Maribyrnong City Council

DRAFT Bicycle Strategy 2019 – 2029

Maribyrnong
CITY COUNCIL

SUMMARY

Our vision for bicycle transport

This Strategy imagines a future where Maribyrnong residents regularly use bicycles as a safe means of transport, especially to access schools, shops, train stations and community facilities.

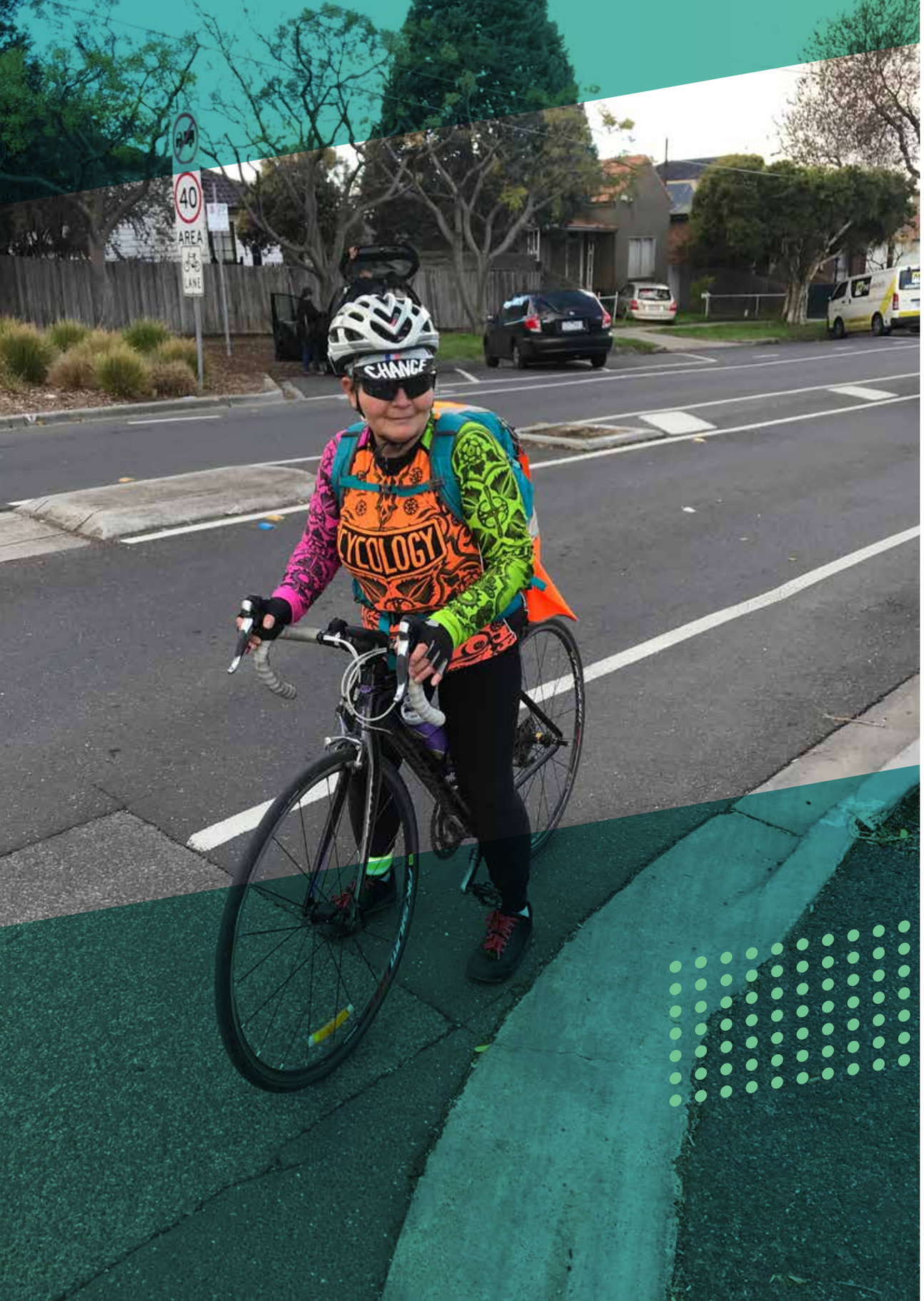
We aim to make this true for all ages, genders and abilities in the Maribyrnong locality, and have defined a 'symbolic rider' to assist us in determining appropriate strategies to achieve this vision. For more information, see '*The symbolic rider – supporting bicycle riding for all*' on page 6.

Council is investing in ongoing transformation of the City of Maribyrnong's roads and public places to achieve the following outcomes:

- safe and improved conditions for bicycle riding, including routes and areas separated from vehicles.
- safer vehicle speeds.
- fewer vehicles on the roads.

Council will formulate targets based on these outcomes one year into the Strategy when meaningful data has been collected.

Providing healthier, cheaper and more convenient transport options benefits current and potential bicycle riders, as well as pedestrians, public transport users and those who don't use cars. It also provides improved conditions in public spaces around our retail, commercial and community centres.



Background

Maribyrnong City Council's *Bicycle Strategy 2019–2029* aims to achieve the ambitions of the *Maribyrnong Integrated Transport Strategy 2011:*

> *Maribyrnong will be a city where it is possible for people to walk and cycle more often, and catch public transport with ease, thus relieving congestion on the road network, and reducing the City of Maribyrnong's contribution to transport related greenhouse gas emissions and improving air quality.*

Current challenges

Maribyrnong's transport system is heavily dependent on motor vehicle travel, car users in the City of Maribyrnong experience long queues, unpredictable journey times and convenient parking spaces can be difficult to find.

These issues will only increase with anticipated future growth in population, employment and activity within the City. Through the Maribyrnong 2040 Community Plan, the community expressed concern about these trends.

Towards an improved and integrated transport system

We can alleviate the challenges of the current transport system under stress by increasing the adoption of cycling.

The Strategy describes where and how we can make effective investments that will increase bicycle use for transport, acknowledging the need to integrate with other modes including walking, public transport and continued car use. The more bicycles are used for transport, the more relief people will experience from the rising level of road congestion, air pollution and poor health outcomes associated with driving.

Specifically, this document outlines:

- a bicycle transport vision for Maribyrnong residents
- factors informing our strategy
- an overview of existing facilities and potential new routes
- our multi-layered investment approach to achieving our vision and goals, i.e. our strategy for investing in:
  - roads and asset management
  - transport and land use management
  - major projects
  - advocacy, education and bicycle transport brand development

Factors informing our strategic choices

Factors that inform this strategy include:

- Community support for a range of transport modes.
- The symbolic rider definition that Council has developed takes into account accessibility and inclusivity.
- The main barrier to bicycle riding is known to be safety.
- Community preference to focus on local destinations, although riding to work in the CBD remains a priority.
- Implementation of strategy initiatives and the related investment/funding is largely managed by Council, however, we will seek investment from other levels of government, both State and Federal (eg. Department of Transport, Department of Health and Human Services) as opportunities arise.
- There is a need to integrate the Bicycle Strategy with other transport mode strategies.
- Council seeks to ensure bicycle transport is possible on all roads in the City, and that the network is further improved and sustained over time.

The symbolic rider – supporting bicycle riding for all

The Strategy has defined a 'symbolic rider', specifically, an upper primary school student travelling independently. This definition:

- provides a means of assessing whether bicycle riding conditions/infrastructure is accessible to a wide range of users
- factors in people who cannot or do not own or use a car

In practical terms, if the conditions are:

- **suitable** for an upper primary school student travelling independently, then they are acceptable for most, no matter their age, gender or ability
- **not suitable**, then further improvement is required

Barriers to bicycle riding

While many people think riding a bicycle for transport purposes is a good idea, the main barrier is safety. Poor infrastructure stops people using their bicycles to get around – even those who ride regularly for recreation – and this is especially true for roads with higher speeds and a high volume of traffic.

Therefore, there is a need to create a less hostile environment to encourage people who would like to ride, including our symbolic rider. To achieve this, we need to do two things:

1. manage space and priority more effectively for all transport modes
2. develop routes and places where our symbolic rider is protected or separated from motor vehicles

Develop routes and places protected/separated from motor vehicles

We will use the full range of measures, from lanes on the road, green pavement paint, and on-road lanes protected by physical objects to totally separated shared paths and lanes along roads protected by kerbs (back of kerb), including at intersections such as those shown in Figure 1.

Although not all provide the same degree of separation, the 'lesser' measures still increase ridership and have the advantage of lower cost and faster implementation, allowing valuable improvements more quickly and in more areas. Lesser degrees of separation will be used where speeds and volumes of vehicle traffic are lower.

We will achieve change through both smaller, incremental improvements and larger ambitious major projects:

- Incremental improvements are valuable because they can be made steadily, cheaply and quickly.
- Larger projects take longer to prepare and are more expensive; however, when implemented successfully, larger increases in participation are achieved. Over ten years, the Strategy aims to implement several of these more ambitious projects in key locations. For more information, see 'Investment Strategy 3: Major projects investment' on page 19.

Focus on local destinations

There has been strong community input that local places should be the 'target' destinations, i.e. schools, shops, stations and community facilities.

This local focus also:

- reflects the competitive advantage of the bicycle for short trips
- identifies a category of vehicle-based trips that can be avoided or displaced
- is pragmatic and achievable from a Council implementation perspective because these destinations are mostly reachable on Council managed roads and through open space
- is likely to generate the greatest increase in bicycle use as the potential audience is wider than people in employment – it includes primary, secondary and tertiary students, retired people, people with home duties, people getting around after work to attend entertainment venues, as well as those who work locally or catch the train to work

It is important to note that bicycle trips to jobs in the CBD (a focus of the previous strategy) remain important and will be increased by investments under this strategy. Projects already underway will improve the longer distance links to the east, including the facilities that will be constructed or improved in association with the Westgate Tunnel Project and the Joseph Road development.

Integration

Bicycle transport does not exist alone as a perfect alternative to all other modes at all times. Regular bicycle users also walk, catch public transport, and use taxis and car share services. Improvements to these other alternatives complement increased bicycle riding.

The Strategy's initiatives:

- aim to simultaneously improve conditions for walking, public transport and motor vehicle travel – to focus on providing more supportive road conditions, reducing speeding and 'rat running' in local streets, improving the street tree canopy, managing storm water, and expanding and improving open space and the public realm
- are integrated with existing plans such as those associated with the Footscray University Town project, Footscray Learning Precinct and Footscray Hospital development

A ten-year strategy

The Strategy articulates a two-phased approach to major projects as follows:

• 2019–2025: major projects

• 2026–2029: projects – these will connect to key destinations and build on the 2019-2025 major projects.

In 2023, we will review the major projects investment plan including public consultation on progress and determine any new major project requirements. By then, changes to the City and bicycle behaviour may mean (stimulated by this Strategy) new bicycle routes and destinations have emerged as high-return investments.

A multi-layered investment approach

This Strategy adopts a multi-layered investment approach to building bicycle-riding participation and increasing the number of bicycle trips that the community takes.

The four layers are:

1. Road and asset management investment
2. Transport and land use investment
3. Major projects investment.
4. Investment in advocacy, education and building a stronger brand.

These four layers help Council:

- understand the ways in which bicycle conditions can, and are, being improved
- ensure maximum investment in increased bicycle riding
- monitor the balance of effort and attention across the four layers
- measure progress and report on achievements, noting community feedback

For more information about each layer, see the sections that follow.

Overview of existing facilities and potential new routes

Figure 1 shows existing bicycle facilities within the City of Maribyrnong.

Some existing facilities are relatively new, well designed and in good condition. Others are older and provide a lower level of support for riders. Some are in poor condition.

The new routes were identified to link to the destinations and to provide a high-quality bicycle route within reach of most locations in the city.

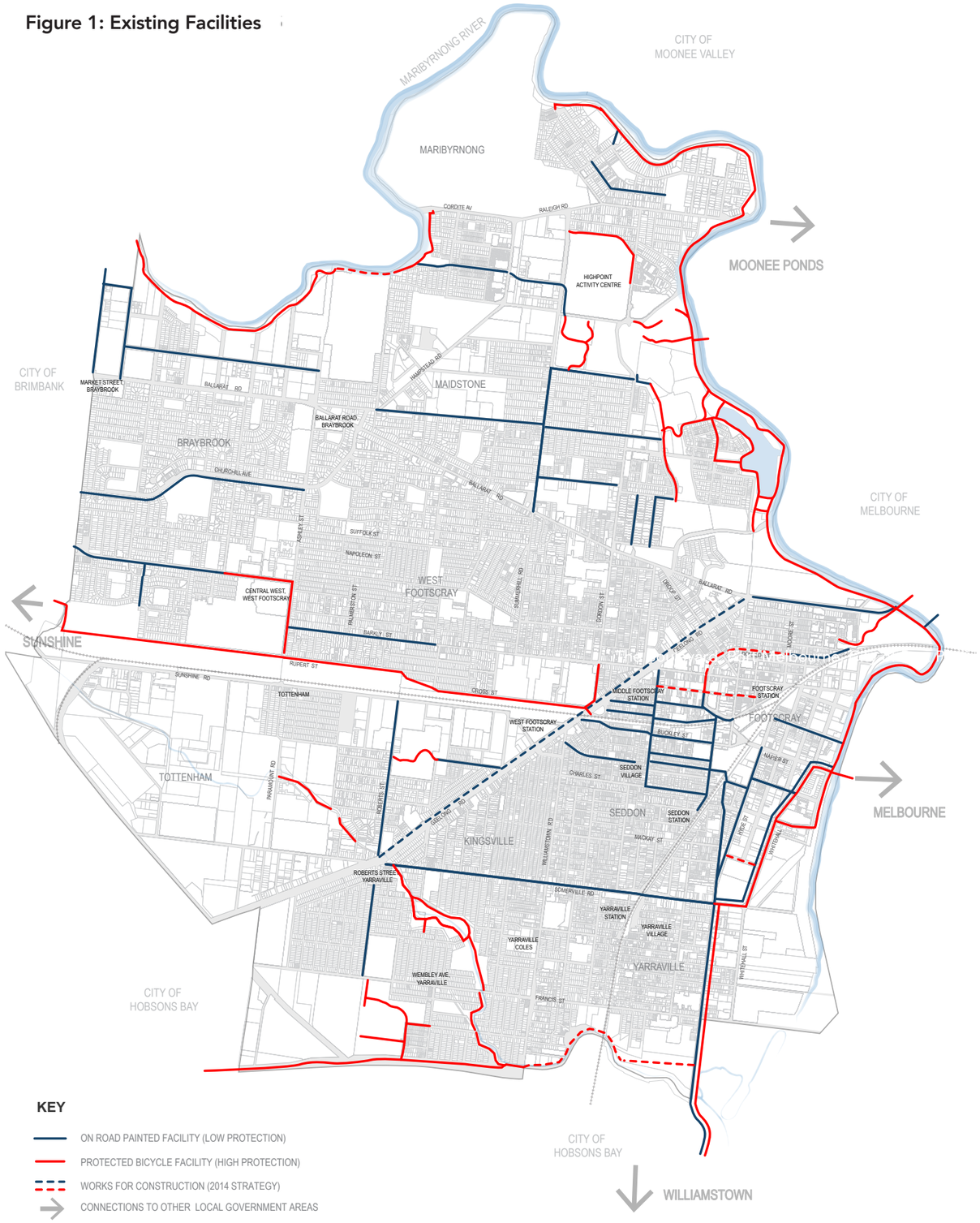
The definition of 'within reach' varies. In Europe a 'tight' grid of bicycle routes might be 200m–300m apart. The grid that is imagined in Figure 2 is twice as large, i.e. 400m–800m; more suited to the less-densely populated Australian metropolitan setting.

Even so, significant additional resourcing is needed to complete this grid. Key to this Strategy is to make improvements whenever there is an asset maintenance or land use development opportunity, remembering that in the long-term, every street will be a bicycle and walking street.

It is also important to note:

- the new routes are indicative only, not prescriptive – they do not impose a limit on the number or location of high-quality bicycle routes
- the grid does not preclude tighter grids such as already in place around Victoria Street, Seddon.

Figure 1: Existing Facilities



KEY

- ON ROAD PAINTED FACILITY (LOW PROTECTION)
- PROTECTED BICYCLE FACILITY (HIGH PROTECTION)
- WORKS FOR CONSTRUCTION (2014 STRATEGY)
- CONNECTIONS TO OTHER LOCAL GOVERNMENT AREAS

Figure 2: End of Strategy Network



KEY

- PROTECTED FACILITY
- ON ROAD PAINTED FACILITY
- ADVOCACY AND FUTURE CONNECTIONS
- CONNECTIONS TO OTHER LOCAL GOVERNMENT AREAS



Major Projects 2019-2025

1. Braybrook and Tottenham Station

Goal

Significantly increase the number of bicycle, bus passenger and pedestrian trips, south to Tottenham Station, and, north to three schools, the Braybrook shops and community centre.

Planned work

- provide linkages to Sunshine along Devonshire Street
- improve the existing paths and destination facilities at the southern end
- develop a north - south route along Melon Street
- strengthen the existing facilities along Churchill Avenue
- provide a sheltered bicycle parking area north of Tottenham Station



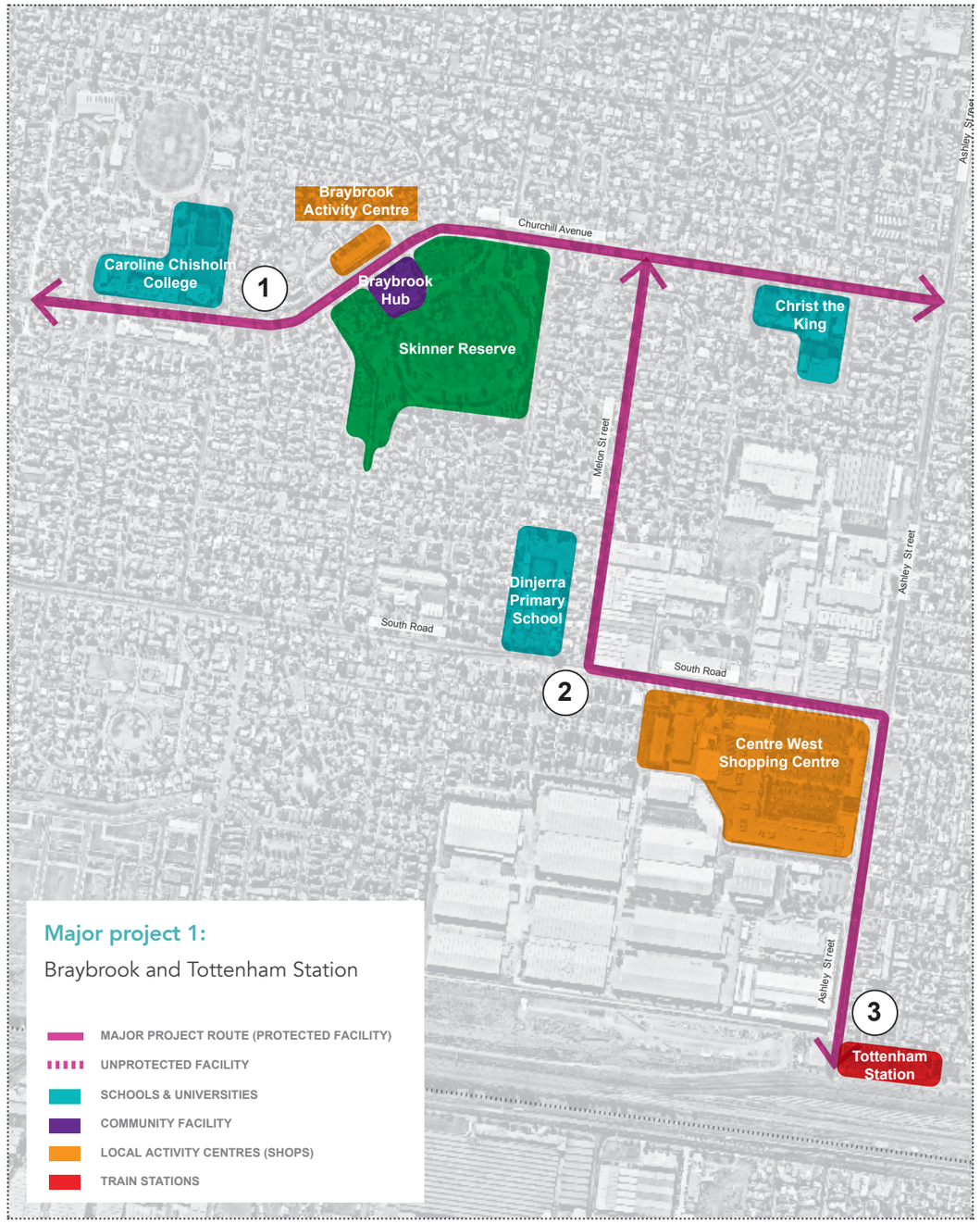
Ride over bus platforms along Churchill Avenue.



Pedestrian crossing across South Road with potential closure of Melon Street.



Future shelter and bicycle parking at Tottenham Station.



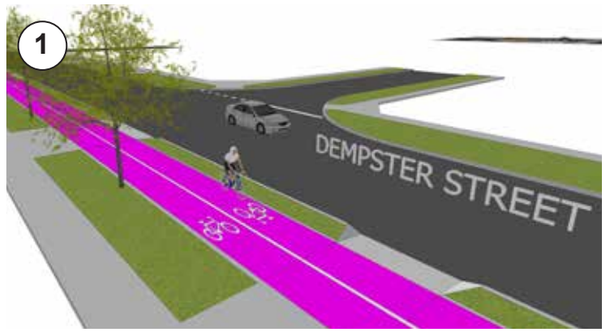
2. Stony Creek – Tottenham Station to Spotswood

Goal

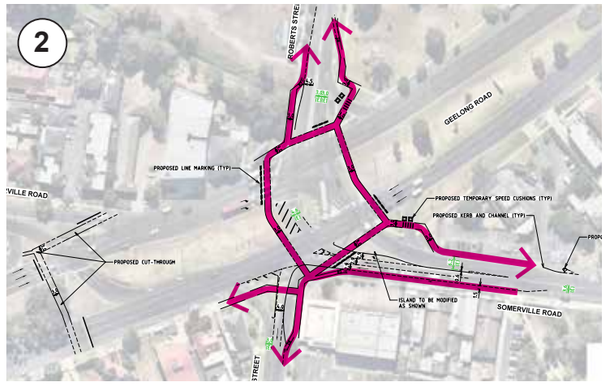
Significantly increase bicycle and pedestrian trips along Stony Creek, linkages to Tottenham Station and complete missing links.

Planned work

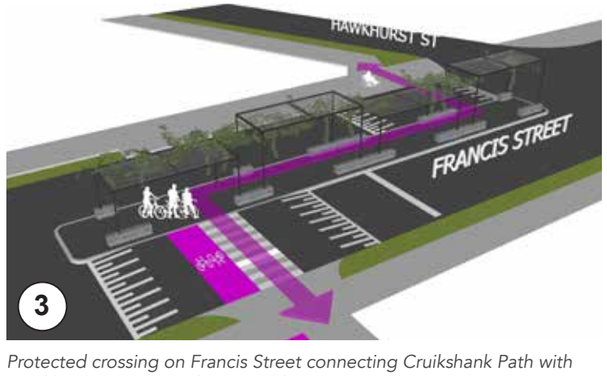
- linking Tottenham Station to Stony Creek providing people west of Williamstown and Geelong Roads with an excellent link to train services
- completing missing sections of the path and bridging gaps where roads cross the Creek so the route can be used to reach many destinations including two primary schools
- increasing open space by shifting space within roads to the kerb including at the intersection of Somerville Road, Geelong Road and Roberts Street.



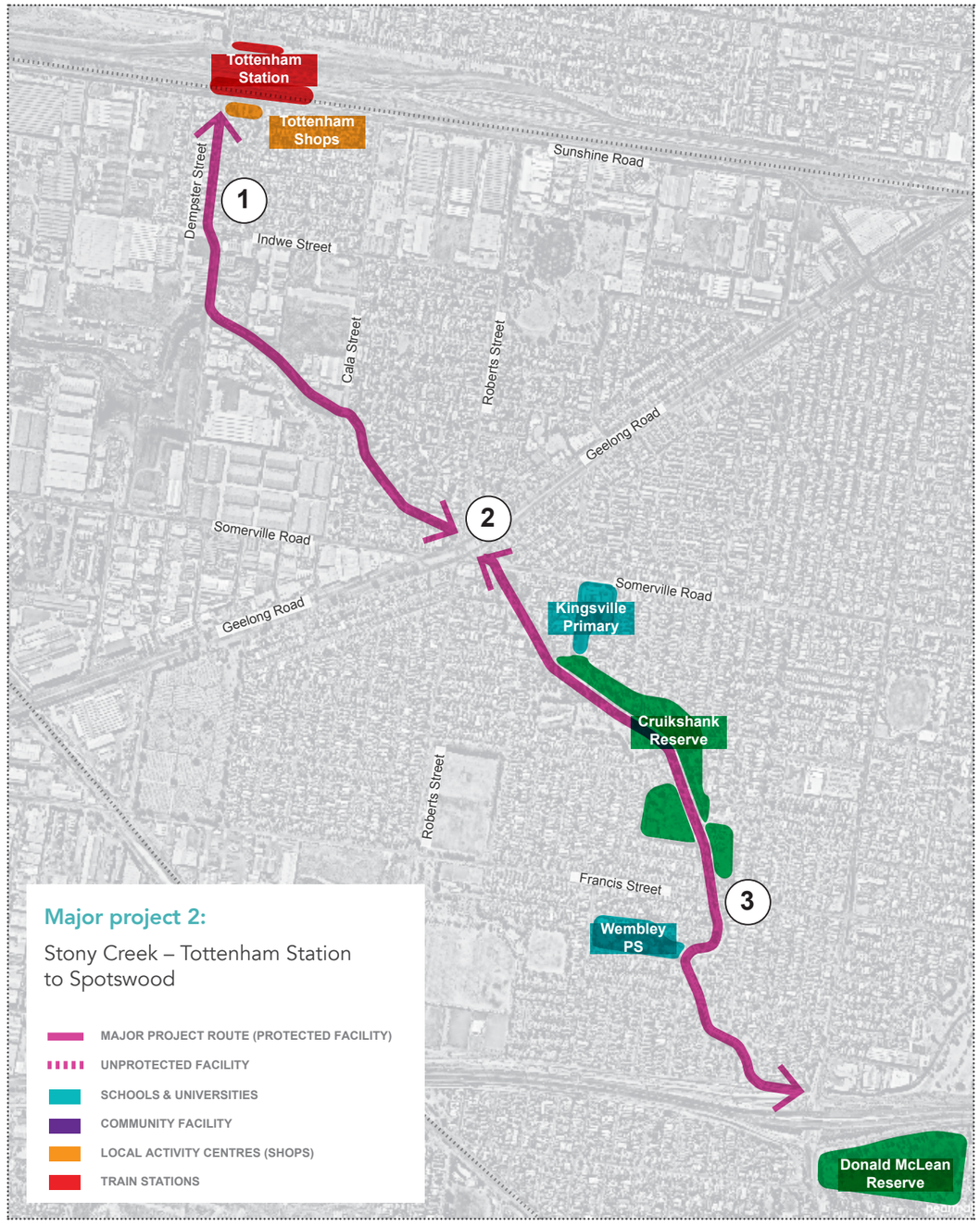
Off-road path from Tottenham Station - Extend kerb to accommodate bi-directional facility. Minimum width of bicycle lane 1.5m with planted buffer to kerb with minimum width of 0.6m.



Improved crossing at Geelong Road.



Protected crossing on Francis Street connecting Cruikshank Path with Hawkhurst Street via urban pergola.



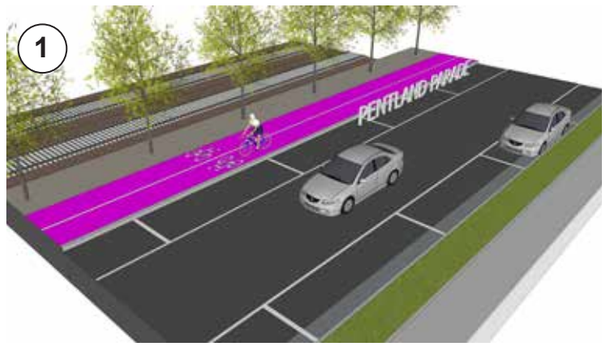
3. Yarraville and Seddon

Goal

Significantly increase the number of bicycle and pedestrian trips from west of Williamstown Road and north of Somerville Road to the station, shops and schools in Yarraville.

Planned work

- Link the shared path along Stony Creek to the Yarraville centre with a high-quality route along the Anderson Street alignment. This will enable people living to the west of Williamstown Road, between Somerville Road and the Westgate Freeway, to reach the Yarraville centre in a 2km (10 – 15 minute) journey by bicycle.
- Improve the environment and existing facilities between Yarraville and West Footscray Stations – a 2.5km journey. (Charles Street, Seddon is half way between (≈1.3km) West Footscray and Yarraville Station. Footscray Station is slightly further away.)
- Based on the existing road closures in Birmingham Street, a pedestrianised 'Yarraville Neighbourhood Greenway' is proposed leading to what could become an area of high quality public open space with improved access to the station and increased bicycle parking. The 'Westside Village Green' would be located between the bus platform and the west side of the railway line – similar to the popular meeting area that has been developed on the east side.



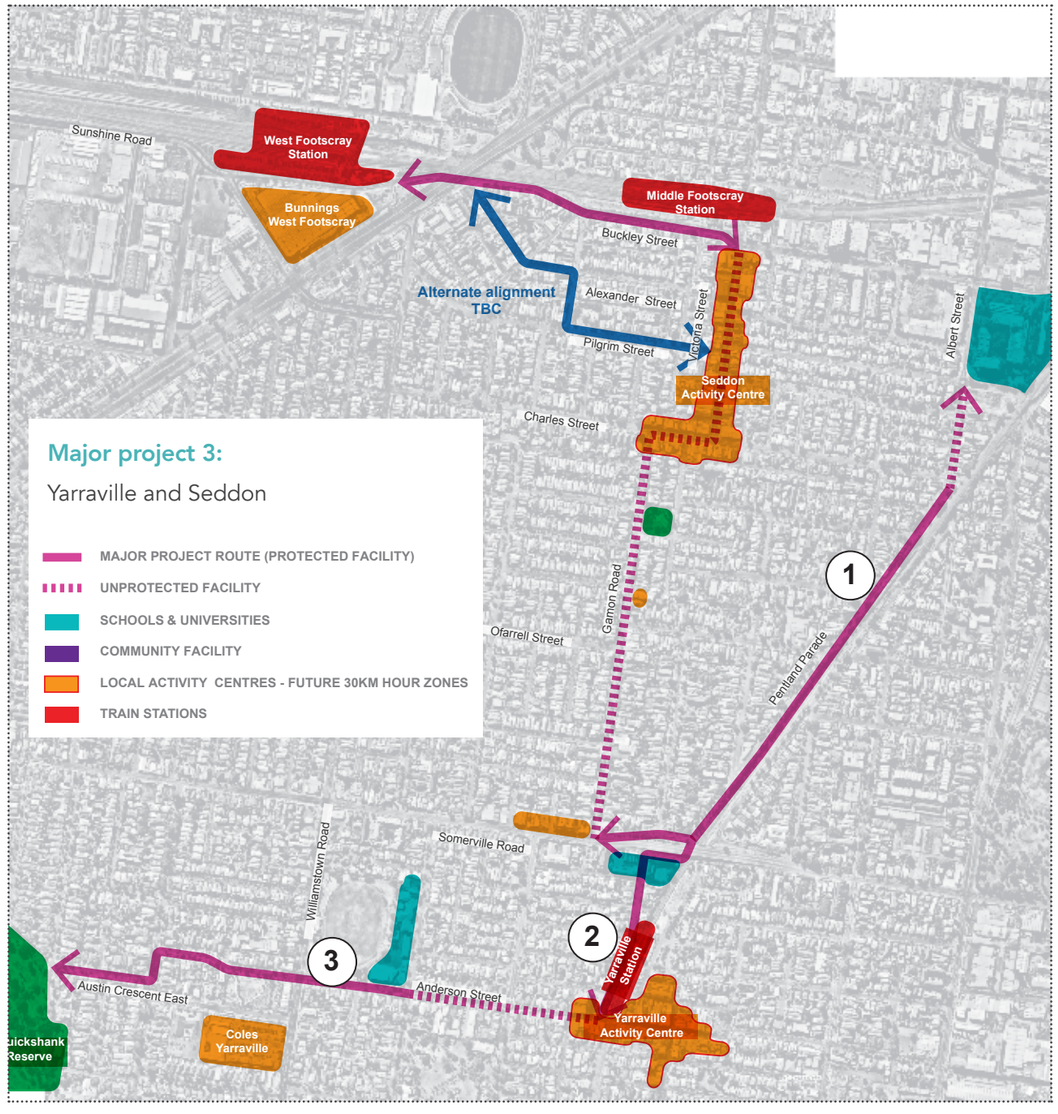
Extended kerb with to accommodate 3m bi-directional facility on eastern side of Pentland Parade. Proposal includes a one-way arrangement or reduced commuter car parking.



A 3m bi-directional facility with planted buffer on Birmingham Street, Yarraville. Proposal will result in reduction of car parking.



Ride over bus stop on Anderson Street, Yarraville.



4. Seddon to Dynon Road

Goal

Significantly increase the number of bicycle and pedestrian trips from Seddon to Footscray Road, the southern campuses of the Learning Precinct , Footscray Train Station, Arts Precinct and Dynon Road.

Planned work

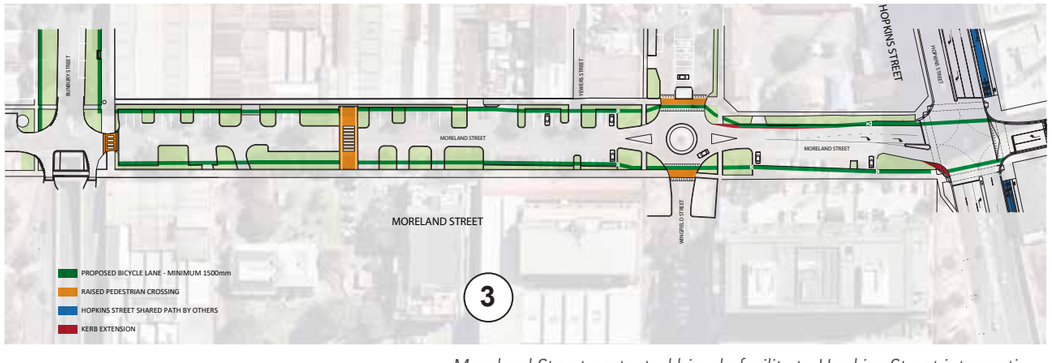
- improve the existing route along Pilgrim Street and east into Bristow Street
- moderate motor vehicle speeds and volumes through the rail underpass
- extend the southern and western kerb from Nicholson Street at Bristow to the Footscray Station to provide a landscaped shared path – the proposed Albert Street Footscray Station greenway
- moderate motor vehicle speeds and volumes along and across Bunbury and Moreland Streets to the crossing of Hopkins Street and Dynon Road



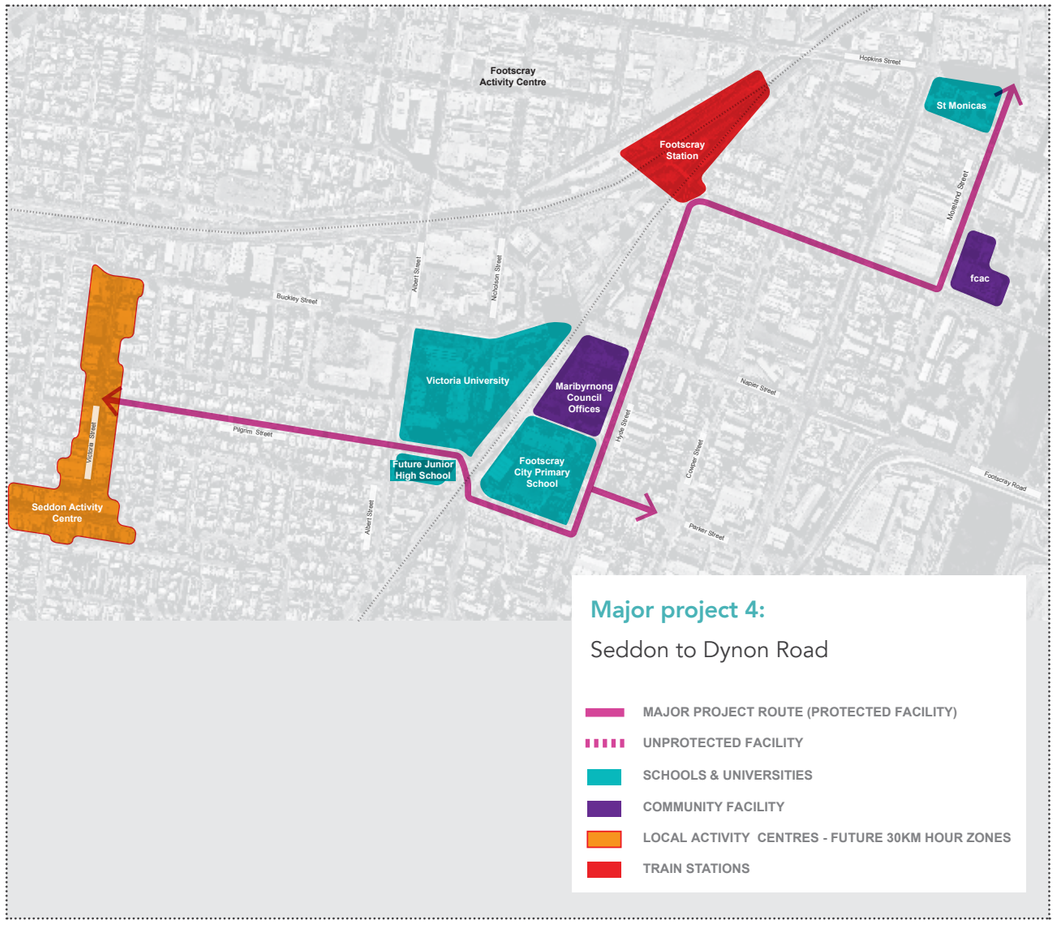
Lower motor vehicle speeds on Pilgrim Street with buffered bicycle facility 1.5m painted lane with minimum 6m buffer.



A greenway from Footscray City Primary with upgraded crossing facility at Parker Street.



Moreland Street protected bicycle facility to Hopkins Street intersection.



5. Footscray University Town/Footscray Hospital/Nicholson Street axis

Goal:

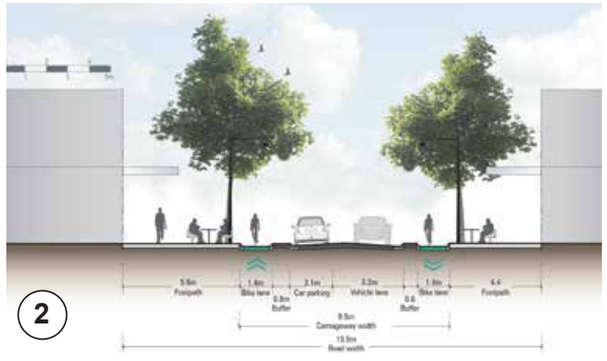
Maximise public and active transport trips to the Victoria University campuses and new Footscray Hospital by strengthening the north - south link past Footscray Station and linkages to Seddon and the southern campuses of Victoria University and the Learning Precinct

Planned work

- improve and prioritise north - south travel
- replace current crossings with high quality, priority, direct crossings
- provide protected space on the approach to the crossing of Geelong and Ballarat Roads



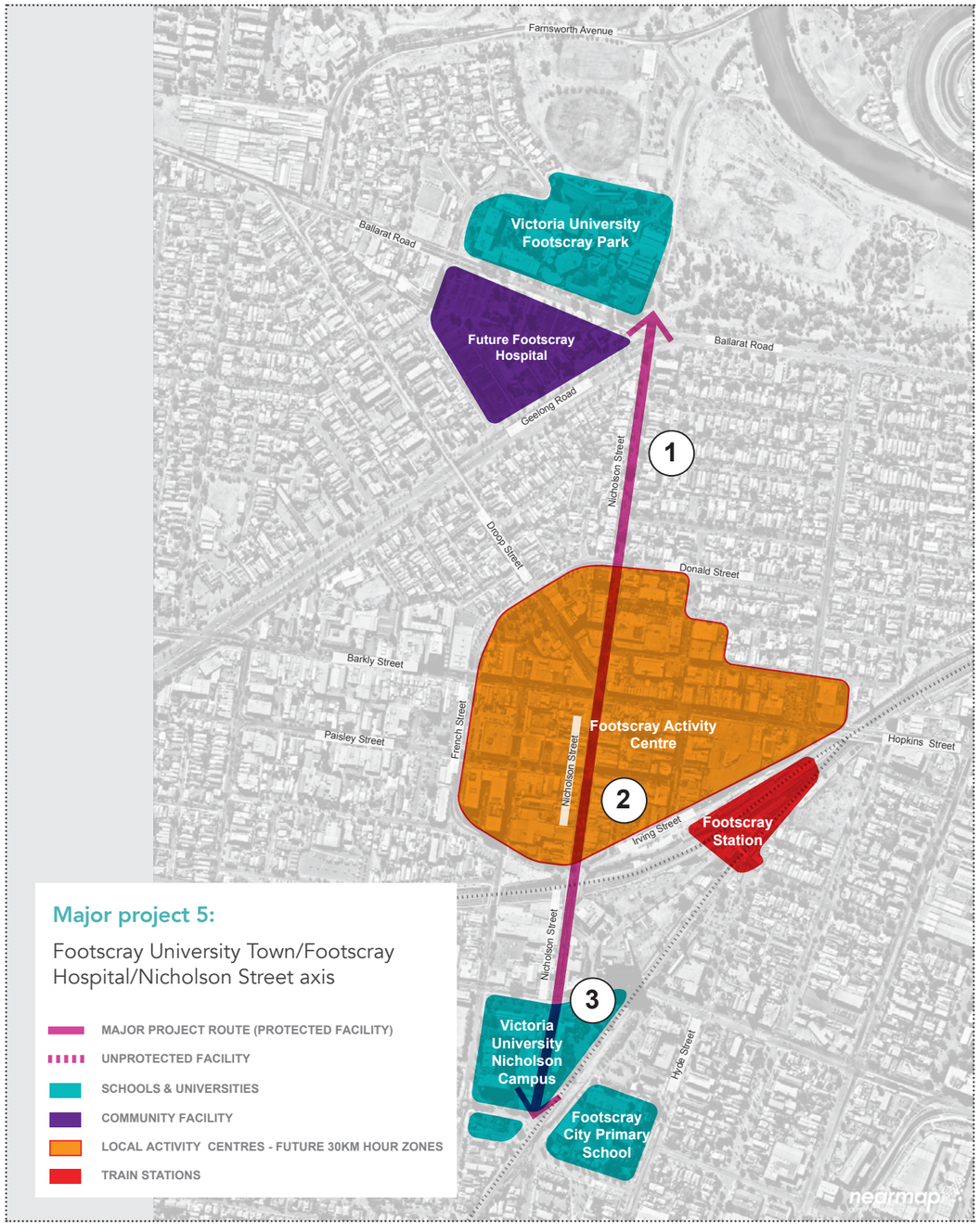
Extended kerbs on both sides of Nicholson Street. Minimum 1.5m raised bicycle lane with minimum .6m buffer.



Back of kerb facility on Nicholson Street south of Paisley Street.



A greenway from Victoria University Nicholson Campus to Victoria University Footscray Park Campus.



6. West Footscray to Dynon Road

Goal

Significantly increase the number of bicycle and pedestrian trips along Barkly Street including across a major barrier: Geelong Road.

Planned work

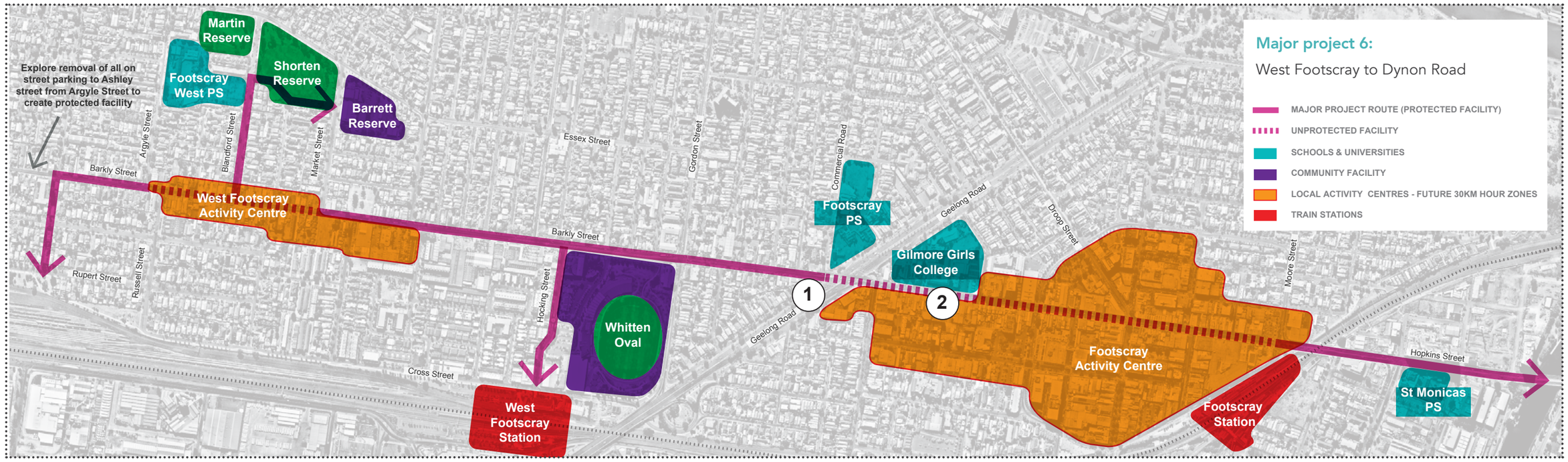
- make significant changes to the Barkly Street Geelong Road intersection
- introduce bicycle facilities and strengthen those that exist
- link the Cross Street path to Barkly St, Footscray West Primary, open space and RecWest
- provide a link north from West Footscray Station along Hocking Street to Barkly Street



Upgraded pedestrian and bicycle link at Geelong Road and Barkly Street intersection.



Raised pedestrian crossing with extended kerb and raised bicyle lanes adjacent to Gilmore Girls College.



7. Footscray to Highpoint/Defence Site Maribyrnong

Goal

Significantly increase the number of bicycle and pedestrian trips to the destinations along the corridor from Footscray to the Highpoint Shopping Centre and on to the Defence Site Maribyrnong, including to local schools.

Planned work

- improve the current off-road path and footpath links at the northern end, including the crossing of the tram route adjacent to River Street
- provide an off-road link from Owen Street to Highpoint Shopping Centre
- improve access to Footscray City College from the north and south
- further improve the walking and bicycle riding link that has developed on Commercial Road
- develop an integrated active transport plan to link Moonee Valley, the Defence Site Maribyrnong to Highpoint Shopping Centre and Footscray



Back of kerb bi-directional path on Gordon Street.



Improvements to Eldridge Street protected facility.



Extended kerb to create 3m bi-directional facility on Commercial Road with minimum .6m planted buffer.

