

Maribyrnong City Council

DRAFT Bicycle Strategy 2019 – 2029

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Maribyrnong Bicycle Strategy **2019 – 2029**

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Background

Maribyrnong City Council's *Bicycle Strategy 2019–2029* aims to achieve the ambitions of the *Maribyrnong Integrated Transport Strategy 2011*[1]:

> *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.[2] Through the Maribyrnong 2040 Community Plan, the community expressed concern about these trends.[3]

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.[4]

The Strategy describes where and how we can make effective investments that will increase bicycle use for transport,[5] 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

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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' on page 10.

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.

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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.

Community support for other transport modes

The main alternatives to car travel are:

- walking
- bicycle riding
- public transport

This Strategy focuses on increasing the use of bicycles as a transport mode – the need to improve all three options is recognised in the *Maribyrnong 2040 Community Plan.*

> *We are keen for Council to invest in the provision and maintenance of active transport infrastructure, including wider footpaths, safer cycling lanes and a commitment to ongoing maintenance of infrastructure, to help us get around the city and to and from public transport.*

Short bicycle trips are an option when the walk is too long or public transport is too far away.[6] Longer bicycle trips can make up for gaps in public transport or replace slow or inconvenient car trips.

Riding a bike can also be fun and challenging and provide health and wellbeing benefits. As such, Council plans to improve opportunities for other types of riding by providing skills tracks, and, improving paths alongside the Maribyrnong River and in other parks and open space, recognising that these areas provide 'nursery' spaces to increase bike skills and confidence.[7]

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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[8]

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[9] 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.[10] 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

Manage space and priority

We need to reduce the space and priority currently provided to people when driving so we can provide more space and priority to people on bicycles. The Strategy's approach is based on proven and accepted policies already in place in the City, including:

- reducing the speed of motor vehicle travel
- reducing the space on the road used for motor vehicle trips
- increasing the distance people travel by car to some destinations by a few hundred metres

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.

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Figure 1: Intersection treatments

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.

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Self-reliant investment/funding approach

Council will act where we have the responsibility and financial capacity. We will mobilise resources across Council in transport, open space and planning, and commit significant Council investment into bicycle transport development.

When available, we will also access funding from other levels of government and private investors.

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.

Challenges of major projects

In designing the Strategy's major projects, we are alert to the community's early feedback about slow and delayed implementation, and recognise this has derailed bicycle strategies in the past.

Large, complex 'blockbuster' projects take a long time to put together and are often held up by relatively minor features of the project until design or consultation processes are resolved.

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

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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 whole city aspiration for the future

Over the longer term, we aspire to encompass the whole city in our Bicycle Strategy so people can ride a bicycle on every street or road, and to all destinations.

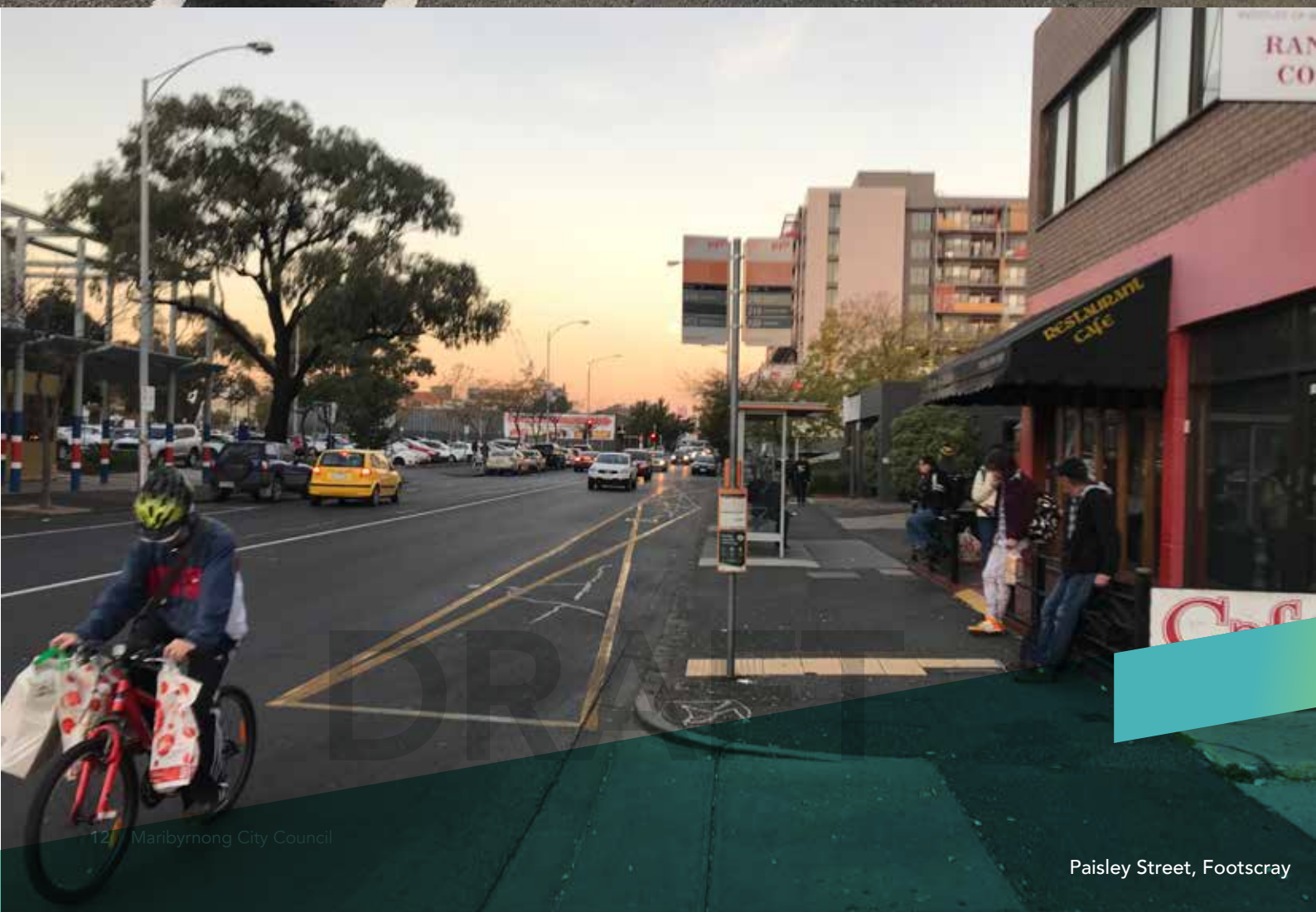
We intend to:

- make as many improvements as possible through ongoing road maintenance and local area traffic management (LATMS) projects
- consider all roads as being 'in the network'
- continually enhance existing routes, especially those with a high level of use – we will never consider any bicycle facility to be 'complete'

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The Boulevard, Port Melbourne, City of Port Phillip



Paisley Street, Footscray

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Overview of existing facilities and potential new routes

Figure 2 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 200–300m apart. The grid that is imagined in Figure 3 is twice as large, i.e. 400–800m; more suited to the less-densely populated Australian metropolitan setting.

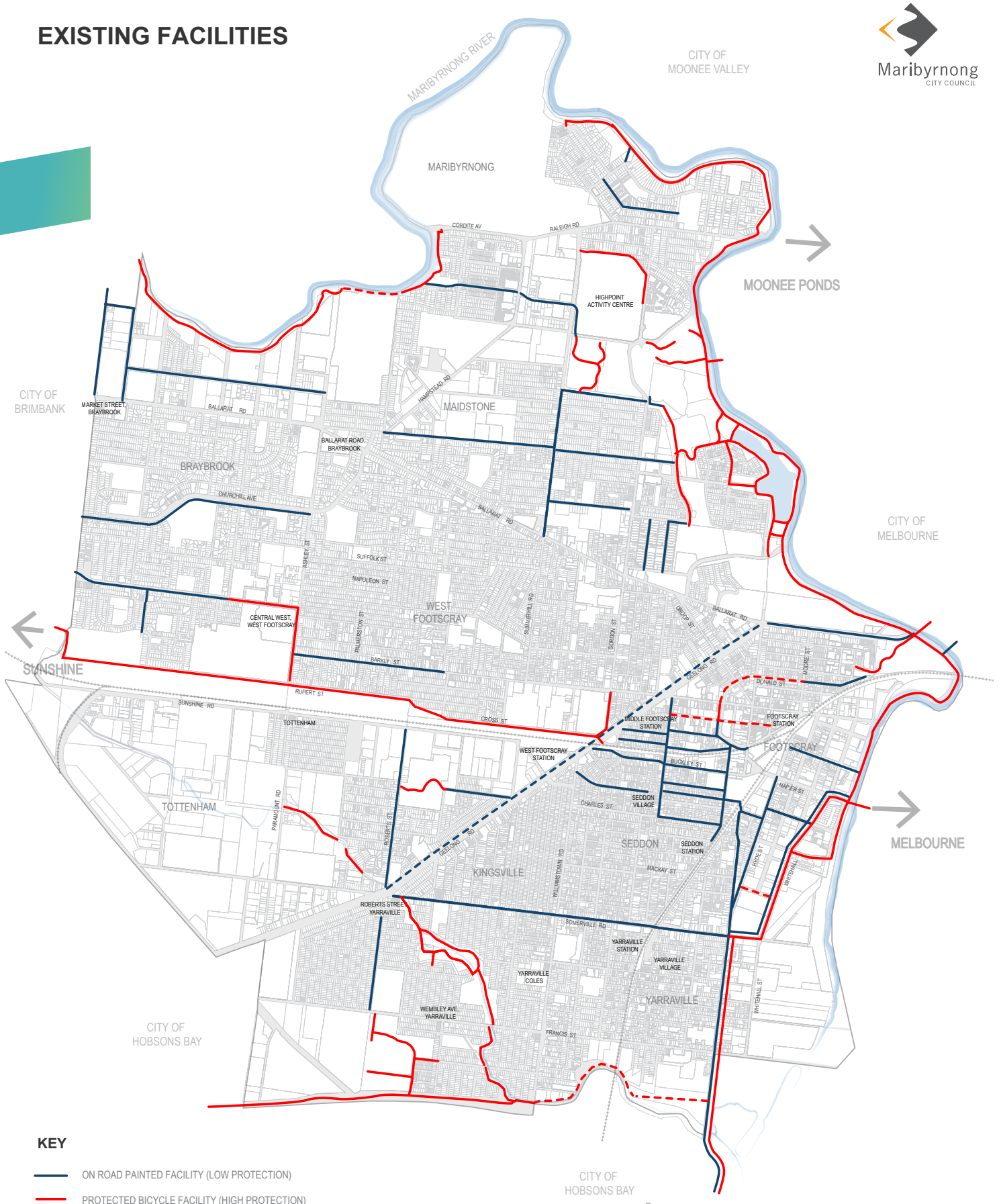
Even so, significant additional resourcing is needed to complete this grid. Key to this Strategy is to make improvements whenever there is an asset maintenance or land use development opportunity, remembering that in the long-term, every street will be a bicycle and walking street.

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

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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

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Figure 2: Existing facilities

END OF STRATEGY NETWORK



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Figure 3: End of strategy network



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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.

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Layer 1: Road and asset management

Maximise bicycle improvements through road and asset management by:

- protecting, maintaining and upgrading existing facilities
- improving/introducing bicycle facilities as roads are maintained and renewed
- improving the road environment for all transport modes

Local governments allocate considerable resources to road and asset management and historically, most attention goes to optimising motor vehicle travel. This has left an inheritance of a relatively:

- small set of assets that support walking, bicycle riding and public transport
- large set of assets optimised for truck and car traffic

Council[12] and the State Government[13] have made clear in high-level strategies that this inheritance is no longer acceptable or appropriate.

High level indicators of a contemporary approach include:

- measuring the flow of people rather than vehicles
- managing the whole road network to support trips on foot and by bicycle, not just a sub-set of 'bicycle routes'
- increasing the number and quality of formal bicycle facilities as well as the number of roads, without formal bicycle facilities that are supportive of walking and riding
- maintaining and improving bicycle facilities as part of 'business as usual'

Strategy 1: Protect, maintain and upgrade all existing bicycle facilities

Current bicycle facilities (see Figure 2) are a valuable asset created by Council and others. It is important these gains are not lost. Some of the current assets need attention and the design of some older facilities does not reflect current best practice.[14]

Target

All existing bicycle investments are to be better condition and have been improved to increase space, priority and protection from motor vehicles by 2029.

Tasks

- publish the table of assets (so that any missing items can be added) with the proposed maintenance and upgrade timetable.
- provide a mechanism through which the public can report defects and suggestions.
- include the bicycle facility maintenance and upgrade timetable in the Council's road maintenance schedule as per the Road Management Plan.
- record actions taken on the assets including how they have been brought up to date.
- update and republish the table each year.
- maintain an up-to-date record of the assets, including bicycle parking, in the Council GIS system where they can be seen by all staff engaged in planning and design.
- ensure that all existing assets are recorded in the 'bicycling' layer on Google Maps.

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Strategy 2: Improve/introduce bicycle facilities as roads are maintained or renewed

4 shows in red a sample of the roads that will be renewed over the next five years. It is important that each time a road is renewed or maintained:

- existing bicycle facilities are upgraded
- the allocation of space is reconsidered
- improvements for bicycle riding, such as separation, are incorporated in the new layout

Target

Number, length and quality of bicycle facilities increased over ten years; incorporating additional space and priority for riders as well as increased protection from motor vehicles.

Tasks

Measure and publish:

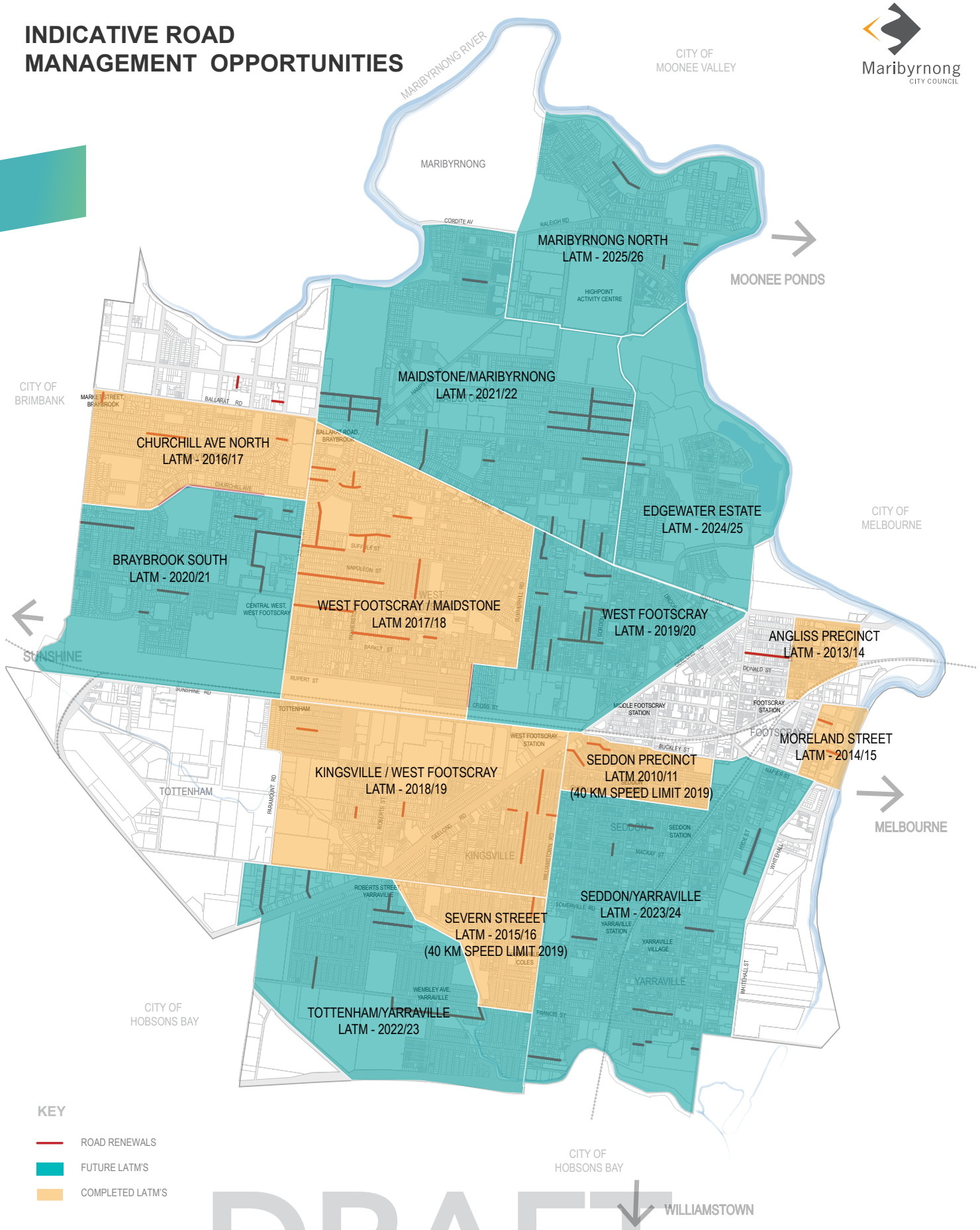
- community satisfaction through Annual Community Survey

Record in the table of assets the:

- facilities that are established through the road maintenance program
- road maintenance projects that did not improve conditions, along with a rationale

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INDICATIVE ROAD MANAGEMENT OPPORTUNITIES



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Figure 4: Indicative road management opportunities

Strategy 3: Improve the road environment for all transport modes

Through LATMS projects

Figure 4 shows the Local Area Traffic Management Studies (LATMS) planned until 2026, and those that have been completed and are being converted into 40km speed areas.

These projects typically identify problems caused by motor vehicles such as through traffic or 'rat running', excessive vehicle speed and risk[15], i.e. factors that restrict the use of bicycles.

LATM projects provide an opportunity to improve the road environment for all road users (pedestrians and cyclists) by establishing lower vehicle speeds (to below 30kms per hour subject to VicRoads approval), re-setting the priority of one mode over another, and reducing the perceived and actual risk of collisions. Council expects that these opportunities will be taken.

Council will upgrade bicycle facilities on roads via the LATMS using the following criteria, priotising:

- Links to key destinations such as schools, shops and stations
- Links to existing or future bicycle networks
- Where vehicle speeds are high
- Where the road width is sufficient to accommodate the change
- Where losses of on-street parking mainly affects commuter and short-term parking

Through integration

Council has tended to install stand-alone speed humps in the mid-block to effectively moderate speed.

However, for little additional cost, these facilities can be located at the intersection, where they provide a crossing point, with priority to people on foot and on bicycles, as well as reducing vehicle speeds.[16]

Integrated treatments like this example will be

Target

Increase the number and quality of bicycle facilities, which have additional space and priority for riders as well as increased protection from motor vehicles (as described on p.10) through the LATM program.

Tasks

Update the LATM questionnaire to better reflect active transport goals of containing and reducing vehicle movements and creating safe streets where residents and visitors are encouraged to choose active transport modes.

Record in the table of assets:

- the positive facilities that are established through the LATM program
- where LATM projects did not include improved conditions for bicycle users
- integrated outcomes that have been implemented

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Strategy 4: Increase bicycle parking availability

Council will seek opportunities to increase bicycle parking availability, focusing on schools, businesses and retailers by:

- setting aside kerbside space
- providing bike 'corrals' and assistance to extend bicycle parking areas
- replacing inappropriate parking systems, or systems that are in poor condition.

Schools can apply for assistance to relocate the walking and bicycle entrance of the school.

Several bicycle parking projects at train stations and in shopping areas are nominated in the major projects

Council will give priority to proposals that:

- are in locations where the parking is likely to be well used
- provide a high priority and visibility
- include opportunities to gain people's attention

Target

Increased bicycle parking in the City.

Tasks

- significant increases to bicycle parking at train stations (detailed in Major Projects)
- increase incidental bicycle parking by 100 hoops annually
- increase bicycle parking at Council facilities including playgrounds, libraries, sports pavilions and through renewals and construction of buildings and public toilets
- record bicycle parking assets in a GIS layer

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Layer 2: Transport and land use investment

The Strategy aims to maximise bicycle improvements by supporting and guiding government, private investor and Council investment in transport and land use, as follows:

1. Be ready and eligible for any State and Federal Government direct or indirect investment in bicycle facilities that may become available during the strategy period.
2. Maximise the bicycle facilities packaged with State and Federal Government investments in transport and land use management, as well as Council and private investor investments.
3. Investigate policy directions in the Maribyrnong Planning Scheme to encourage:
   - greater bicycle storage rates and end-of-trip facilities in large residential and commercial developments
   - reduced car parking rates within the principal public transport network (PPTN)
4. Ongoing review of parking management to better manage the allocation of parking, including kerbside parking.



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Strategy 1: Be ready and eligible for government direct investment

The State and the Federal governments have the ability to build multi-million-dollar bicycle infrastructure in one location, such as at the new Footscray Hospital, Footscray Learning Precinct and West Gate Tunnel Project.

Council, however, cannot rely on these investments because they are unpredictable in their scale and timing. For example, State bicycle strategies and 'strategic' networks have been in place in recent years but have not been supported by a commitment of funds.

This Strategy seeks to ensure that Maribyrnong is ready and eligible for any direct investments by other governments, including health department funding.

The State Strategic Cycling Corridors (SSCCs) are also opportunities for more State government investment, although at the time of writing this Strategy, the SSCCs were not yet finalised.

Target

Maximise State and Federal Government direct investment into bicycle facilities in the City.

Tasks

- provide a table of river crossings and other major cycle trip barriers with recommendations for their improvement to ensure Council is ready and clear on aims for each crossing
- amend the abovementioned table to include the State Strategic Cycling Corridors, when confirmed
- publish an annual list of grants applied for

Strategy 2: Package bicycle facilities with government, Council and private investor investments

Government investment

Over the course of the Strategy, the State Government will invest millions of dollars in the City of Maribyrnong through major transport and land use projects such as the Westgate Tunnel, Melbourne Metro, the new Footscray Hospital and Footscray Learning Precinct.

In addition:

- further investments are anticipated through the State at the Defence Site Maribyrnong
- railway station upgrades generally include the provision of secure bicycle parking, however, this is not true for school upgrades

Whether investments include bicycle improvements is decided by State policies such as Plan Melbourne, agency policy and department practice.

Target

Maximise bicycle improvements in projects undertaken by State and Commonwealth governments, Council and private investors.

Tasks

- during the strategy period, when government, Council and private investors undertake initiatives/developments in the Maribyrnong locality, Council will advocate for the scale, location and design of bicycle facilities to ensure better outcomes for a growing city.

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Council investment

Council is significantly investing in recreational riding infrastructure including the skills track at Hansen Reserve and mountain bike trails at Quarry Park.

While these open space investments do little to increase bicycle use for transport, they do increase the number of bicycle trips made to those locations, and provide bicycle use awareness and education.

Target

Increased recreational cycling in the City.

Tasks

- explore opportunities for an additional learn-to-ride area in the north part of the city, such as at Robert Barrett Reserve adjacent to the skate park or McDonald Reserve
- prioritise access to a pavilion space for a cycling club specifically encouraging female and junior membership
- continue to install three bicycle maintenance stations annually
- investigate feasibility of a cycle track around an oval, and an all-inclusive bike hub at Quarry Park including access for disability service agencies to provide cycle training at a suitable location

Private investment

Significant private capital will be invested in the City, typically in land for shopping centres, offices and residential areas. Large projects underway include the Joseph Road precinct and the Kinnears as well as future developments such as the Bradmill site.

These investments can lead to valuable bicycle improvements including active transport links, signals and bicycle paths.

Vigilance and participation in the development process are necessary to avoid risks and to ensure that proponents who seek to do the least, will do enough.

Target

Increased cycling facilities through private investment to ensure designs are protected or low speed environments.

Tasks

Publish a table of projects

Identify:

- the improvements that were sought and included in plans
- why specific requested facilities were not included
- situations where the outcome was considered less than optimum



Strategy 3: Investigate policy directions in the Maribyrnong Planning Scheme

When revisions to the planning scheme are considered, opportunities exist to establish positive settings for public transport, walking and bicycle riding.

The current planning scheme rate of one bicycle space for every five dwellings (i.e. around nine people) likely suppresses bicycle ownership.

Alternatively, a requirement of two bicycle parking spaces for each apartment and e-bike charging stations should be required.[18] People moving into a new apartment could be offered a subsidised Myki or an e-bike instead of onsite car parking.

Target

Increase the number and quality of bicycle parking in developments.

Tasks

- investigate policy direction in the Maribyrnong Planning Scheme to encourage greater bike storage rates and better end of trip facilities by the end of year 2
- provide exemplar end-of-trip facilities and bicycle storage areas for all Council-managed facilities
- provide an annual list of planning applications illustrating the provision of bicycle infrastructure where clause 52.34 (Bicycle Facilities) apply.

Strategy 4: Conduct ongoing review of Council policies/actions

When considering investments to increase alternatives to motor vehicles, it is important to identify Council policies or actions that may encourage motor vehicle ownership/use, because these may counterbalance the effort of this Strategy.

Two key areas where a case could be made for counterbalancing include:

- the provision of car parking via changes to the Maribyrnong Planning Scheme
- supply of kerbside parking

Target

Identify Council policies/actions contrary to the aims of the Bicycle Strategy.

Tasks

- review these policies/actions and recommend changes in line with the Bicycle

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Layer 3: Major projects investment

Maximise bicycle improvements through major projects investment, as follows:

- Major projects 2019–2025 (Figure 5)
- A 2024 public review of investments to inform 2026–2029 major projects
- Potential major projects 2026–2029, subject to the above 2024 review (Figure 6)

Strategy 1: Implement major projects 2019–2025

At the heart of the Strategy are seven high impact, direct investments along key routes to popular destinations. The following projects are identified for implementation 2019 – 2025, and it is expected they will significantly increase the number of bicycle trips people take within the community:

1. Braybook and Tottenham Station
2. Stony Creek – Tottenham Station to Spotswood
3. Yarraville and Seddon
4. Seddon to Dynon Road
5. Footscray University Town/Footscray Hospital/ Nicholson Street Axis
6. West Footscray to Dynon Road
7. Footscray to Highpoint/Defence Site Maribyrnong (DSM)

The major projects comprise a mix of improvements to existing facilities and the introduction of new routes. For more information, see:

- Figure 5 – major project locations (MP1–MP7) for 2019–2025 and how they link to each other
- Appendix 1 – a high-level summary of each project, including each project's goal, planned work and project map

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Major projects' selection criteria

Projects were selected based on the following criteria:

- **Destination:** Project provides key local destinations at schools, shops, railway stations and community centres, as well as trips beyond the City. The destinations have a wide potential audience and are suited to the competitive advantage of the bicycle.
- **Route:** Project is mostly on Council-managed land and roads.
- **Scale:** Project is within Council's financial and other capabilities.
- **Uses existing methods:** Project delivers faster implementation using methods already in place within the City.
- **Fast, flexible and adaptive implementation:** Project can be simultaneously with other projects – the order in which projects are delivered is not important. Each project includes 'cellular' elements that can also be implemented in any order.
- **Inclusive:** Project provides full access for all abilities riders, both in infrastructure and parking for non-standard bicycles at key destinations.
- **Separately valuable, cumulatively high-impact:** The sub-elements of each project has cumulative impact, and ridership is expected to increase as each element is introduced. Further increases are expected as each major project progresses, each lending strength to the other.
- **Integration:** The elements within the project include measures that support pedestrians and public transport passengers, and provide opportunities to improve the public realm and open space.
- **Landmark elements and wayfinding signage:** To strengthen the brand of bicycle riding, the project includes landmark elements that broadcast bicycle riding and provide opportunity for community involvement. The project provides wayfinding signage that links routes inside the City as well as across other council boundaries as per Inner Melbourne Action Plan (IMAP) 'Way Found' Guidelines.

Target

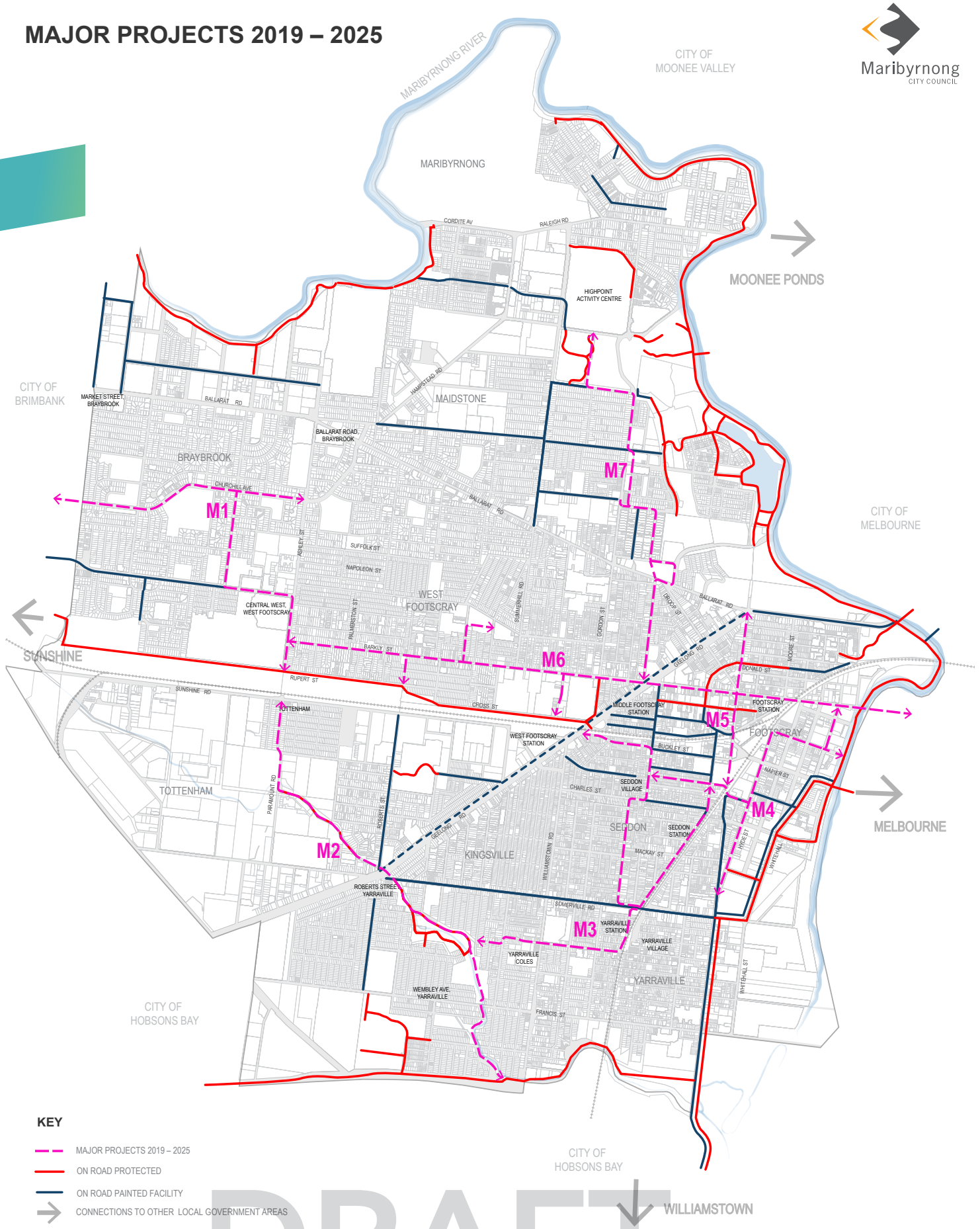
Implement the 2019–2025 major projects (within our control) on time and on budget.

Task

- publish major project progress annually during the period of the Strategy, tracked against the target of on time and on budget.

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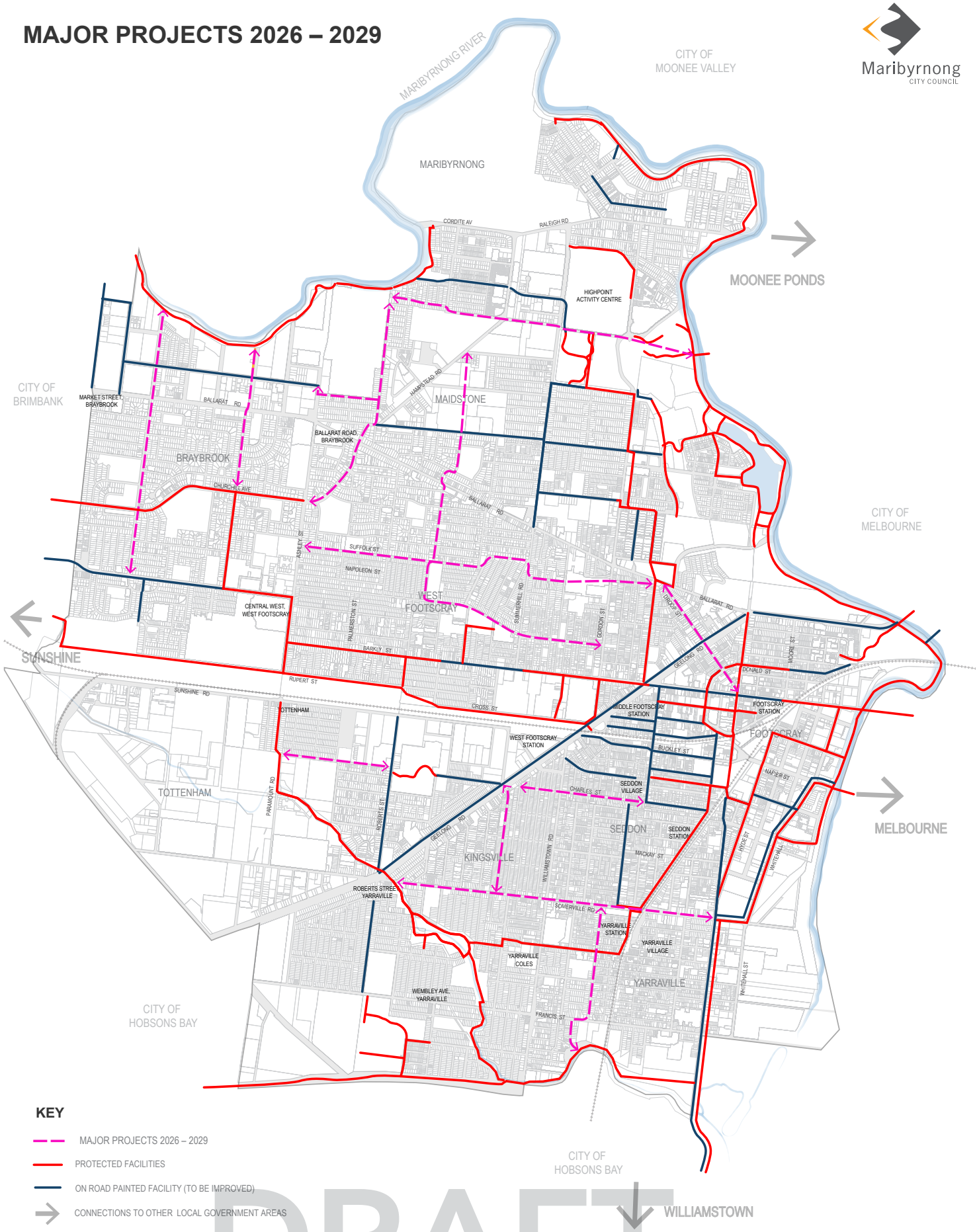
MAJOR PROJECTS 2019 – 2025



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Figure 5: Major projects 2019 – 2025

MAJOR PROJECTS 2026 – 2029



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Figure 6: Major projects 2026 – 2029

Strategy 2: Conduct 2023 review of investments to ensure highest return

The major projects are focused on priority routes, both existing and potential. These projects have high value as they run through areas with many residents and jobs, and they link to schools, shops, stations and community facilities.

Investment in other routes (existing and potential) have less priority. Today for example, the western part of Tottenham is mainly factories and warehouses, so offers a low return on bicycle riding investment. By 2024 however, this may have changed and investment in that location may provide higher returns.

Target

In 2024, publically review existing and potential major projects, and confirm new major projects for 2026-2029, noting that current thinking is shown in Figure 6.

Tasks

Conduct the review.

Following the review:

- publish an updated major projects map for the 2026–2029 period
- continue to publish major project progress annually during the period of the Strategy

Strategy 3: Implement major projects 2026–2029

Figure 6 shows the potential major projects currently planned for 2026–2029. This may be impacted by the investment strategy review completed in 2023.

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Layer 4: Advocate, educate and build a stronger brand

Strategy 1: Advocate for better transport conditions and road standards

Advocate for better active transport conditions at specific State-controlled intersections and for better road standards.

Council can support and encourage the State to change conditions hostile to riders by:

- seeking and supporting trials of innovative road treatments at locations that are barriers, such as protected intersections
- calling for State legislation changes and/or variations to road standards

Target

Develop a list of key cycling projects associated with major developments, key intersections and barriers for targeted advocacy to support the initial map produced in Figure 7 and update annually.

Tasks

- advocate to the State Government to improve bicycle infrastructure near and around the new Footscray Hospital and the Footscray Learning Precinct
- urge Vic Track and Metro Trains to provide greater bicycle parking around all train stations, with a special priority at Footscray, Tottenham and West Footscray Train Stations
- pressure VicRoads and State Government for protected bicycle lanes and intersections on arterial roads such as Geelong Road/ Barkly Street

Target

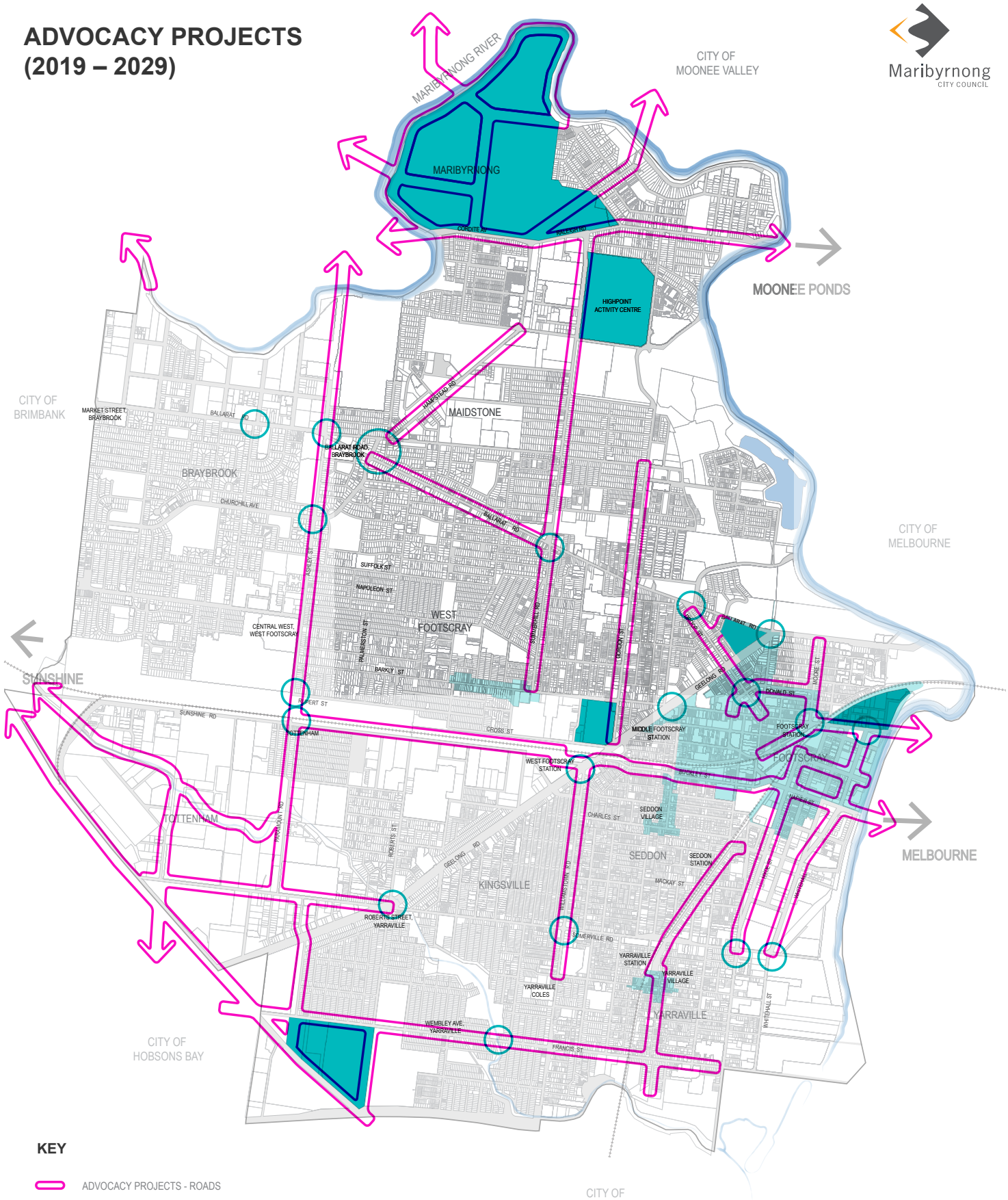
Engage State Government on standards and guidelines for bicycle infrastructure.

Tasks

- engage the State Government on innovative projects, trials and changed standards to support better cycling facilities throughout the life of the strategy
- publish an annual table of advocacy engagements along with the results
- advocate for Australian version of America's National Association of City Transportation Official's (NACTO) Guidelines in year 1.

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ADVOCACY PROJECTS (2019 – 2029)



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Figure 7: Advocacy Projects

Strategy 2: Educate the community about bicycle participation

The Strategy aims to support schools, individuals and other groups to increase knowledge about riding through participation in targeted activities.

Council can support groups wishing to increase cycling participation and knowledge through targeted programs to address gaps. Programs such as skills programs for children and parents, riding for women, and those new to cycling or returning to cycling.

Target

Develop and support annual cycling education programs to work with existing events or schools programs, focusing on local skills areas.

Tasks

- engage schools and community centres to develop programs to address cycling education gaps
- promote events and publish programs supported
- advocate to the Department of Education to ensure school zoning takes into account major transport barriers such as rivers, railway lines and major roads

Strategy 3: Build a stronger bicycle transport brand for Maribyrnong

The Strategy aims to strengthen the brand of bicycle riding in Maribyrnong and establish Maribyrnong's identity as a City for cycling.

Safe conditions give people greater confidence to use their bicycles for transport. We need to reinforce and publicise the improvements so that established habits are changed and the desired increase in riding occurs.

Target

Support projects and action that build a stronger cycling brand in Maribyrnong.

Tasks

- support through existing grant processes through the following themes:
  - give it a go: Support for people who provide opportunities to trial bikes and become familiar with bicycle riding particularly at existing festivals and events
  - heroes and champions: Initiatives from entities such as schools who wish to draw attention to the people who are riding. This support will include the provision of bicycle parking.
  - support bicycle clubs: Strengthen the link into active Maribyrnong and club support , particularly women and juniors
  - getting attention: Proposals for attention getting installations related to bicycles
  - count and report: Projects that count and report on the number of people who are riding
- highlight bicycle routes and places with colourful and attractive installations.
- install a major art installation related to bicycle riding (see figure 8).

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Figure 8: Building a brand

- help entities such as schools recognise champions and heroes and provide bicycle parking and data collection tools, such as 'tag-on' for students, or support events to increase the cycling culture.
- provide trials of diverse types of bicycles including e-bikes.
- conduct bicycle familiarisation tours and rides.
- investigate e-bike charging stations in community facilities.
- support local biking organisations, such as Rotary, in providing repaired bicycles and investigate bicycle hire for local trips
- support delivery bike uptake amongst traders funded through the Business Improvement District scheme in paid parking areas.
- increase cycle parking to support traders servicing food deliveries by bike.
- publish a table of completed community projects that contributed to strengthening of the bicycle riding brand.
- investigate car-free Cyclovia style event at appropriate location.

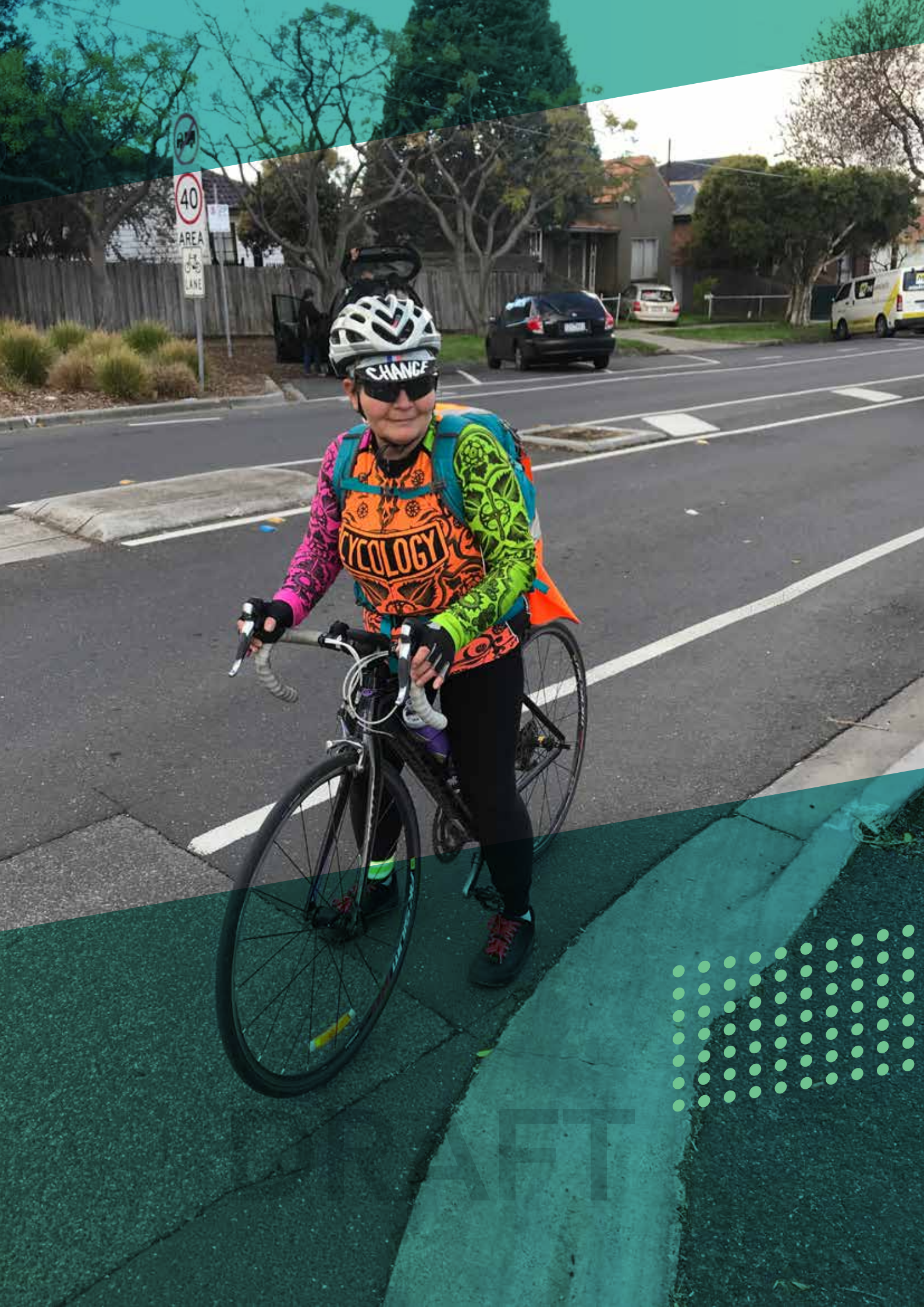
Target

Support regular counting projects to establish an evidence base, and then use the established base to determine targets for ridership[19].

Tasks

- install Smart City counters on main routes such as the 'Cross Street' path from West Footscray Station to Sunshine Station, the Hopetoun Bridge, Stony Creek path and the Maribyrnong River.
- undertake counts via a range of methods; school bike counts, gendered Super Tuesday counts, counts at train stations and questions in the Community Survey about cycling uptake and experience. Use this data to help determine cycling increases.
- support IMAP research on bicycle use modelling, and use this model to support preferred route development and selection.
- install counting machines and support community-based and other counts (such as at schools and stations).
- publish annual table of counting projects along with the results.

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Appendix 1:
Major projects 2019–2025

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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 protected 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.

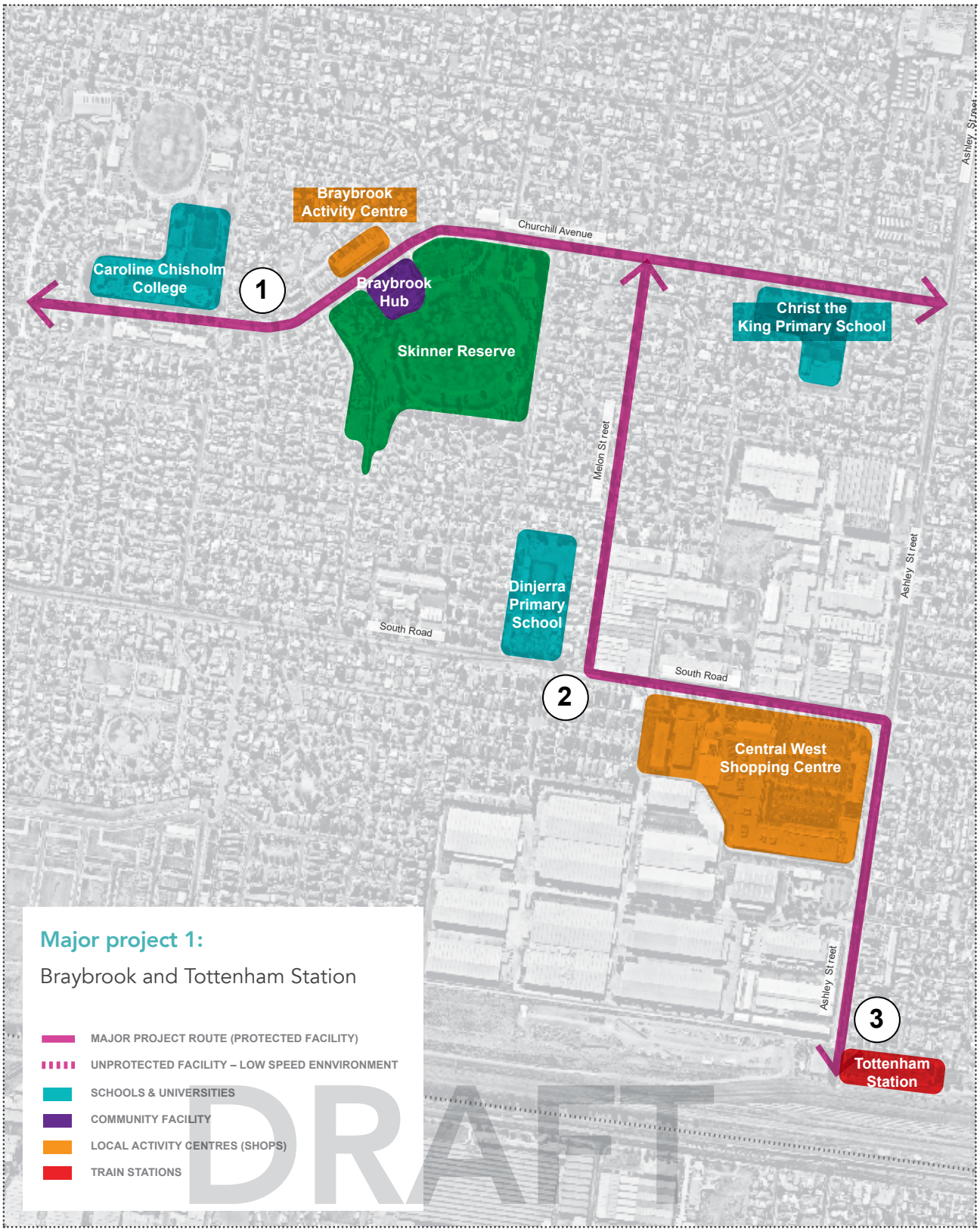


Pedestrian crossing across South Road with potential closure of Melon Street.



Future shelter and bicycle parking at Tottenham Station.

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Braybrook Activity Centre
Churchill Avenue
Caroline Chisholm College
1
Braybrook Hub
Skinner Reserve
Christ the King Primary School
Melon St reet
Ashley St reet
Dinjerra Primary School
South Road
South Road
2
Central West Shopping Centre
Ashley St reet
3
Tottenham Station
Major project 1:
Braybrook and Tottenham Station
MAJOR PROJECT ROUTE (PROTECTED FACILITY)
UNPROTECTED FACILITY – LOW SPEED ENNVIRONMENT
SCHOOLS & UNIVERSITIES
COMMUNITY FACILITY
LOCAL ACTIVITY CENTRES (SHOPS)
TRAIN STATIONS
DRAFT

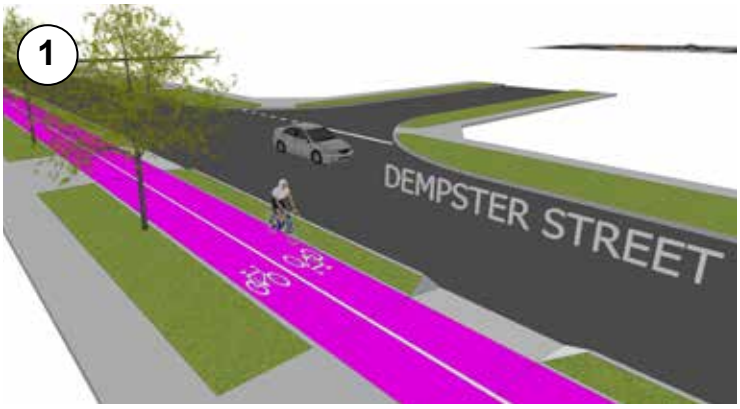
2. Stony Creek – Tottenham Station to Spotswood

Goal

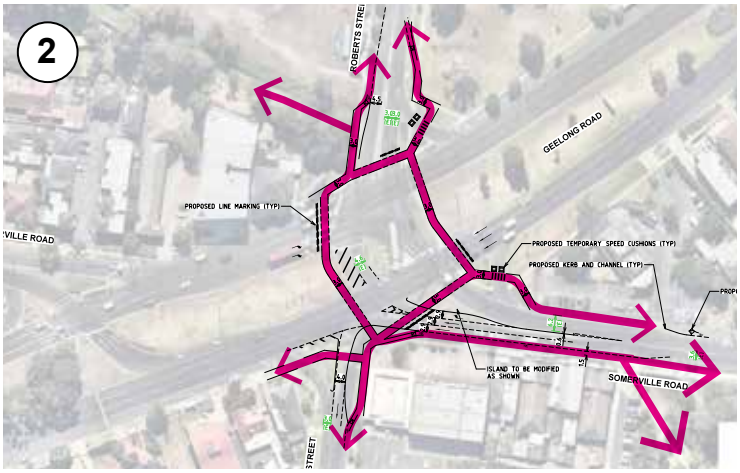
Significantly increase bicycle and pedestrian trips along Stony Creek, linkages to Tottenham Station and complete missing links.

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.

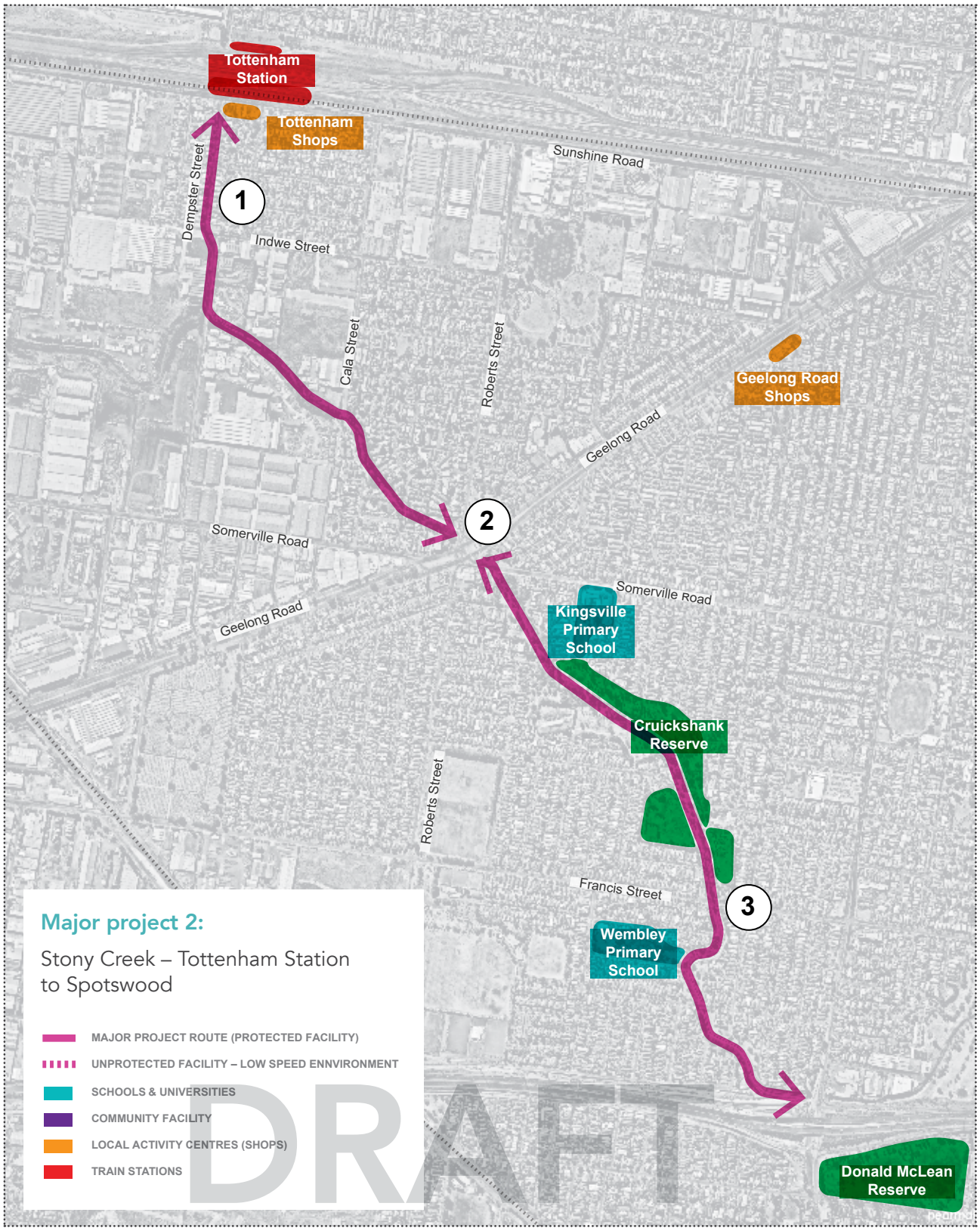


Improved crossing at Geelong Road.



Protected crossing on Francis Street connecting Cruickshank Park with Hawkhurst Street via urban pergola.

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Tottenham Station
Tottenham Shops
Sunshine Road
Dempster Street
1
Indwe Street
Cala Street
Roberts Street
Geelong Road Shops
Geelong Road
2
Somerville Road
Somerville Road
Geelong Road
Kingsville Primary School
Cruickshank Reserve
Roberts Street
Francis Street
3
Wembley Primary School
Donald McLean Reserve
Major project 2:
Stony Creek – Tottenham Station to Spotswood
MAJOR PROJECT ROUTE (PROTECTED FACILITY)
UNPROTECTED FACILITY – LOW SPEED ENNVIRONMENT
SCHOOLS & UNIVERSITIES
COMMUNITY FACILITY
LOCAL ACTIVITY CENTRES (SHOPS)
TRAIN STATIONS
DRAFT

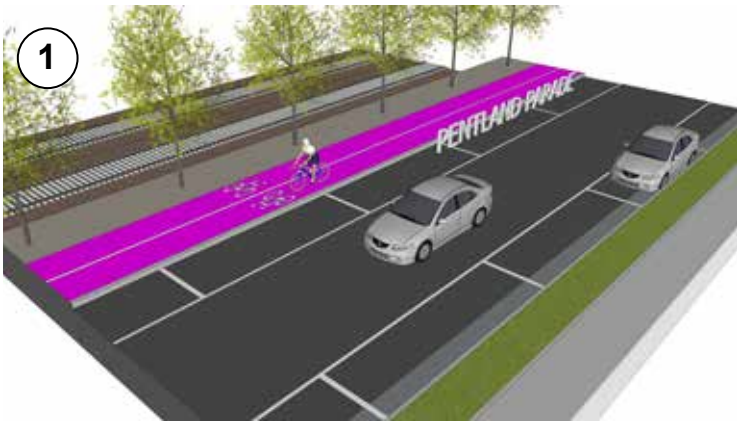
3. Yarraville and Seddon

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

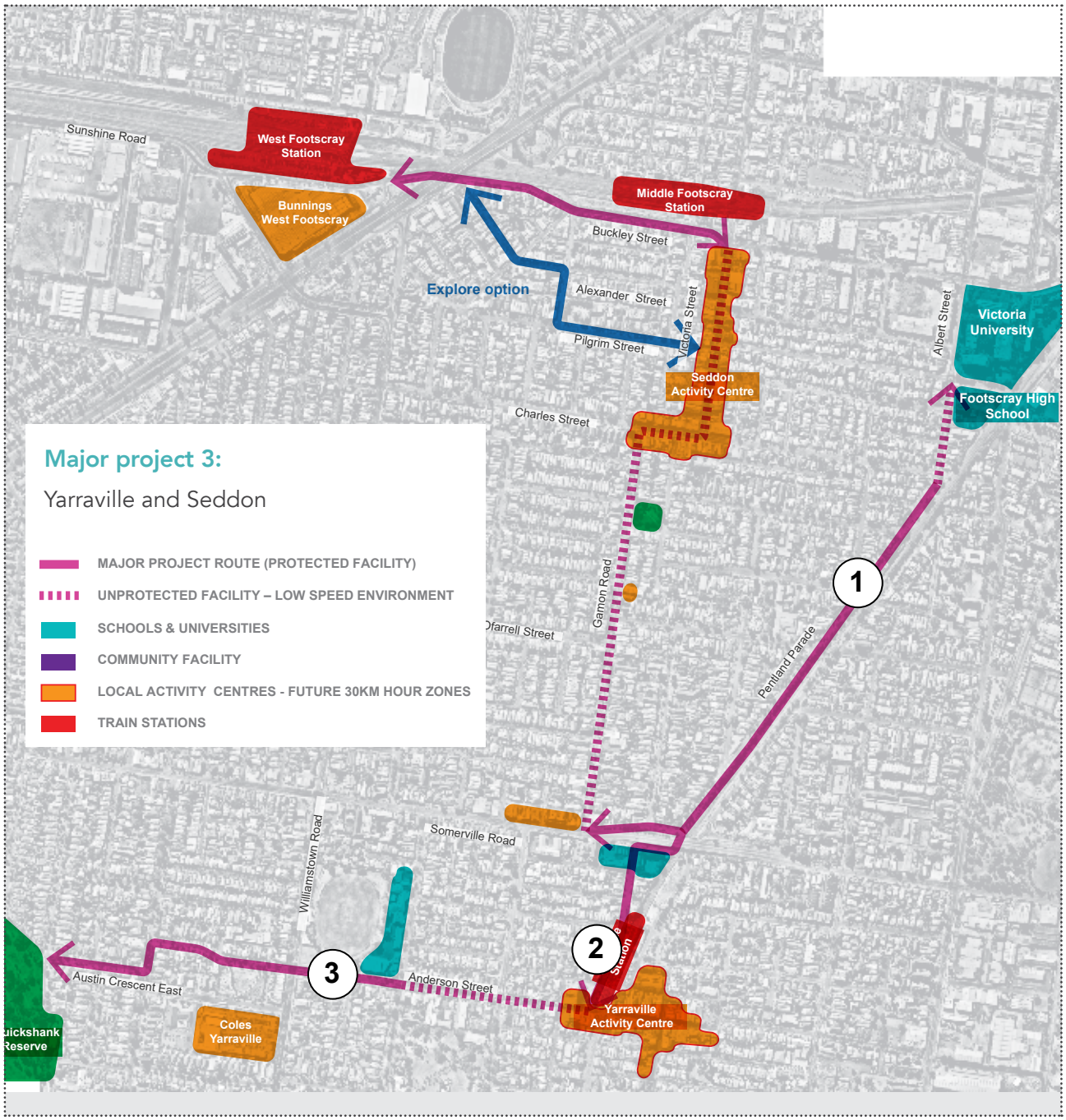


A 3m bi-directional facility with planted buffer on Birmingham Street, Yarraville. Proposal will result in reduction of car parking.



Ride over bus stop on Anderson Street, Yarraville.

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Major project 3:
Yarraville and Seddon
MAJOR PROJECT ROUTE (PROTECTED FACILITY)
UNPROTECTED FACILITY – LOW SPEED ENVIRONMENT
SCHOOLS & UNIVERSITIES
COMMUNITY FACILITY
LOCAL ACTIVITY CENTRES - FUTURE 30KM HOUR ZONES
TRAIN STATIONS
Sunshine Road
West Footscray Station
Bunnings West Footscray
Middle Footscray Station
Buckley Street
Explore option
Alexander Street
Pilgrim Street
Victoria Street
Seddon Activity Centre
Charles Street
Albert Street
Victoria University
Footscray High School
Gamon Road
Pentland Parade
1
Somerville Road
Williamstown Road
2
3
Austin Crescent East
Anderson Street
Coles Yarraville
Yarraville Activity Centre

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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

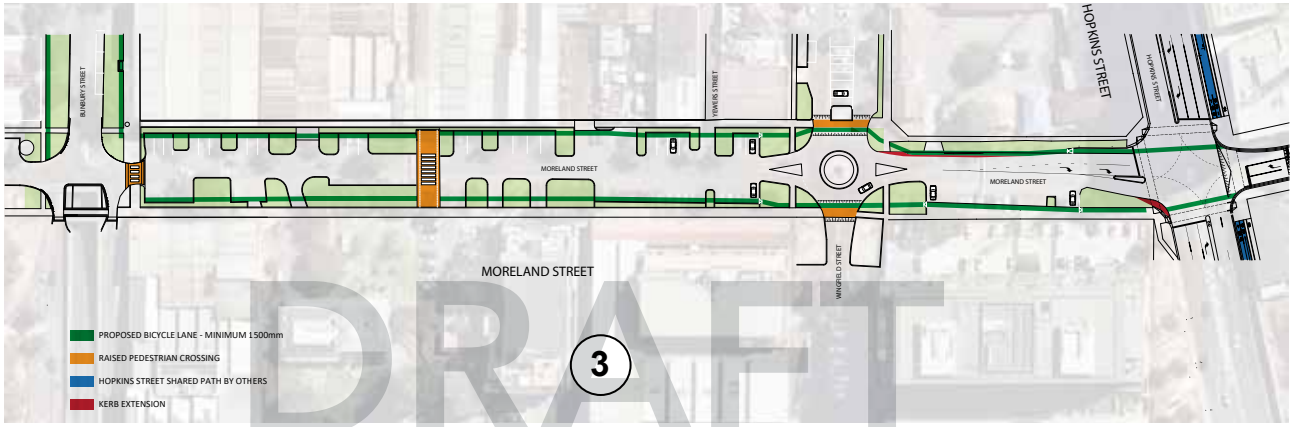
- improve the existing route along Pilgrim Street and east into Bristow Street
- moderate motor vehicle speeds and volumes through the rail underpass
- extend the southern and western kerb from Nicholson Street at Bristow to the Footscray Station to provide a landscaped shared path – the proposed Albert 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



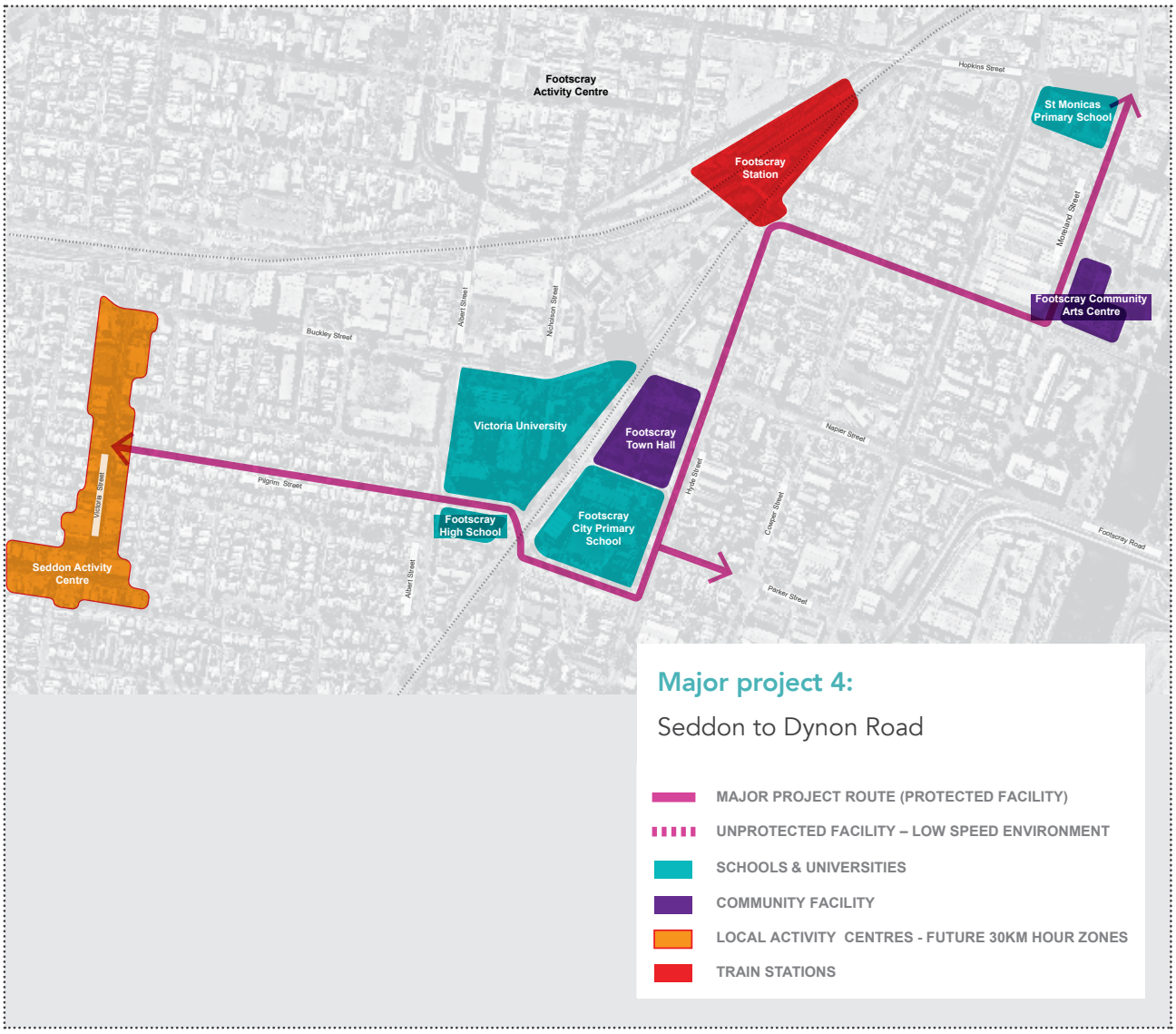
Lower motor vehicle speeds on Pilgrim Street with buffered bicycle facility 1.5m painted lane with minimum 6m buffer.



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



Moreland Street protected bicycle facility to Hopkins Street intersection.


Footscray Activity Centre
Footscray Station
St Monicas Primary School
Hopkins Street
Moreland Street
Footscray Community Arts Centre
Buckley Street
Albert Street
Nicholson Street
Victoria University
Footscray Town Hall
Napier Street
Pilgrim Street
Victoria Street
Footscray High School
Footscray City Primary School
Hyde Street
Cowper Street
Footscray Road
Seddon Activity Centre
Albert Street
Parker Street
Major project 4:
Seddon to Dynon Road
MAJOR PROJECT ROUTE (PROTECTED FACILITY)
UNPROTECTED FACILITY – LOW SPEED ENVIRONMENT
SCHOOLS & UNIVERSITIES
COMMUNITY FACILITY
LOCAL ACTIVITY CENTRES - FUTURE 30KM HOUR ZONES
TRAIN STATIONS

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

Goal

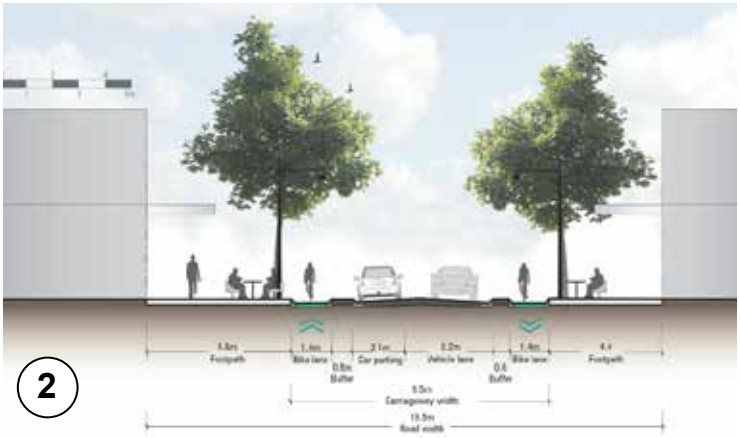
Maximise public and active transport trips to the Victoria University campuses and new Footscray Hospital by strengthening the north-south link past Footscray Station and linkages to Seddon and the southern campuses of Victoria University and the Learning Precinct

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 0.6m buffer.

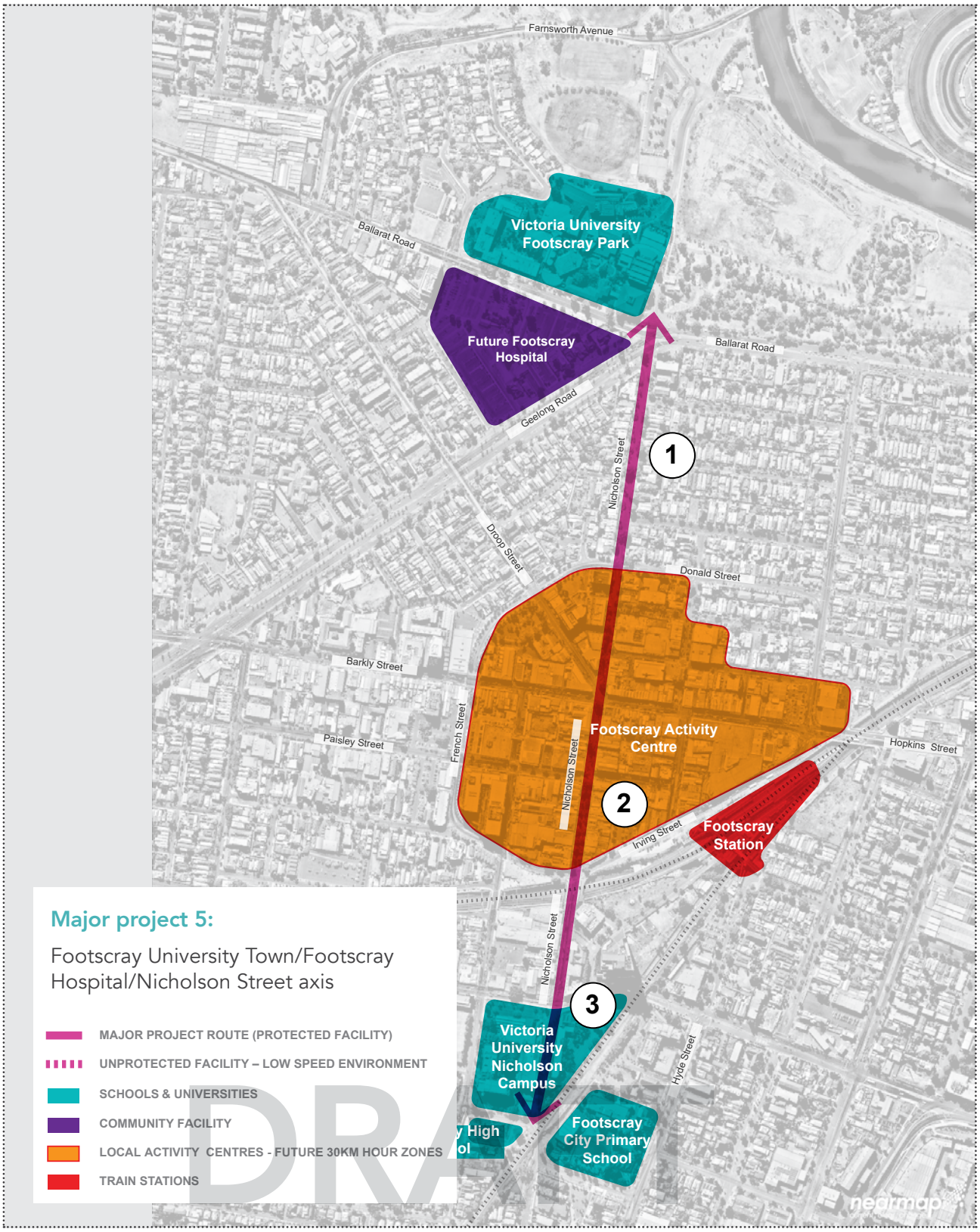


Back of kerb facility on Nicholson Street south of Paisley Street.



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

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Farnsworth Avenue
Victoria University Footscray Park
Future Footscray Hospital
Ballarat Road
Ballarat Road
Geelong Road
Nicholson Street
1
Droop Street
Donald Street
Barkly Street
French Street
Paisley Street
Footscray Activity Centre
Nicholson Street
2
Hopkins Street
Irving Street
Footscray Station
Nicholson Street
3
Victoria University Nicholson Campus
Hyde Street
Footscray City Primary School
nearmap
Major project 5:
Footscray University Town/Footscray Hospital/Nicholson Street axis
MAJOR PROJECT ROUTE (PROTECTED FACILITY)
UNPROTECTED FACILITY – LOW SPEED ENVIRONMENT
SCHOOLS & UNIVERSITIES
COMMUNITY FACILITY
LOCAL ACTIVITY CENTRES - FUTURE 30KM HOUR ZONES
TRAIN STATIONS
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6. West Footscray to Dynon Road

Goal

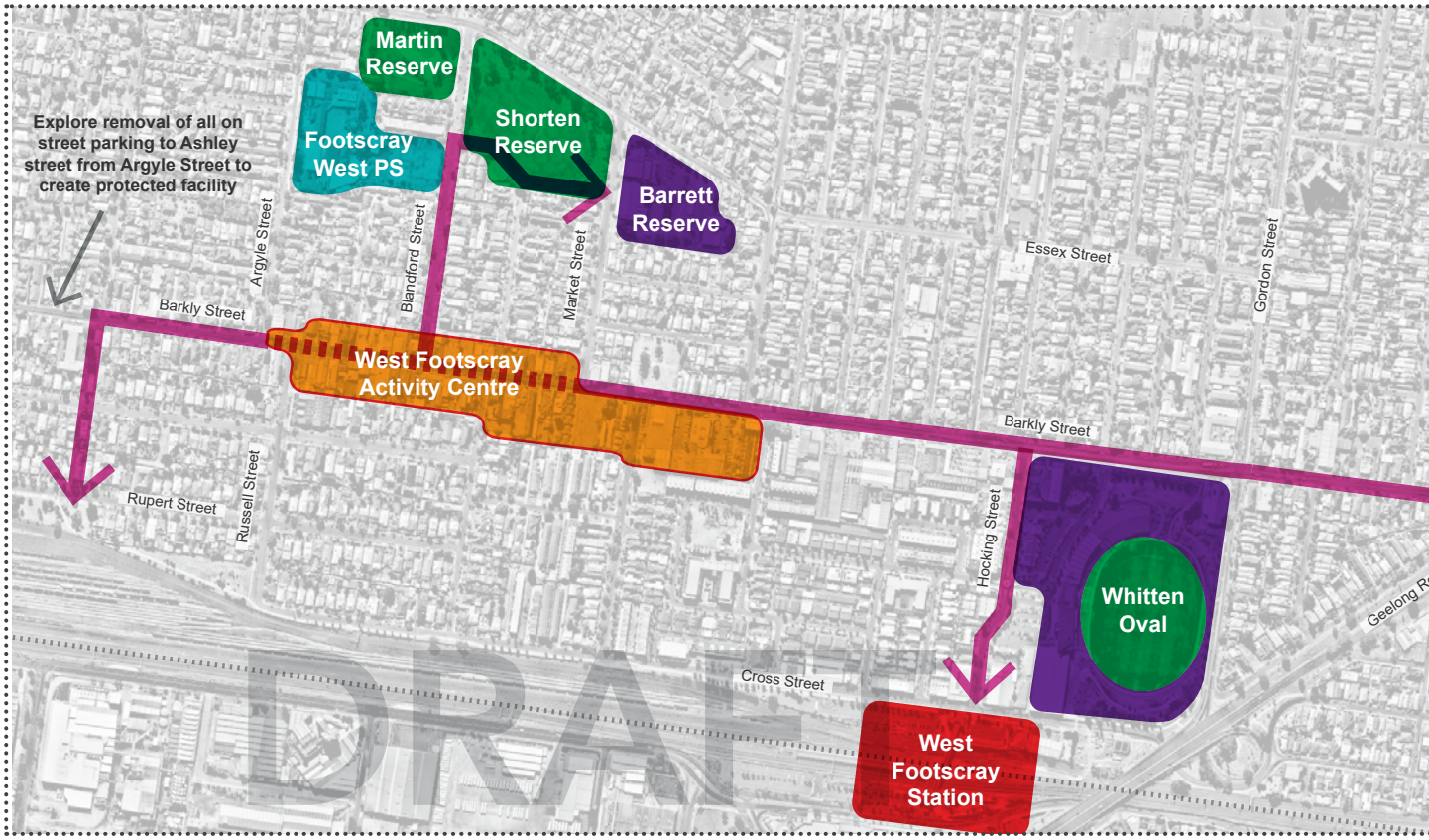
Significantly increase the number of bicycle and pedestrian trips along Barkly Street including across a major barrier: Geelong Road.

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

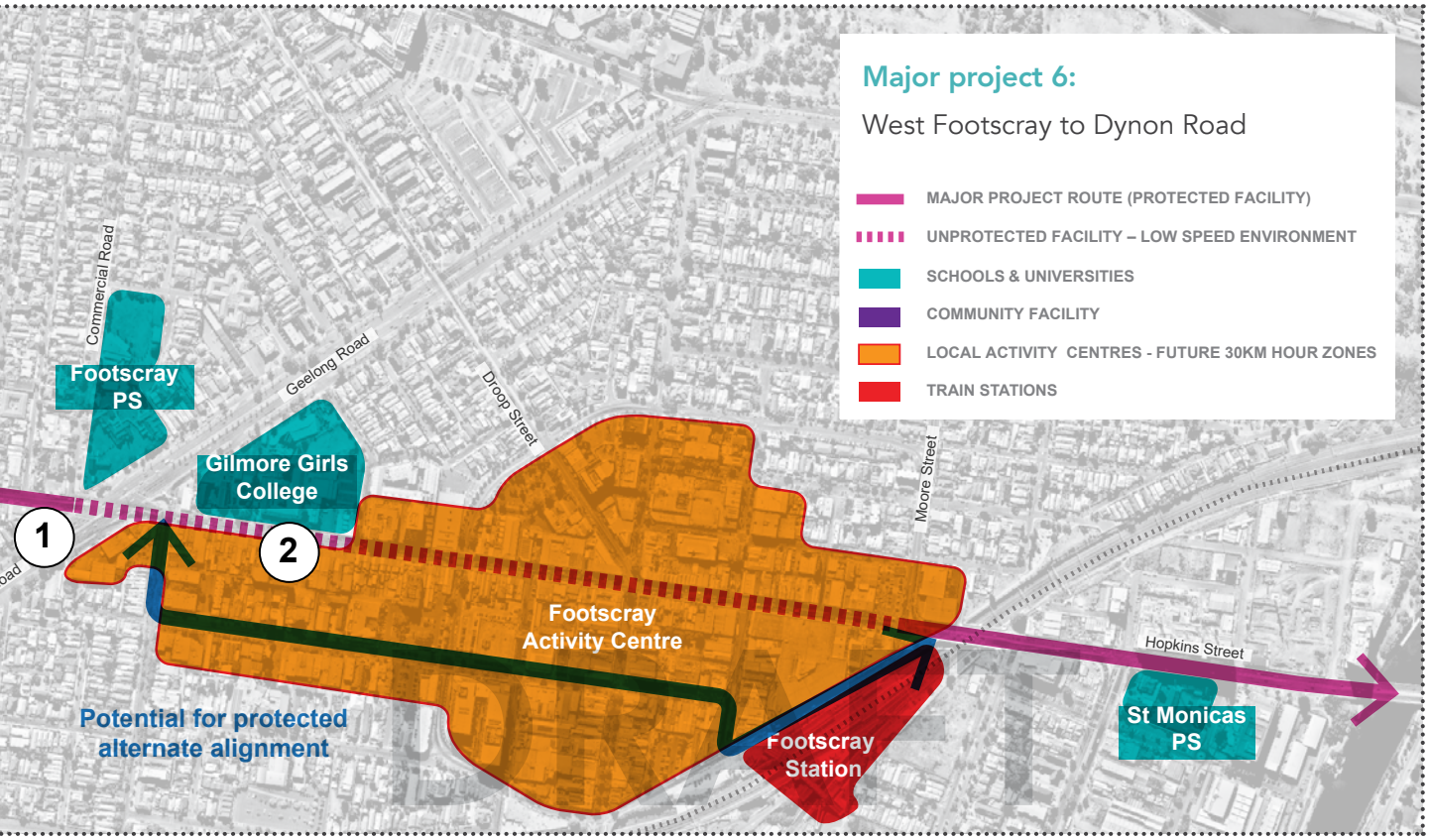


Upgraded pedestrian and bicycle link at Geelong Road and Barkly Street intersection.





Raised pedestrian crossing with extended kerb and raised bicycle 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.

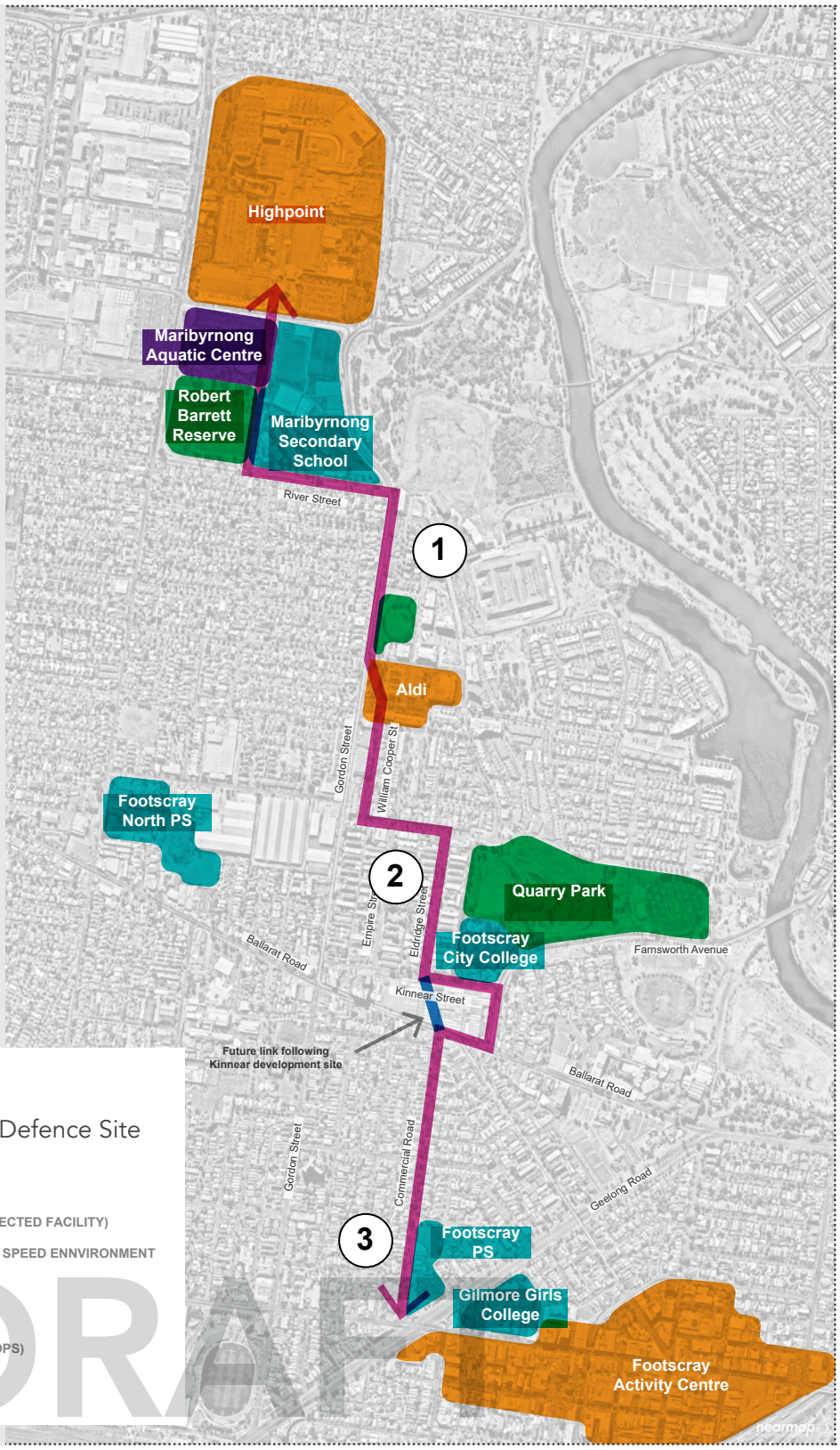


Improvements to Eldridge Street protected facility.



Extended kerb to create 3m bi-directional facility on Commercial Road with minimum 0.6m planted buffer.

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Major project 7:

Footscray to Highpoint/Defence Site Maribyrnong

- MAJOR PROJECT ROUTE (PROTECTED FACILITY)
- UNPROTECTED FACILITY – LOW SPEED ENNVIRONMENT
- SCHOOLS & UNIVERSITIES
- COMMUNITY FACILITY
- LOCAL ACTIVITY CENTRES (SHOPS)
- TRAIN STATIONS

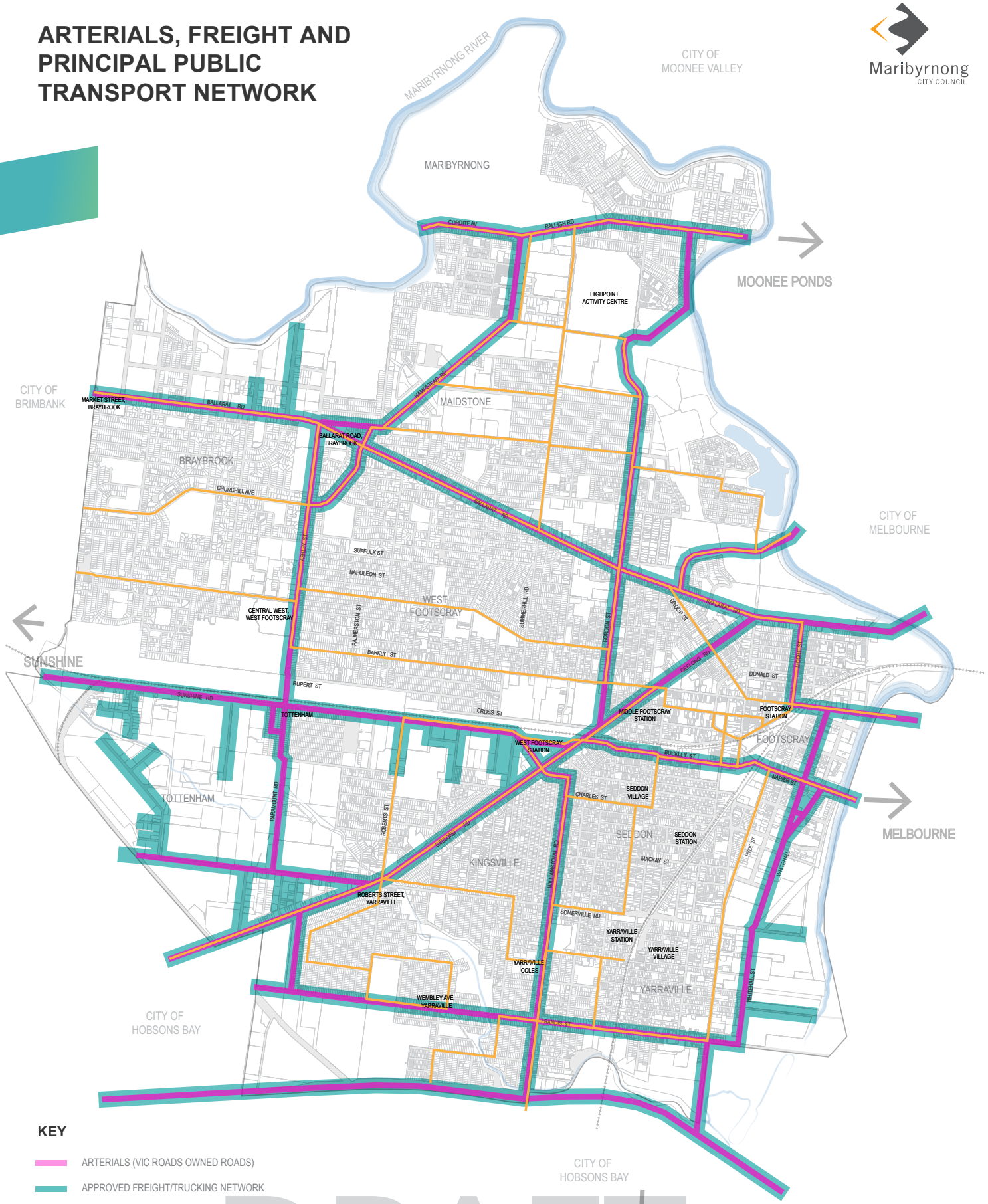
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Appendix 2: Additional Mapping

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ARTERIALS, FREIGHT AND PRINCIPAL PUBLIC TRANSPORT NETWORK



KEY

- ARTERIALS (VIC ROADS OWNED ROADS)
- APPROVED FREIGHT/TRUCKING NETWORK
- PRIMARRY PUBLIC TRANSPORT NETWORK

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QUALITY OF EXISTING FACILITIES



KEY

- ON ROAD PAINTED FACILITY (LOW PROTECTION)
- OFF ROAD PROTECTED (HIGH PROTECTION)
- ON ROAD PROTECTED (MEDIUM PROTECTION)
- WORKS FOR CONSTRUCTION (2014 STRATEGY)
- SCHOOLS & UNIVERSITIES
- PUBLIC OPEN SPACE
- ACTIVITY CENTRES
- TRAIN STATIONS

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References

Related reference document

The *Implementation Guide Maribyrnong Bicycle Strategy 2019 – 2029* sits alongside this Strategy as a reference document. The guide provides detailed implementation/ supporting information for Council over the life of the strategy.

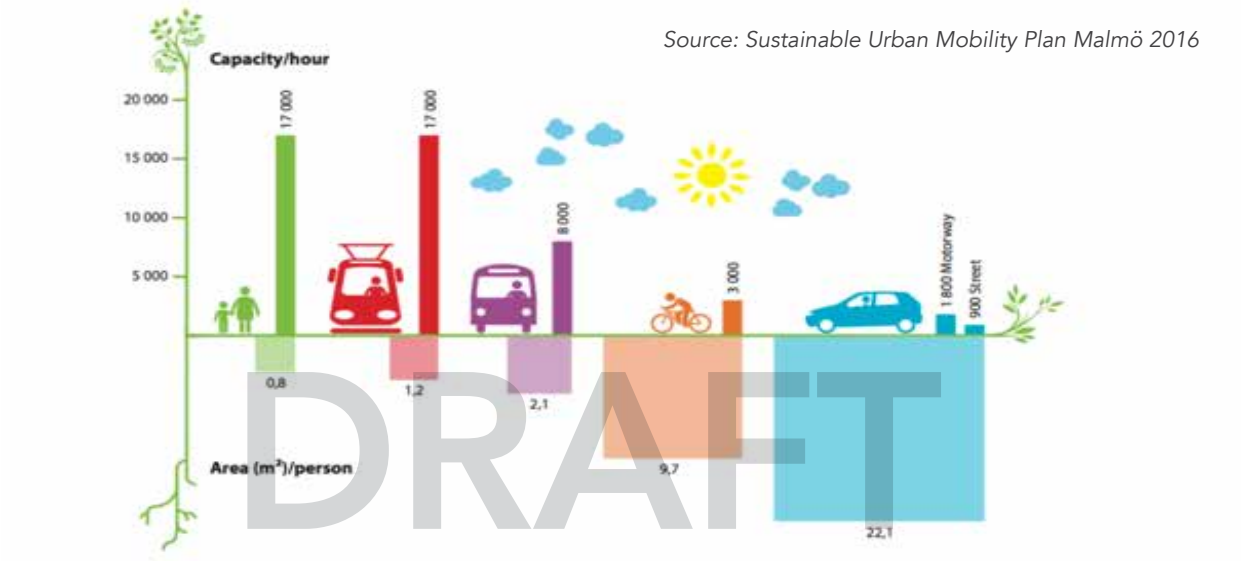
References within this Strategy document

1 Maribyrnong Integrated Transport Strategy, *https://www.maribyrnong.vic.gov.au/files/assets/public/forms/full_maribyrnong_integrated_transport_strategy_2012.pdf,* p.1.

2 It is expected that between 2021 and 2026 the resident population of the municipality will grow by 17% or around 17,000 people. 2021: forecast population 99,788, 2026: forecast population 116,382 Forecast ID

3 It is expected that between 2021 and 2026 the resident population of the municipality will grow by 17% or around 17,000 people. 2021: forecast population 99,788, 2026: forecast population 116,382 Forecast ID

4 Figure presenting the general flow capacity per hour, and the space required per person, for different transport modes. This shows that pedestrian traffic is more space efficient than public transport, and that public transport, in turn, is more space efficient than passenger car traffic. Space demand per transport mode includes both space required for movement, streets and carriageways, and for parking.



Source: Sustainable Urban Mobility Plan Malmö 2016

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Bicycles can transport around twice the number of people that cars do in less than half the space. While buses, trams and pedestrians are more space efficient than bicycles, they have limitations in terms of proximity, frequency, capacity and maximum trip length. (Based on the *Sustainable Urban Mobility Plan Malmö 2016)*

5 In 2014, approximately 12 per cent of our adult population used cycling as a form of transport and 57 per cent walked to get around, which is above the metropolitan average, but below the levels observed in most other inner city areas. *Municipal Scan Health and Wellbeing Profile of the residents living in the City of Maribyrnong December 2016*

6 Walking is the foundation of transport – most trips begin and end with a walk. Good public transport services are effective alternative. Public transport can replace car trips and, in areas with frequent and reliable public transport, many people can avoid the need to use or even own a car.

However, walking and public transport have weaknesses. Contemporary walking trips tend to be less than 1,500m and many are quite short, meaning walking is not a convenient or relevant choice for medium or longer trips. Public transport services in some areas of the municipality are excellent. In other areas however they are infrequent, slow or overcrowded. Not everyone is within easy walking distance of the bus stop or train station. These weaknesses mean that there is a gap between what walking and public transport can do.

7 Initiatives that are underway at the time of writing include:

- the purchase of land from the Medway Golf Club to extend the Temple to Temple path alongside the Maribyrnong River
- the construction of a trail from Lacy Street, through Cranwell Reserve to the Maribyrnong River
- the mountain bike trails at Quarry Park and the Learn to Ride Facility at Hansen Reserve.
- improvements to the Maribyrnong River trail near the Footscray Community Arts Centre
- Westgate Tunnel Project Cycleway

8 This group includes:

People who are not permitted to use a car

- People under 18 years old. (In 2016 8 per cent of residents in Maribyrnong were 8 – 18 years old). This group includes primary school children and others in education. Many children would like to be 'released from the back seat' and have the expanded social and other opportunities that come from independent mobility. An independent trip by a child or young person can eliminate four car trips – the drop off, return home, the pick-up and the final return.
- People who are not permitted to drive due to age or medical factors. People with epilepsy are not permitted to drive for example. (In 2016 6.8 per cent of residents in Maribyrnong were over 70 years old). Improved conditions will help people in this group get from place to place in wheelchairs, mobility scooters and on powered and 'push' bicycles.

People who do not own a car

In Maribyrnong in 2016 there were around 4,000 households (13 per cent) without a car. These households include:

- People on a limited income who need low cost transport alternatives such as the bicycle.
- People who want to reduce car ownership or avoid owning a car altogether. This includes households such as young families or those with high housing costs who need to reduce their transport budget by reducing, avoiding or exiting car ownership.

People who want to replace some car trips with a bicycle trip.

- There are people who own a car (or cars) but are willing for some trips at some times to ride a bike rather than drive. The motivations to switch out of a car trip include 'getting some exercise', avoiding parking fees or seeking reliable travel times that are not extended by congestion.

9 Cycling in Maribyrnong: More than half (54.0per cent) of respondent households own at least one

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bicycle and more than one-third (39.1 per cent) regularly use a bicycle. Whilst on average respondents agreed that Council should prioritise cycling infrastructure over both on-street car parking (6.31 up from 5.97) and traffic flows (6.03 up from 5.67), attention is drawn to the fact that there was significant diversity of views in the community in relation to the prioritisation of cycling infrastructure. Particular attention is drawn to the significant proportion of non-cycling households that disagreed that cycling infrastructure should be prioritised over either on-street car parking (25.0 per cent disagreed) or car traffic flows (26.0 per cent disagreed), although these results have declined since last year. *Maribyrnong City Council – 2018 Annual Community Survey*

10 When there is suppressed demand, people have made a positive decision but are unable to act on their choice because of an external barrier. This Strategy does not outline the many individual and community benefits of bicycle riding as greater knowledge of the benefits (such as the health benefits of physical activity or reductions in air and noise pollution) for two reasons. First, these benefits are well established and well known. Most importantly, lack of knowledge of the benefits of bicycle riding is not a barrier to participation.

The assumption of suppressed demand is based on findings in Melbourne and overseas which have identified a group of people who are ready, willing and able to make transport trips on their bicycle but who choose not to do so as they judge the conditions too hostile.

Research for the City of Melbourne identified a group of people who owned and used bicycles who travelled regularly to the central area but did not use their bicycles to do so. Surveys found that 25 per cent of this group would consider using a bicycle to reach their destination if conditions were improved. (City of Melbourne Transport Strategy 2030)

Following the five 'stages of adoption' in diffusion theory, it is assumed that in Maribyrnong the 'innovators' and 'early adopters' are already riding and that the target of the Strategy is the 'early majority' – people who could ride (but do not) and those who are open to the idea of riding a bike. (Rogers, Everett *Diffusion of Innovations)*

11 https://chartingtransport.com/2015/11/26/comparing-the-densities-of-australian-and-european-cities/

12 Maribyrnong Integrated Transport Strategy, Northern Maribyrnong Integrated Transport Strategy, Safe Travel Plan, Walking Strategy.

13 This change of direction from the past is consistent with external polices such as the State Government *Plan Melbourne 2017 – 2050*, the VicRoads strategy *Towards Zero 2016-2020* and the recent Department of Transport publication *Movement & Place in Victoria 2019*.

14 On-road lanes are not continued across side roads and off-road paths lack smooth ramps for example. Typical improvements include widening on-road lanes and off-road paths, extending on-road lanes to and through intersections, replacing standard road paint with tactile line marking (rumble strips) and marking centre lines on shared paths.

15 LATM Plan for the Severn Street study area. December 2016.

16 Raised intersection platforms overseas have been associated with crash reductions of 70%. Raised mid-block and wombat crossings (raised pedestrian zebra crossings) use the same speed reduction principle. *Traffic Engineering and Management Book Monash 2017*

17 Experience identifies several risks:

- Traditional transport design may mean that bicycle facilities are not provided when roads and

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signalised crossings are designed and agreed

- The quantity and quality of bicycle related facilities being provided in new office developments is often above the minimum required in the planning scheme. However, over provision is not typical in residential developments though the requirements in the planning scheme are low. The lack of definition in the planning scheme means that without Council direction facilities can be poor quality, poorly designed and poorly located.
- During the construction phase existing facilities can be interrupted or downgraded for extensive periods without suitable alternatives being provided.

18 Shared bicycle storage areas can be used for other items by people who choose not to own a bicycle.

19 The importance of data to measure the progress of the Strategy and for the evaluation of the investments made under it cannot be overstated. This Strategy begins without comprehensive baseline data but aims over the ten-year period to establish an evidence base that supports the measurement of progress and investment evaluation.

Regular data at a detailed level will also support future investments. This Strategy has prioritised routes that lead to schools that are near shops and railway stations. This approach may have overlooked schools in isolated locations that have high levels of walking and riding. With longitudinal travel data from schools in hand, Council can identify where investments can be made in support of schools (or other destinations) with high levels of bicycle use even if the school is isolated from other destinations.

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