679 9814