

Victoria for Bikes



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Cycling Strategies for Victoria

October 1994


Victoria
State Bicycle Committee

FOREWORD

"Victoria for Bikes" is a strategy for cycling which sets the directions for cycling in Victoria over the next three years. The bicycle is a legitimate form of transport. The Government has acknowledged the need for recognition of the bicycle in the transport system and the need for transport and urban planning to provide for cycling. The Government has provided substantial funding for facilities such as the Yarra Gardiners Creek connection and the Capital City Trail. The Government's commitment to cycling is further demonstrated by the reconstitution of the State Bicycle Committee to ensure that it has strong representation from cycling interests and that it has a strategic focus.

"Victoria for Bikes" supports the development of a Victorian Bicycle Network with the provision of on ground facilities in Metropolitan Melbourne and regional Victoria. There is great potential for cycling in Victoria and "Victoria For Bikes" recognises the strong role of business and tourism in the cycling industry. There is untapped potential in tourism for cycling to become an important component of the industry. The bicycle industry is a multi million dollar industry and its importance to the Australian economy should be recognised.

Bicycle transport is enjoyable and a healthy recreational pastime with significant environmental benefits. Cycling can be enjoyed by everyone. A safe environment for cycling is essential so that the very young to the very old can participate in cycling.

I commend the initiative of the State Bicycle Committee in developing "Victoria for Bikes". The committee represents all levels of cycling and has input from bicycle users, racing cyclists, the bicycle industry and the major providers of facilities, Local government, VicRoads and Melbourne Parks and Waterways. It has achieved a high level of success and "Victoria for Bikes" will continue to progress bicycle facilities and programs throughout Victoria.

The Hon W.R.Baxter

Minister for Roads and Ports



INTRODUCTION

The community is turning to the bicycle. For commuting to work, with tourist activities, for sporting events, and for social use, the bicycle is seen as an integral part of Victoria's changing lifestyle. Cycling reduces the number of cars on the road, is not costly, is a clean form of transport, has associated health benefits and it makes you feel good.

Bicycle use has increased significantly in the past five years and has the potential to provide major economic and environmental benefits and reduces greenhouse gases. In Melbourne, about 2.1% of trips to work are by bicycle whilst 30% of trips to work by car are a cycling distance of less than 5 kilometres. In regional cities, the level of cycling is much higher e.g. Bendigo 7%. A saving of \$6 million a year could be achieved if 10% of motorists travelling less than 10 kilometres to work changed to cycling. The use of the bicycle for commuter travel has implications for planning and building regulations and traffic management particularly within city centres.

The bicycle industry is a major industry in the Australian economy with sales of around 670 000 bicycles a year contributing about \$400 million to the economy. In Victoria, the sale of accessories total \$12 million a year. There are currently over two million bicycles in Victoria and each week over 10 000 cyclists ride along Swanston Walk on their way to work or university.

The Victorian Bicycle Network will have significant benefits for tourism with links to regional cities throughout Victoria. The Government's new "Rail Trails" program is another exciting opportunity for bicycle tourism and the State Bicycle Committee will pursue the development of bicycle facilities on disused rail lines in regional Victoria over the next three years.

"Victoria for Bikes" represents a significant contribution from the State Bicycle Committee towards community recognition of cycling and cyclists needs. The strategy complements the recommendations in the National Bicycle Strategy and addresses the issues brought forward at the five Regional forums held in Traralgon, Benalla, Bendigo, Ballarat, and Geelong. I wish to take this opportunity to thank those who participated and look forward to gaining further input from other regional centres. I wish to express my thanks to the State Bicycle Committee and particularly the steering committee for their work in developing "Victoria for Bikes".

Jane Nathan
Chair State Bicycle Committee



CYCLING STRATEGIES FOR VICTORIA

Cycling is an accepted form of transport and part of the developing recreational, sport, health and environmental lifestyle of Victorians. State and National Transport policies and now Local policies and strategies recognise cycling as a legitimate form of transport. It is also an important element in the tourism and commercial activities in the State with economic, social and safety benefits. Cycling is a \$400M business in Australia with \$12M in accessories being sold in Victoria each year.

The Government has recognised the growing support for bicycle facilities and programs and through organisations such as VicRoads and Melbourne Parks and Waterways provides funding for these initiatives. The growing acceptance of bicycles by the community reflects the improvements made in bicycle networks, safety, environment awareness of cycling, equipment and facilities now available. There are many people and organisations who have contributed to this success story. The 1991 Victorian Bicycle Strategy gave direction to the development of bicycle programs and facilities and has kept bicycles in the minds of those who make the decisions.

It is now time for a new strategy to provide a lead for the next three years, to build on achievements and take account of new directions.

The 1994 VICTORIA FOR BIKES has been developed by the State Bicycle Committee in conjunction with the organisations and interests represented on the Committee and through regional forums held throughout Victoria.

There are many different state agencies involved such as VicRoads, Melbourne Parks and Waterways, the Department of Conservation and Natural Resources, Public Transport Corporation, Department of Planning and Development, and Department of Sport and Recreation. Local Government is a crucial player in the development and implementation of Victoria for Bikes.

The strategies cover a wide range of matters that can improve cycling in Victoria taking into account the wide variety of uses, interests and needs. There is also a wide range of cycling interests such as commuter, recreation, social and sporting.



Victoria for Bikes sets the following aims.

Cycling on-roads

Develop a mixed use road system suitable for cycling as well as cars to ensure cyclists have access to road space that is continuous and convenient for safe on-road cycling.

Linking Communities.

Develop networks of bike facilities that link communities and provide the infrastructure for cycling tourism.

The Business of Cycling.

Encourage cycling business opportunities and development.

Tourism.

Develop the tourism potential of cycling.

Cycling for health, fitness and the environment.

Promote and encourage the benefits of cycling to the community from recreation, environmental and health viewpoints.

Working together for Cycling.

Co-ordinate the activities of all those involved with bicycle programs, policies and facilities.

Planning for Cycling.

Ensure the planning for cycling is integrated in the overall transport and landuse planning and that development processes include provision for bicycle facilities.

Fewer accidents, softer injuries.

Reduce bicycle crashes and the severity of injuries.

Look and learn about Cycling.

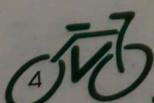
Monitor cycling for on and off-road needs. Facilitate ongoing research and investigate trends to make cycling easier and safer.

Sport Cycling.

Encourage and develop excellence in cycling.

A better society through Cycling.

Identify and develop those aspects of cycling that improve self esteem and community involvement.



THE STRATEGIES

Nine key strategies have been identified and from these flow the directions and specific actions that are needed to achieve results.

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|------------|---|
| Strategy 1 | Victorian Bicycle Network. <i>(page 6)</i> |
| Strategy 2 | Tourism and Recreation. <i>(page 10)</i> |
| Strategy 3 | Commercial and Retail. <i>(page 12)</i> |
| Strategy 4 | Participation and Community Involvement. <i>(page 13)</i> |
| Strategy 5 | Health and Environment. <i>(page 15)</i> |
| Strategy 6 | Education and Safety. <i>(page 16)</i> |
| Strategy 7 | Legislation and Local Laws. <i>(page 18)</i> |
| Strategy 8 | Australian Networking. <i>(page 20)</i> |
| Strategy 9 | Demonstration Projects. <i>(page 22)</i> |

The following strategy details contain major action items that have been highlighted by *italics*.

St. Kilda Road bike lane



STRATEGY 1 THE VICTORIAN BICYCLE NETWORK (VBN)

The right facilities have to be in place for people to use their bicycles. Improvements to the on-road routes, off-road bicycle paths and associated facilities must continue to be built.

The VBN is a network of on-road and off-road bicycle facilities that provides continuous bicycle routes for commuter and recreational cyclists. The networks are a mechanism for prioritising potential improvement projects.

The three components of the VBN are:

- Regional bicycle network (RBN)
- Principal bicycle network (PBN)
- Municipal bicycle network (MBN)

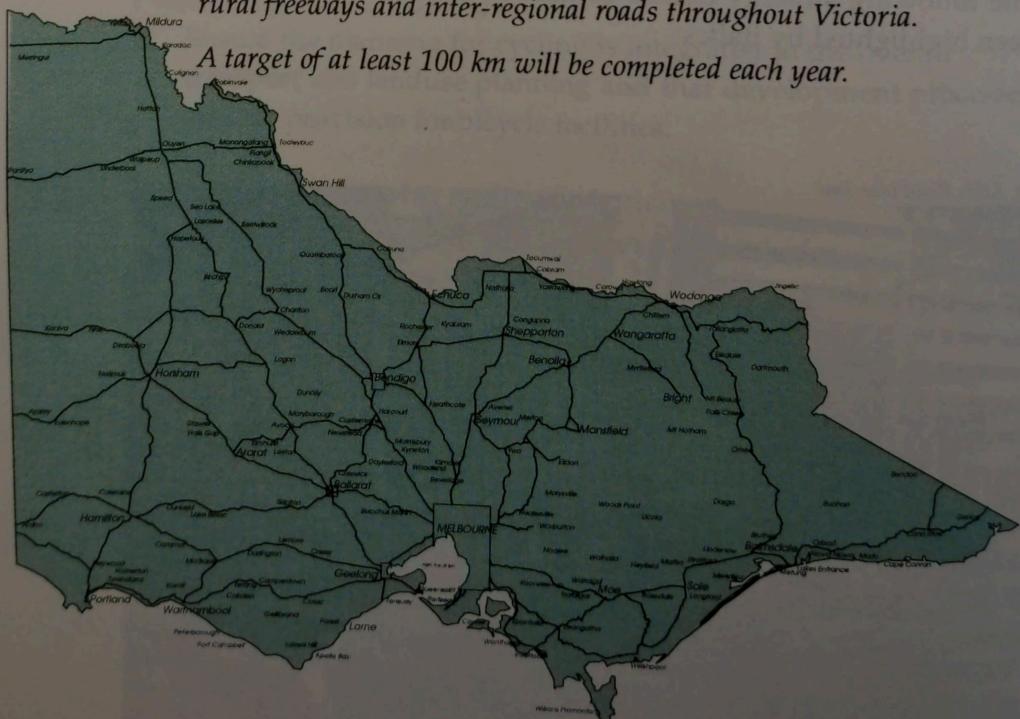
Regional Bicycle Network (RBN)

A network of links between regional cities and towns for tourism and safety. VicRoads is responsible for the development of this network.

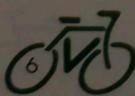
VicRoads with the State Bicycle Committee and input from local Councils by mid 1995 will identify and develop a Regional Bicycle Network of on-road and off-road facilities and review it annually.

The program of shoulder sealing will be continued along all suitable rural freeways and inter-regional roads throughout Victoria.

A target of at least 100 km will be completed each year.



Regional Bicycle Network - Linking Victoria's Regional Cities and Towns

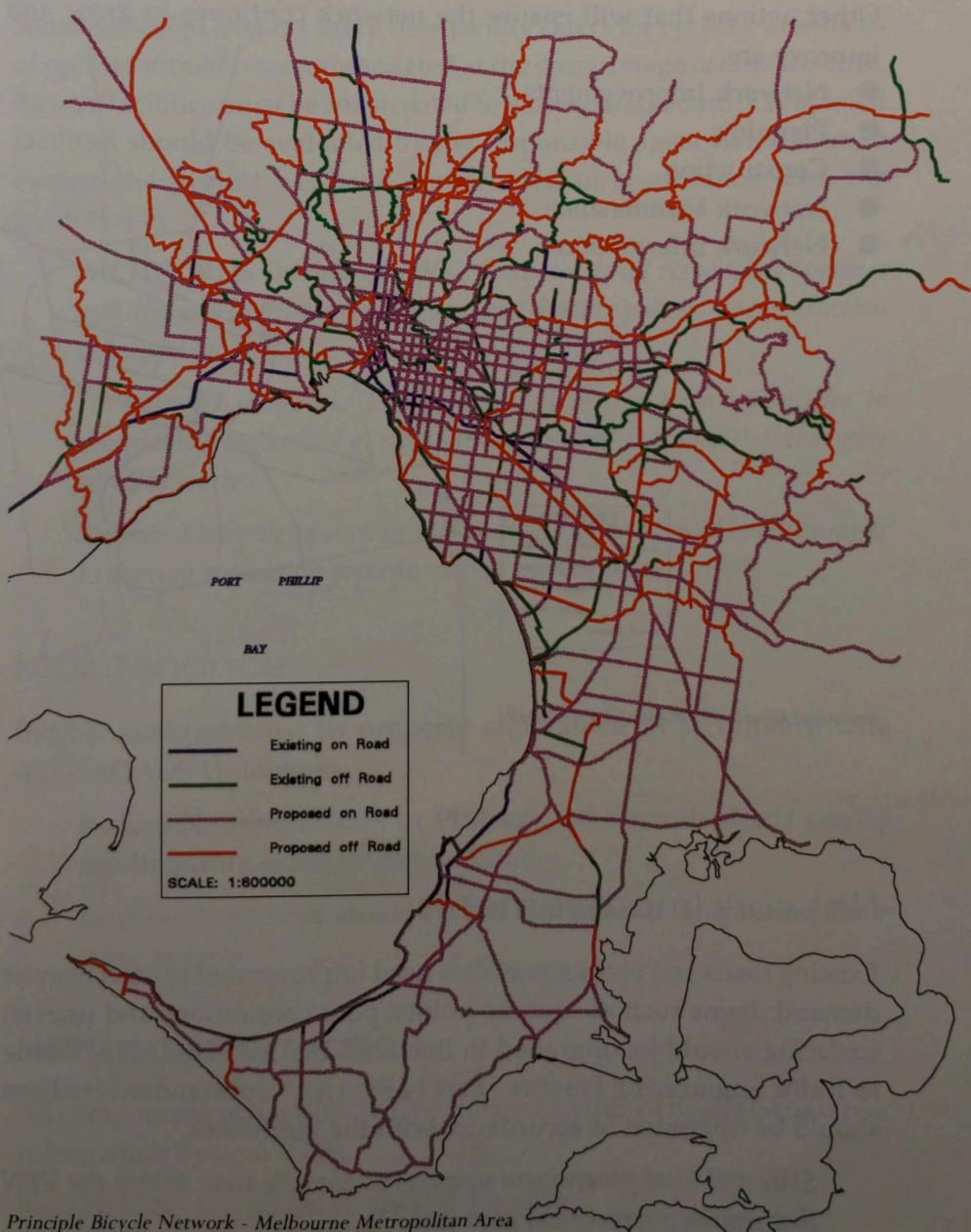


Principal Bicycle Network (PBN)

A network of priority routes on a maximum 1.5 km grid in metropolitan Melbourne. VicRoads is responsible for the on-road, and where appropriate, the off-road development of this network. Melbourne Parks and Waterways will continue to contribute to the development of the off-road component.

VicRoads will update the PBN annually with new routes to and around the metropolitan area being identified.

A target of at least 100 km will be completed each year. This will include new routes from Epping, Frankston, Box Hill and Sunshine to the Central Activities District (CAD).



Principal Bicycle Network - Melbourne Metropolitan Area



Municipal Bicycle Networks (MBN)

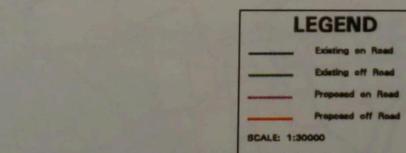
A network of priority routes within metropolitan and regional municipalities. Local government is responsible for the development of these networks.

Cities on the Regional Bicycle Network and metropolitan municipalities will be encouraged in conjunction with State Bicycle Committee and VicRoads to identify a MBN by the end of 1995 and thereafter review it annually.

The MBNs are to be improved as part of a continuing programmed schedule of works prior to 1997. Each municipality to commit to a staged plan of implementation.

Other actions that will ensure the network continues to grow and improve are:

- Network Improvements
- Planning
- Construction
- Network Maintenance
- Network Information



Municipal Bicycle Network - City of Benalla



Network Improvements

Existing roads and paths sometimes need improvement to meet heavier demand. Items such as squeeze points, poor connections and uneven surfacing should be upgraded in line with the AUSTROADS "Guide to Traffic Engineering Practice - Part 14 Bicycles." Substandard facilities should be upgraded in accordance with the guidelines.

State and local government agencies to identify areas within the VBN that require improvement each year.



Planning

The planning process will be used to deliver the bicycle facilities during development minimising expensive modification at a later stage. Integrated planning that recognises the social, cultural, physical and economic benefits of cycling will be encouraged.

Planning Authorities and Councils to be encouraged and supported to adopt planning amendments and policies which include bicycle requirements in all future development.

Construction: Design, Implementation, Evaluation

Sensible design ensures that a new facility caters for cyclists. The needs of cyclists should be accommodated at the design stage of new facilities. Bicycle facilities must be constructed to a useable standard. Completed facilities should be evaluated by the responsible agency and users to ensure the project has been constructed in accordance with the guidelines.

AUSTROADS Guidelines will be promoted to all responsible agencies and they will be encouraged to adopt best practice policies for construction of bicycle facilities.

As agencies undertake works they will restore bicycle facilities to acceptable standards. e.g. road surface repaired to a smooth finish after services works.

Responsible agencies such as VicRoads and Councils will be encouraged to develop evaluation procedures that include users.

Maintenance

Bicycle facilities must be properly maintained in accordance with AUSTROADS Guidelines.

Responsible agencies such as VicRoads and Councils should develop regular quality audits for bicycle facilities.

Responsible agencies should develop maintenance programs with ongoing budgets.

Network information

All components of the VBN will be collated on the VicRoads Geographic Information System (GIS).

VicRoads GIS should be updated annually.



STRATEGY 2 TOURISM AND RECREATION

Cycling is part of the growing tourism industry based on recreation and sport. Now more people than ever cycle on their holidays. The directions that will encourage increased cycling tourism are:

- Cycle Tourism Promotion
- "Rail Trails"
- Signage and Mapping
- Bike Hire

Cycle Tourism Promotion

The scope of existing tourism related cycle activity has to be identified, communicated and the potential for increases developed by the tourism industry.

There are already a growing number of businesses that provide a commercially based organised ride such as Bicycle Victoria (The Great Victorian Bike Ride) and Bogong Jack. These businesses need to be encouraged.

Encourage tourism industry to identify and quantify extent of bicycle related tourism by mid 1995.

Support tourism industry in the production of information on tourist cycling in general as well as specific activities.

Encourage more groups to organise rides and involve more cyclists.

The Great Victorian Bike Ride during a break



Photograph supplied by Bicycle Victoria. Photographer: Mark Rayner

"Rail Trails"

The Government has announced a comprehensive new program to maximise opportunities for new recreational trails to be created on disused rail lines throughout Victoria. The conversion of disused rail reserves to trails will create a major new tourist activity.

Encourage the development of local interest groups to develop trails along disused rail reserves.

Support tourism and recreation promotion of new rail trails.

Signage and Mapping

Cycle tourism requires maps to identify the routes with destination and distance signage.

Encourage and support the continuing development of tourist focused maps on bicycle riding opportunities.

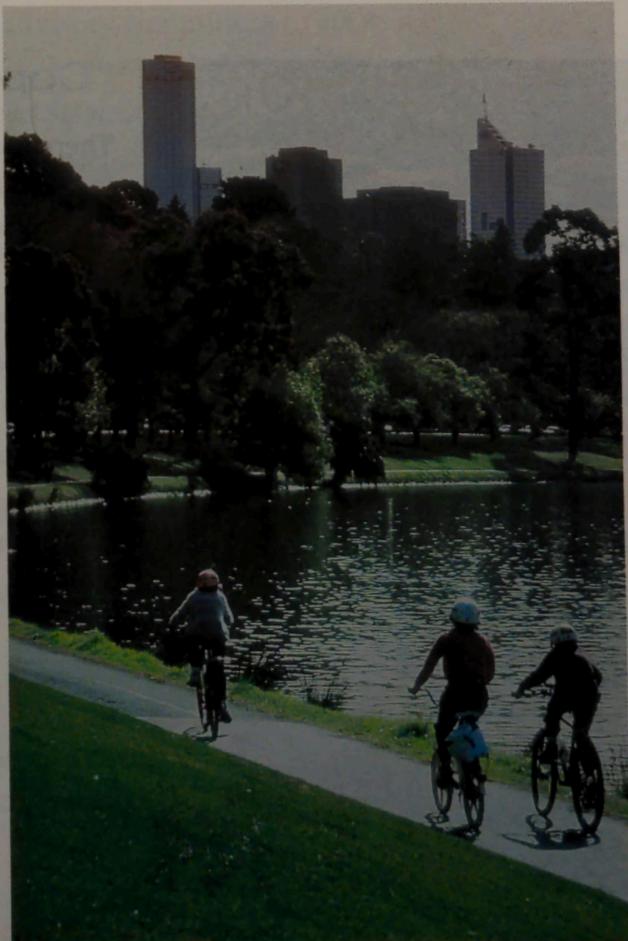
Encourage responsible Agencies to provide suitable internationally recognised symbols on standard signage as part of the development of bike lanes, routes and trails.

Bike Hire

Bike hire at key locations is required.

Encourage Agencies to facilitate commercial bike hire facilities within their areas of responsibility.

Encourage tourism industry to develop standards by end 1995 for equipment and hiring procedures.



STRATEGY 3 COMMERCIAL AND RETAIL

The bicycle industry is a \$400M business in Australia. In Melbourne alone there are 1.5 million bicycles. The directions that will encourage its development are:

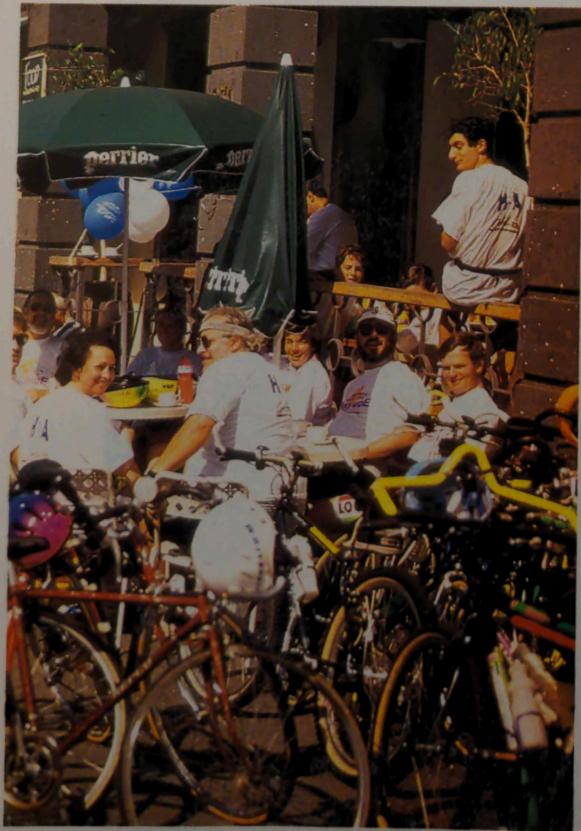
- Retail Industry
- "Cappuccino" Industry

Retail Industry

The bicycle industry is growing and the many different interests that share in this success need to have a focus to promote the industry. There are two national industry associations, Bicycle Industries and Traders' Association (BITA) and the Retail Cycle Traders of Australia (RCTA).

The Industry Associations are to be encouraged to co-operate and support Victoria for Bikes.

Encourage business to sponsor and promote cycling.



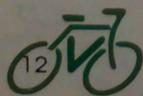
Photograph supplied by Bicycle Victoria. Photographer: Mark Rayner

"Cappuccino" Industry

There is a culture developing in Victoria to ride to some attraction and have a coffee. This activity should be encouraged because of the business stimulus it provides to the cafe's, the associated bakeries, accessories and clothing industries.

Encourage the restaurant industry to provide secure bike parking and facilities.

Encourage and support promotion of this activity through appropriate marketing by the restaurant trade.



STRATEGY 4 PARTICIPATION AND COMMUNITY INVOLVEMENT

For cycling to achieve its potential the provision of facilities must be complemented by a program of participation and community involvement. Already over 50% of the population of Victoria are cyclists with 90% of the 5 to 13 year old age group having a bicycle. The directions to achieve this are:

- Regional Forums and Local Advisory Committees
- Sporting and Recreation Clubs
- Agency support
- Bicycle User Groups (BUGS)
- Social Benefit Cycling Programs
- Community Trail construction

Regional Forums and Local Bicycle Advisory Committees

The State Bicycle Committee holds regular Regional Forums throughout Victoria for discussion of bicycle issues. It also encourages the establishment of local Council bicycle advisory committees to act as a catalyst for bicycle actions in that area.

Continue Regional forums to assess cyclists needs.

Encourage and support each region to establish local bicycle advisory committees to Council.

Encourage and support each region to establish local Bicycle User Groups (BUG).

Sporting and Recreation Clubs

Cycle sport is an important and high profile element of the total cycling interests and must be recognised and supported

Encourage the development of facilities for all forms of cycle sports such as road training circuits and velodromes.

Agency support

Organised rides all require authorisation and facilities along their routes. Authorising Agencies must provide assistance and support to participating cyclists.

State Bicycle Committee to encourage Agencies such as Councils, VicRoads and Victoria Police to plan and provide facilities for organised rides.



Bicycle User Groups (BUGS)

Bicycle User Groups are local community based groups which lobby for improvements to the bicycle system and undertake cycling activities. The BUGS are supported by Bicycle Victoria.

Encourage the creation and growth of Bicycle User Groups in communities.

Provide recognition for the BUGS on local council advisory committees and State Bicycle Committee in the assessment of bicycle issues.

Self Esteem and Community Involvement Cycling Programs

There are several programs organised by Councils and Victoria Police to reduce unsociable behaviour by encouraging youths to channel their time and energy into challenging bicycle activities.

Support Victoria Police initiatives to reduce unsociable behaviour.

Support Council initiatives under the START program.

Community Trail Construction

Pilot projects have been undertaken where local communities have constructed sections of trail with the assistance of agencies. This is similar to community tree planting programs.

Encourage local communities to identify sections of trail that they would like to see built.

Encourage agency support for community trail construction.



Photograph supplied by Victorian Cycling Inc.



STRATEGY 5 HEALTH AND ENVIRONMENT

There are proven benefits to the community in cycling. Cycling is beneficial to the environment and to the cyclist's health. The directions that will deliver these benefits are:

- Health Research and Promotion
- Environment Friendly Promotion
- Sustainable Development Planning

Health Research and Promotion

The benefits of cycling generally identified by health authorities and accepted by all sections of the community need to be promoted.

Include awareness of cycling benefits in municipal public health plans, corporate health schemes and personal health programs.

Encourage and support health research into the health benefits of cycling.

Environment Friendly Promotion

The environmental benefits of cycling need to be promoted.

Develop and distribute promotion materials on environmental benefits.

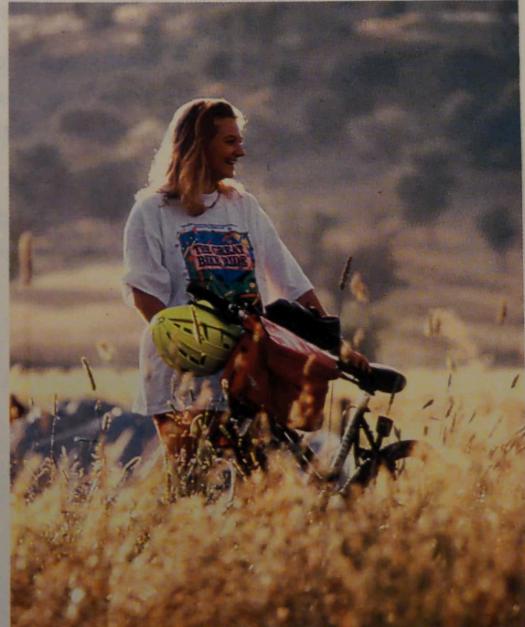
Provide on going advice on environmental benefits at Environment Forums and to publications.

Sustainable Development Planning

Planning is currently taking place on developing sustainable communities. Cycling is the most efficient form of transport and therefore should play a significant role in this planning. About 2.1 % of all trips to work are by bicycle but 30 % of trips by car are less than 5 Km.

Develop and distribute promotion materials on sustainable development benefits.

Provide on going advice on sustainable development benefits at appropriate forums and to publications.



Photograph supplied by Bicycle Victoria. Photographer: Mike Dunn

STRATEGY 6 EDUCATION AND SAFETY

People need to feel and be safe while cycling. Statistically cycling is safer with the younger age groups, the major bicycle user group, involving only 3% of all fatalities. Also 80% of bicycle crashes do not involve motor vehicles. Safety can be still be improved. The directions that will ensure the safety of cyclists are:

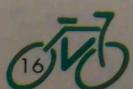
- Schools Programs
- Community Traffic Safety Programs
- Codes of Behaviour
- Research

Schools Programs

The existing Bike Ed and Cycle On programs in schools have been successful in educating young people on cycling safety. Currently about 10% of students participate in these programs

Develop the Bike Ed and Cycle On Programs to double participation levels of students by 1997.

Continue existing support and further develop programs such as Police in Schools Programs, Bicycle Co-ordinators in Councils, volunteer support amongst teachers, parents and local cyclists.



Community Traffic Safety Programs

There are numerous community education programs, including Police training programs, that focus on adult bicycle safety. Community Road Safety Councils have an important community role that should include cycling.

Continue existing support and further develop programs such as Bicycle Co-ordinators in Councils to provide input to engineering and community safety programs, Police Bicycle Patrols and Police training programs.

Involve Community Road Safety Councils and Transport Accident Commission (TAC) with the State Bicycle Committee to place greater emphasis on co-ordinated cycling safety programs.

Codes of Behaviour

The interaction of cyclists with motorists and also with pedestrians needs consideration wherever there is dual use. Appropriate behaviour based on courtesy needs to be identified, developed, encouraged and communicated.

State Bicycle Committee to co-ordinate all relevant groups such as RACV, VicRoads, Victoria Police and to develop and communicate through appropriate media campaign an acceptable code of behaviour for on-road use by end 1995.

The State Bicycle Committee to co-ordinate all relevant groups including Councils to develop and communicate an acceptable code of behaviour for off-road use by end 1994.

Research on Education and Safety

Trends need to be investigated and new directions identified to improve and make cycling safer. Facilitate ongoing research and investigation into bike use.

VicRoads to allocate annual funding for research into cycle safety such as conspicuity and Description of Crash analysis.

Encouragement and support to be given to TAFE and Universities to undertake cycle safety research.



STRATEGY 7 LEGISLATION AND LOCAL LAWS

Regulation dictates the behaviour of cyclists and road users. These laws need to be appropriate and enforced. The directions that ensure this are:

- Traffic Code
- Enforcement
- Police Co-ordination
- Standards Associations
- New Planning and Building Regulations

Traffic Code

The traffic code contains the rules and regulations that apply to cyclists. The traffic code regulates road use. Its relevance to cyclists needs to be continually reviewed.

Participate in the development of the National Traffic Regulations to ensure cyclists needs are met.

Support the introduction of footpath cycling into the national traffic code.

Enforcement

Enforcement of traffic rules is effective in reducing the incidence and severity of bicycle crashes. Police enforce the laws relating to cycling. They must be aware while being attuned to the needs of cyclists that cycling is a legitimate form of transport and of the intention of the laws. Park rangers and Council local laws officers also have an important role to play.

Review bicycle law enforcement procedures by end 1995.

Provide training for Police, park rangers local laws officers to increase awareness of cycling issues.

Police Co-ordination

The State Bicycle Committee has identified and supports the important role Victoria Police play in increasing safety for cyclists. It encourages the Victoria Police to have an active role in cycling. The Police Coordinator promotes understanding by Police and others. He provides advice on regulations as well as conducting specific cycling programs.



VICTORIA FOR BIKES

Identify continuing programs, in service training and seminars for Victoria Police and other enforcement agencies that will increase safety of cyclists.

Provide continued funding for the Police Co-ordination role and programs such as Safe Cycle. These programs have given good results and should continue to be funded.

Standards Association

The quality of the bikes and accessories, as well as facilities and service, provided for bikes has to be of a suitable standard. The Standards Association, in conjunction with the specialist interest groups, establish the standards. Bicycle industry associations are already involved with the Standards Association.

A formal relationship with the Standards Association will be continued.

The responsibility for enforcement of standards during the life of a product is to be identified by end 1995.

New Planning and Building Regulations

Planning and building regulations need to be amended to ensure they provide for cycling.

State Bicycle Committee to investigate and develop appropriate bicycle related modifications to planning regulations by mid 1995.

Encourage adoption of appropriate legislation and local laws to implement appropriate bicycle planning regulations.

*Photographs supplied by 'Police Life'.
Photographers: Senior Constable Tony Richardson / Senior Constable Grant Keighley.*



STRATEGY 8 AUSTRALIAN NETWORKING

The issues of cycling cross over many State functions such as Transport, Public Transport, Health, Recreation, Sport and the Environment. The issues require the co operation of national, state and local governments. Victoria for Bikes also needs to draw on international experience and expertise. The directions that will enable this to happen are:

- National Bicycle Strategy
- Victorian Government Liaison
- International recognition

National Bicycle Strategy

A national strategy has been developed and Victoria has had an important role in this. The bicycle as a legitimate form of transport has been recognised in the National Bicycle Strategy supported by all states and territories.

Continue implementation of National Bicycle Strategy including the continued involvement in the development of the National Bicycle Data Base.

Ensure Victorian initiatives are communicated to other States and Overseas.

Communicate with other States and overseas initiatives to responsible agencies in Victoria.

Victorian Government Liaison

There are numerous areas of Government in Victoria that have an impact on, and are affected by, cycling issues. Continuing liaison and communication between these departments is needed to ensure the best results for cyclists and the State.

Establish effective inter departmental communication on cycling issues at a senior level by end 1994.

Public Transport Corporation.

The development of dual mode travel where people cycle to a train or bus station has the potential to deliver considerable benefits to the community. This will require co operation between the Public Transport Corporation and cycling interests.

Establish a joint development policy with Public Transport Corporation for development of a trail network along the existing rail corridors



including revised guidelines for construction of bicycle paths on metropolitan rail reserves by mid 1995.

The Public Transport Corporation will investigate the carriage of bicycles on public transport buses and trams by end 1995.

The Public Transport Corporation and other transport agencies will be encouraged to provide secure bike lockers.

Melbourne Parks and Waterways.

The development of the Melbourne Trail Network that forms the off-road component of the Principal Bicycle Network for Melbourne is supported by Melbourne Parks and Waterways through the Melbourne Parks and Waterways Grants Program. The major parks around Melbourne also contain major recreation cycling facilities. The Yarra Trail is a major focus for recreation and commuter cycling in Melbourne.

Melbourne Parks and Waterways will be encouraged to develop appropriate management facilities for the provision of cycling facilities and park user interactions such as speed controls.

Melbourne Parks and Waterways will be encouraged to provide opportunities for cycling within its parks, to provide facilities for cyclists and to promote safe cyclist-pedestrian usage of shared trails.

Department of Conservation and Natural Resources.

The major parks, foreshore reserves and other Crown land areas contain numerous existing and potential cycling facilities. The new "Rail Trails" program will also dramatically increase the opportunities for new cycling paths on public land.

International Recognition

There are many Victorian initiatives and bicycle experts that have received international recognition. Communication to maintain this recognition should be facilitated.

Establish benchmarking partners throughout the world and develop means to establish world best practice.

Support continuing personal and official communication on bicycle matters throughout the world.



STRATEGY 9 DEMONSTRATION PROJECTS

A series of demonstration projects will be undertaken. The purpose of the projects is to experiment with new initiatives that show what can be achieved, to model successful programs, and in doing so encourage cycling. The demonstration projects include:

- "Ride To" Programs
- On and Off-road facilities
- Data collection

"Ride To" Programs

Suitable projects will demonstrate how to increase the numbers riding to work, campus, school and railway stations. Bicycle Victoria has pioneered several Ride to Work Programs with businesses. Significant results have been achieved with Mobil Melbourne City office recording a 25 % increase in staff riding to work. This provides health, fitness and cost savings' benefits to the business. Bicycle Victoria has won the Environment Protection Authority's "Clean Air Award" for its initiatives in the field. It has also developed a Ride to Campus Program at Swinburne University in Hawthorn and demonstrated cost benefits including car parking issues. Other areas will be targeted to demonstrate the benefits and broaden knowledge of this initiative.

Select a number of opportunities and develop a program to demonstrate the benefits.

Develop a media campaign to highlight the benefits to the community.

Cycling on Swanston Street Walk



On-road and Off-road Facilities

There are numerous on and off-road facilities that can be demonstrated such as shoulder sealing, bike lanes on-roads, different path materials for off-road paths and general facilities such as bike lockers and parking areas.

Identify potential new facilities by end 1994 and by end 1995.

Data collection

Information is needed on the numbers and requirements of cyclists. The collection of this information needs to be standardised and collated across all agencies to maximise the benefits.

Develop standard processes for the collection of cyclist numbers and needs.

Co-ordinate the collection and dissemination of data using GIS.



MAJOR ACHIEVEMENTS OF STATE BICYCLE COMMITTEE

Principal Bicycle Network

The Principal Bicycle Network for Melbourne has been established and has focused action and funding. VicRoads Bicycle Facilities Program provides funding for the construction of the Principal Bicycle Network.

National Bicycle Strategy

The SBC has worked with Federal and State Governments to develop the National Bicycle Strategy that has been endorsed by Federal and State Transport Ministers at the Australian Transport Council. A national data base on cycling is being developed and regular national forums held as a component of the NBS.

Yarra Gardiners Creek Connection

This vital Principal Bicycle Network path connection is currently under construction after initiatives of the State Bicycle Committee.

Ride to Campus

Funding has been provided to develop a program at Swinburne University. The benefits to the students and the University administration have been demonstrated.

Strategic Bicycle Plans

VicRoads provides funding for the development of strategic bicycle plans in municipalities. Most municipalities in Melbourne have now completed their plans and many are seeking to revise them.

Western Ring Road

An off-road path has been constructed as part of the freeway construction. This will connect many of the trails along creeks in the North and west of Melbourne.

Eastern Freeway

Advice is being provided on the development of off-road bike paths along the extension of the Eastern Freeway.



Sydney Road

VicRoads and Councils have completed the construction of wide smooth kerbside lanes in Sydney Road that operate for cyclists during peak clearway times. Separate bicycle lanes and bicycle storage areas have been provided at intersections.

Bicycle Program Co-ordinators

Funding is provided to Municipalities to employ co-ordinators. They have been very successful in progressing bicycle initiatives at the local level.

St. Kilda Road

VicRoads has resurfaced sections of the bicycle lane to provide a smoother surface for cyclists and a bicycle lane has been installed.

Footpath Cycling

Trials of footpath cycling have continued in the City of Shepparton and the Shire of Bulla. These trials have been operating for several years with few problems.

Public Information Service

Funding has been provided to Bicycle Victoria to operate a public information service for bicycle safety and encouragement information to the public. Over 10,000 enquiries are received each year.

Police Bicycle Programs

VicRoads funds the Victoria Police Bicycle Co-ordinator's Programs while the Victoria Police meet all salary and administrative costs.

Police Bike Squads

A total of 16 police bike squads have been set up around Victoria following a trial in Geelong funded by the State Bicycle Committee.

Safe Cycle

The Victoria Police undertake this successful cycle safety program throughout Victoria.

AUSTROADS Guidelines

National Guidelines for the design of bicycle facilities were developed by VicRoads for AUSTROADS and were recently released.



STATE BICYCLE COMMITTEE

The State Bicycle Committee is a broadly based forum for expression and distillation of opinion on issues affecting cyclists in order to advise the Minister for Roads and Ports on the development, planning and regulation of bicycle facilities and services throughout Victoria.

Members

Jane Nathan Chair
Harry Barber Bicycle Victoria
Lyn Dayble Bicycle User Groups
Tom Moloney Victorian Cycling Incorporated
Cliff Hoath Victorian Chambers of Manufacturing & Industry
Bill Johnsen South West Region Representative
Cr. Richard Jeffery Eastern Region Representative
Kevin O' Brien North Eastern Region Representative
Colin Leigh Melbourne Parks and Waterways

Co-Opted Members

John Coles Regional Manager, VicRoads
Sgt. Ted Wilson Victoria Police
Adrian Weedon Municipal Bicycle Co-ordinator

State Bicycle Committee Support

Harry Tew Executive Officer, State Bicycle Committee

Charter

The committee concentrates on strategy and policy development, drawing on several sources so that the advice reflects consideration of a broad range of interests of relevance to particular groups. Specifically the Committee advises Government on all matters concerning the bicycle and involves:

Developing a strategic framework for the formulation of bicycle programs.

Co-ordination of bicycle planning and programs across Government.

Encouraging and promoting safe cycling throughout Victoria.
Identifying the needs, behaviour and safety needs of cyclists.
Monitoring the extent, co ordination and use of the bicycle network.

Acting as a consultation forum for cycling interests.



VICTORIA FOR BIKES

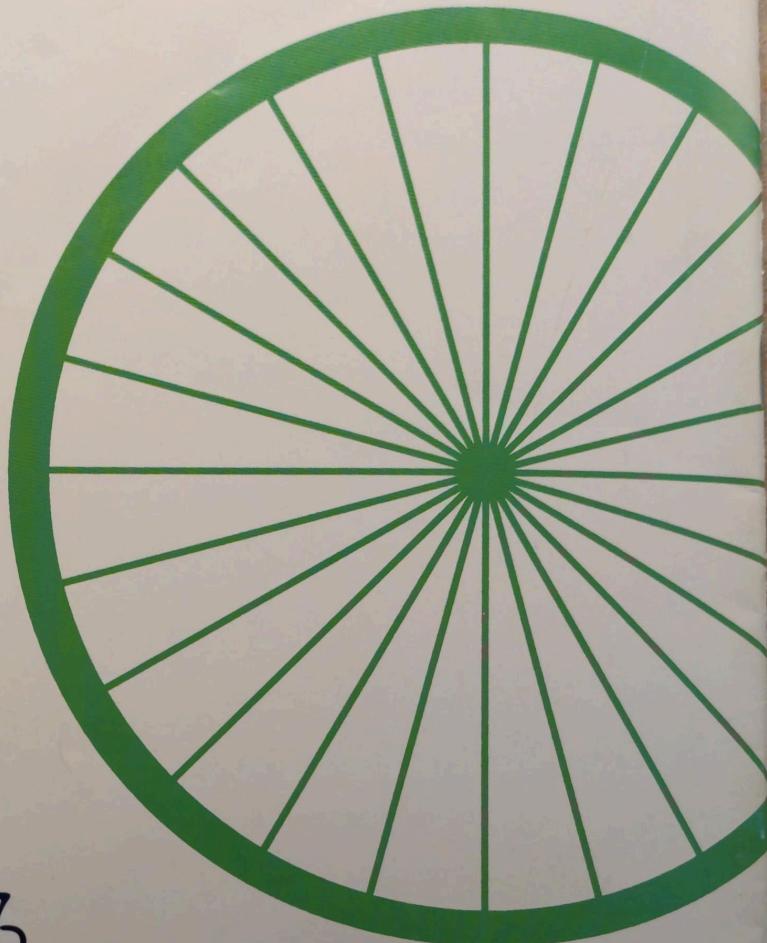
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