

# TITLE PAGE

---

Please read this draft strategy with the cyclist feedback document which was used to inform the draft strategy and is a detailed list of all the issues raised so far with the cycle network in Wyndham.

## Document Control

<b>Document Name</b>	<i>Wyndham Cycle Strategy</i>
<b>Document ID</b>	<i>A1624594</i>
<b>Policy Number</b>	
<b>Owner</b>	<i>Kieran Nelson</i>
<b>External</b>	<i>External</i>
<b>Approver</b>	<i>Council Meeting</i>
<b>Document Status</b>	<i>Draft</i>
<b>Version</b>	<i>D2</i>
<b>Approved Date &amp; Meeting</b>	
<b>Next Review Date</b>	

# Table of Contents

1. Introduction .....	3
1.1 The need for an updated strategy .....	4
1.2 How we prepared the strategy .....	5
1.3 Key Documents .....	6
2. The Strategy .....	7
2.1 The cycle network .....	8
2.2 Specific Cycle Infrastructure .....	12
2.3 Education, Promotion and Communication .....	15
3. Implementation Plan .....	18
4. Standards .....	18
5. Monitoring our success.....	18
6. Appendices.....	18

## 1. Introduction

DRAFT

## 1.1 The need for an updated strategy

The countries that have successfully increased cycling as a mode share have had specific, measurable policies, cross-integration of relevant government agencies, and made major investments into cycling-related infrastructure and education.<sup>1</sup> (Infrastructure Australia, 2009)

The Wyndham Integrated Transport Strategy (WITS) was released in June 2016. Section 3.2 of WITS discussed the importance of improving Active Transport accessibility and availability within Wyndham. The following elements of the WITS specifically relate to this document:

- Program 5 – Build a connected and accessible walking and cycling network.
- Target 2 – Proportion of mode share for walking and cycling trips to triple by 2040, and
- Action 5 – Develop a Wyndham Cycling Strategy to replace the current Wyndham Bicycle Network Strategy (2011) and review every five years.

WITS has identified active transport as a key priority in the suite of transport infrastructure requirements in the City. In addition, it has identified cycling to take a heavier load of the transport task in the city.

In addition, the existing Bicycle Network Strategy, December 2011, was intended to be updated every 5 years. The current document is a 'Bicycle Network Strategy', however the WITS has highlighted the need to move towards a 'Cycle Strategy'. The issues arising from the existing Bicycle Network Strategy aiming to be addressed in the update are as follows:

- There was insufficient consultation with current users to identify gaps in the network.
- There is no reference to West Trails as it hadn't been released.
- Cycle path hierarchy doesn't match new hierarchy from VicRoads.
- Precinct Structure Plan's released since 2011 are not included.
- Doesn't have a specific section (under Chapter 3) for sports/training cyclists.
- There is no one stop shop to identify standards or an 'Infrastructure palate', mostly references to Austroads.
- Change Collector Roads to Connector Streets.
- Investigate the comments around schools in section 4.3
- Promotion of the bicycle network should be promotion of cycling and of the whole network. Currently it is just recreation cycling on trails.
- No soft infrastructure to increase cycling
- No goals/aims other than the cycle network.
- Need for a live map on the web to be accessed.
- There is currently no document stating the expectations of Wyndham City Council with regard to cycle infrastructure and facilities when developing community, transport or economic developments.

---

<sup>1</sup> Infrastructure Australia, Cycling Infrastructure for Australian Cities Background Paper, March 2009.  
[http://infrastructureaustralia.gov.au/policy-publications/publications/files/Cycling\\_Infrastructure\\_Background\\_Paper\\_16Mar09\\_WEB.pdf](http://infrastructureaustralia.gov.au/policy-publications/publications/files/Cycling_Infrastructure_Background_Paper_16Mar09_WEB.pdf)  
 Wyndham Cycle Strategy  
 A1624594

## 1.2 How we prepared the strategy

Wyndham currently has a Bicycle Network Strategy, December 2011 and the Wyndham Integrated Transport Strategy (WITS). The existing Bicycle Network Strategy was used as a starting point, and the information contained in WITS, such as the supporting policies and the Transport Integration Act decision making principles, will not be duplicated to streamline the document and ensure the two documents work together. For more detailed information on these policies and principles and how they relate to the transport network in Wyndham, please read the WITS. An understanding of the additional needs of a cycle strategy in Wyndham was also used to expand into additional topics that are not covered elsewhere in Wyndham City Council Policy documents.

Consultation was conducted with various cyclists within Wyndham to gauge sentiment from a variety of cyclist user groups. This is due to the need to consider the various ways cyclists use the cycle network and also is due to the understanding that locals who use the network, understand the limitations and the needs of the existing network.

To ensure the final strategy is achievable, it was developed with input from multidisciplinary teams within council.

The strategy was prepared to specifically respond to the following transport types:

- Bicycles, tricycles and any other cycle types.
- Wheeled recreational devices as per the Road Safety Rules, 2009. That is, rollerblades, roller skates, a skateboard, a scooter that is not a motor vehicle, or a similar wheeled device.

Wheelchairs and motorised mobility devices are proposed to be included in the pedestrian strategy as these are required to be accommodated within the pedestrian network.

### 1.3 Key Documents

Cycling policy in Wyndham is influenced by all levels of Government. Commonwealth and State Governments have a significant impact on regional and local outcomes through their control of policy and infrastructure development. The WITS identified the policy framework for transport in Wyndham. The Cycle Strategy uses the WITS as a key document, including all of the documents identified in its policy framework. Set out below are the additional documents and policies that affect cycling decision-making in Wyndham, which have been carefully considered in the development of the Cycle Strategy.

**State:**

- Victorian Cycling Strategy
- Precinct Structure Plans
- Engineering Design and Construction Manual for Subdivision in Growth Areas
- Manual for Road Design

**Wyndham City Council:**

- Bicycle Network Strategy, December 2011

## 2. The Strategy

DRAFT

## 2.1 The cycle network

### Objective:

“Achieve a cycle network that will enable residents to cycle safely anywhere within the municipality in a direct and efficient manner.”

It is critical to have an expansive network with no missing gaps and high quality infrastructure as this is critical to increase mode share.<sup>2</sup> *“Generally the countries with the best existing bicycle infrastructure continue to show growth, while areas with low bicycle use, infrastructure, and awareness (and often high car dependency) show slower growth in cycling levels.”*<sup>3</sup>

Infrastructure Victoria, Victoria’s 30-year Infrastructure Strategy, states in recommendation 4.1.3 and 10.3.2 the following:

*Finalise and accelerate investment in the roll-out of Victoria’s Strategic Cycling Corridors and identified walking network improvements for completion within 0-15 years, working closely with local government. The immediate first step is to deliver improvements on state government roads and land and in other significant locations (such as the central subregion of Melbourne). An accelerated roll-out beyond current funding commitments should include:*

- *expanding walking and cycling networks, including to address missing links (ref. BWP2)*
- *improving standards for existing walking and cycling networks, in particular the separation of walking and cycling paths and also from other road users (ref. BWP3)*
- *identifying and prioritising locations where grade-separated bicycle highways in the central city could facilitate safer and more direct access into and across central Melbourne (ref. BHT).<sup>4</sup>*

Wyndham City Council has an annual rolling program of new cycle and shared path infrastructure. This program identifies those projects that have been funded and are to be constructed. This rolling program is displayed in proposed Appendix 2.

<sup>2</sup> Infrastructure Australia. “Cycling Infrastructure for Australian Cities” Pg. 2. March 2009

[http://infrastructureaustralia.gov.au/policy-](http://infrastructureaustralia.gov.au/policy-publications/publications/files/Cycling_Infrastructure_Background_Paper_16Mar09_WEB.pdf)

[publications/publications/files/Cycling\\_Infrastructure\\_Background\\_Paper\\_16Mar09\\_WEB.pdf](http://infrastructureaustralia.gov.au/policy-publications/publications/files/Cycling_Infrastructure_Background_Paper_16Mar09_WEB.pdf)

<sup>3</sup> Jacob Mason, Lew Fulton, Zane McDonald. A Global High Shift Cycling Scenario, pg 20. 12 November, 2015

[https://www.itdp.org/wp-content/uploads/2015/11/A-Global-High-Shift-Cycling-Scenario\\_Nov-2015.pdf](https://www.itdp.org/wp-content/uploads/2015/11/A-Global-High-Shift-Cycling-Scenario_Nov-2015.pdf)

<sup>4</sup> Infrastructure Victoria. 30 Year Infrastructure Strategy. December 2016

<http://www.infrastructurevictoria.com.au/sites/default/files/images/IV%2030%20Year%20Strategy%20WEB%20V2.PDF>



In addition VicRoads has identified the Principal Bicycle Network identified in Figure 2.1 on the following page.

A brief summary of what Wyndham City Council has achieved since the Bicycle Network Strategy in 2011 can be found in proposed Appendix 1.

Consultation was undertaken with some local cyclists to contribute towards the preferred network identified in this Strategy and to identify the constraints of the existing network. This process has enabled a more polished outcome earlier in the drafting of the document and therefore a greater opportunity of identifying all current constraints and opportunities in the Wyndham cycle network.

In addition, as the minimum standards have changed over the years, the city has inherited a variety of paths constructed to undertake the same role. A number of basic standards that are proposed as part of the strategy and are detailed in proposed Appendix 4 are:

- 3m shared and two way bike paths unless there are significant constraints.
- Focus on Principal routes and then move to the secondary network
- Existing 2m shared paths that are too narrow under current standards will be assessed on a case by case basis, whether a new 3m wide path will replace the 2m wide path, or whether a separate cycle path will be added parallel to the existing.

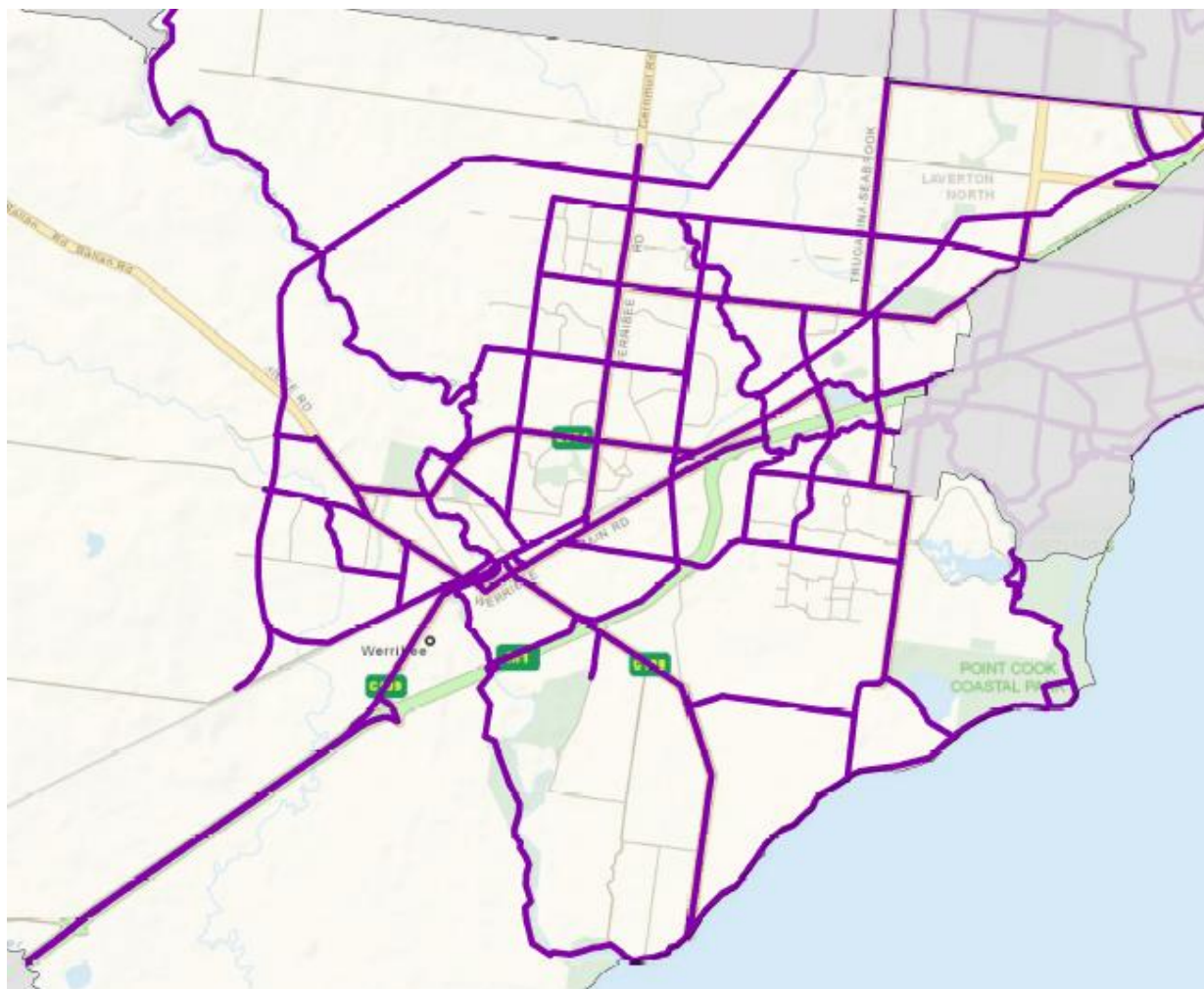


Fig 2.1 – VicRoads Principal Bicycle Network Map<sup>5</sup>

<sup>5</sup> VicRoads. “Principal Bicycle Network Map” Accessed 16/02/2017  
<https://www.vicroads.vic.gov.au/traffic-and-road-use/cycling/bicycle-network-planning>  
Wyndham Cycle Strategy  
A1624594

**Action 1: Plan and develop a comprehensive and expansive Wyndham cycle network devoid of missing links.**

One of the largest concerns within the community of the Wyndham cycle network is the missing links within the network. The removal of the missing links and the construction of a cycle network that will enable residents to cycle safely is a critical achievement for the strategy. As a result, the Strategy will plan for an appropriate network that caters for training, commuter and recreational cycling and this will be reflected in proposed Appendix 3.

The identification of the missing links within the cycle network are identified in proposed Appendix 3, with the annual rolling program identified in proposed Appendix 2. It is to be noted that in the greenfield sites covered by a Precinct Structure Plan (PSP), a comprehensive cycle network will be constructed as part of the urban development undertaken by developers.

**Action 2: Identify and resolve issues with the existing network.**

Elements of the existing network do not meet current standards or are required to be rebuilt at a higher standard. For example, a shared path may have been constructed with a 2.5m width prior to the expansion of the urban growth zone. The strategic need for this corridor may have increased with the expanding of the urban growth zone and the path may need to be increased to 3m in width.

Areas of path that require a different solution to the present are identified in proposed Appendix 3, with the annual rolling program identified in proposed Appendix 2. In addition, consideration will be given to an appropriate network that caters for training, commuter and recreational cycling. For example, a shared path may have been located in an area where casual cyclists were the only cyclists present. As the area evolved and commuter cyclists became more common, this shared path may be repurposed as an off road cycle path and a new pedestrian footpath constructed. Priority will be given to areas of the network that are deemed safety issues.

Other areas of the existing network that may require improvement are those streets and roads adjoining town centres. The original development would treat these streets non-town centre streets, however as the town centres expand, so must the treatments for cyclists. These decisions must be made as part of the Town Centre Active Transport Movement Studies identified in Action 3.

**Action 3: Town Centre Active Transport Movement Studies**

Town Centres are areas that attract higher levels of cycling and walking than other parts of the city. They need to be planned to allow safe access to and through the town centre. These centres also require more detailed investigations than what is possible in the Cycle Strategy. As a result, conducting Town Centre Active Transport Movement Strategies have been considered a separate action within the cycle strategy. The Werribee Town Centre Movement Strategy will be the first study undertaken, followed by those identified in proposed Appendix 3.

## 2.2 Specific Cycle Infrastructure

### Objective:

“Cycling and transport infrastructure meets the needs of all cyclists within Wyndham.”

Infrastructure provision such as end of trip facilities (EOTF) are important for increasing cyclist numbers.<sup>6</sup> Ancillary infrastructure to cycle paths improve the trip a cyclist takes, whether it's somewhere to store their bike at the destination, or improved consideration of cyclists along their entire trip.

The current requirements for the provision of infrastructure are identified only in internal guidelines. This does not provide appropriate consistency, nor does it enable those external to Wyndham City Council to understand the needs when providing cycle infrastructure in Wyndham.

The planning scheme requirements for cycle end of trip facilities is one area where new developments have a requirement for a certain scale of end of trip facility, however the current requirements are state wide and Action 6 identifies the areas where potential improvements can be made. West Trails is likely to provide clear direction on this when released.

A summary of the improvements proposed to be detailed in Appendix 5 are:

- New and upgraded road projects must consider bicycles. Options proposed are:
  - o Minimise the use of slip lanes.
  - o Narrow road crossing distances for cyclists wherever possible.
  - o Signal phasing and cycle lanterns.
    - Pedestrian and cycle lanterns need to turn green first
    - Pedestrian and cycle lanterns need to automatically turn green at intersections
    - Cycle lanterns to be included at all signals with shared path and cycle paths.
  - o Other design options for 4-way intersections at 2 access streets to minimise roundabouts and indirect routes.
- Advocate for State Government Schools to construct bicycle shelters to remove any impediment for cycling to school as per Action A8 in WITS.

Providing high quality amenity for cyclists and pedestrians has shown to increase the mode share for these modes of transport.<sup>7</sup> Cycle and shared paths must be designed with a high quality amenity and

<sup>6</sup> Andrew Morse. “Why We Need More End of Trip Facilities”. 2014  
[http://www.aitpm.com.au/ArticleDocuments/249/Transport\\_Planning\\_Session\\_5-Andrew\\_Morse\\_Why\\_we\\_need\\_more\\_end\\_of\\_trip\\_facilities.pdf.aspx?Embed=Y](http://www.aitpm.com.au/ArticleDocuments/249/Transport_Planning_Session_5-Andrew_Morse_Why_we_need_more_end_of_trip_facilities.pdf.aspx?Embed=Y)

<sup>7</sup> Transit Cooperative Research Program, Report 95. “Pedestrian and Bicycle Facilities” pg. 16-29.  
<https://books.google.com.au/books?id=OupkRMUPTuAC&lpg=PT40&dq=amenity%20increase%20cycling%20mode%20share&pg=PT10#v=twopage&q&f=false>

shading where possible. In addition, services such as toilet facilities, water and seating at regular intervals improve the amenity and usability of the cycle and shared paths.

**Action 4: Council developments will incorporate a high standard of cycle planning and infrastructure and lead by example**

When council plans for and delivers active and passive open space, council sites such as libraries, community centres, strategic redevelopment sites and transport projects as identified in Action 5, the cycle infrastructure will be planned and delivered to a standard that demonstrates council's expectations for the private sector within the city. These projects will also be designed to demonstrate the areas where council are keen to improved existing policy and strategies in the area of cycling.

There are a number of ideals that will enable greater amenity for cyclists while not impacting on safety. Where cycle infrastructure is running adjacent to house lots, shared paths and cycle paths must be set back from property boundaries to allow tree plantings between the cycle infrastructure and the property boundaries. Where they are constructed in open spaces and reserves, shared paths and off road cycle paths should have tree plantings on both sides of the path whilst maintaining sightlines. Where possible, trees should be planted within road reserves. If there is plenty of room, trees should also be planted on the western side of the paths.

Ancillary infrastructure must be considered when looking at cycle corridors for the amenity of the cyclists. Water, seating shelter and toilets should be located at regular intervals appropriate for cyclists. Amenity nodes can accommodate multiple services. It is to be noted that a public toilet strategy is planned to be undertaken and this will go further to inform public toilet locations across the city.

Any shared path or cycle path constructed next to grasslands must consider the guide within the 'Start with the Grasslands' document by Victorian National Parks.

**Action 5: New road and cycle infrastructure will be appropriately designed with the safety, efficiency and convenience of cyclists in mind.**

Intersections, crossings and path alignments can prioritise vehicles ahead of cyclist safety, efficiency and convenience. When designing new intersections and other transport projects, deliberate consideration of cyclists must be part of the design process.

New cycle and shared paths should follow standard requirements unless there are extenuating circumstances that dictate otherwise.

Existing shared paths will be investigated for an upgrade to separated cycle and pedestrian paths either where known conflicts exist or an increase in capacity is required due to the number of users.

Where cycle paths are located in waterway and drainage reserves, sufficient width must be allowed for to ensure any batter will not require a railing between the path and the waterway/drain.

**Action 6: Wyndham City Council to develop a planning scheme amendment to better cater for cycle infrastructure within new developments.**

Wyndham's Planning Scheme sets specific requirements for end of trip facilities for specific developments, both within and outside PSP areas. Of these requirements there are a few inconsistencies that do not provide across the board encouragement for cycling:

- There are no requirements for bicycle parking in residential uses less than 4 storeys. Apartments generally have less space than detached housing to store a bicycle inside the house or in a yard.
- Currently there is a variety of EOTF requirements for specific uses within a shopping centre or town centre development where a single requirement would be easier to calculate as it is often not known if a shop will be used for general retail or a café. Currently, requirements are based on each individual use.
- Industrial developments, including warehouses, have evolved over the years and the current requirements are inappropriate for what is currently desired.

Wyndham City Council will investigate how to use the planning scheme to create superior outcomes for cyclists and to increase cycling availability for Wyndham residents.

## 2.3 Education, Promotion and Communication

**Objective:**

“Wyndham residents are aware of the cycle network and available infrastructure in their area through the education, promotion and communication of smarter, healthier, more environmental sustainable travel choices.”

Education is a critical component to increasing mode share toward cycling.<sup>8</sup> Education, promotion and communication are critical as change in mode share mostly comes from the community attitudes, culture and approach and not directly from council interventions. It is critical that education and promotion should focus on the positives of cycling, more so than focusing the communication on safety messages, albeit important. This has a stronger effect on leading people to cycle.<sup>9</sup>

Active travel for schools has been undertaken successfully by council and is an example of how communicating the options, particularly with students, can drive mode share changes to active transport. Schools are also a great focus for increasing active transport mode share as driving to school has a significant impact on peak hour traffic and on safety around schools.

Wayfinding, in conjunction with the improved infrastructure discussed in Section 2.1, is also an effective tool for communication and promotion of cycling. If residents can see safe routes to cycle from A to B and feel that they will not get lost on the way, it increases the chance that they will cycle the route. This in turn increases the number of cyclists.

---

<sup>8</sup> Infrastructure Australia. “Cycling Infrastructure for Australian Cities” Pg. 2. March 2009  
[http://infrastructureaustralia.gov.au/policy-](http://infrastructureaustralia.gov.au/policy-publications/publications/files/Cycling_Infrastructure_Background_Paper_16Mar09_WEB.pdf)

publications/publications/files/Cycling\_Infrastructure\_Background\_Paper\_16Mar09\_WEB.pdf

<sup>9</sup> University of New South Wales. "A Virtuous Cycle: Safety In Numbers For Bicycle Riders." ScienceDaily. ScienceDaily, 7 September 2008. [www.sciencedaily.com/releases/2008/09/080903112034.htm](http://www.sciencedaily.com/releases/2008/09/080903112034.htm).

### **Action 7: Active Travel for Schools.**

Since 2014, Wyndham City has delivered the Active Travel Schools Program to redress low active travel rates around schools and address traffic and parking congestion.

The project will continue in 2017 with 2 additional schools. Active Travel for Schools has two key elements:

1. To provide \$5,000 grants and Council support to two schools to develop and implement School Travel Plans during 2017-18 and;
2. To coordinate and establish a cross council approach to supporting schools with traffic congestion and active travel barriers.

Supporting schools to develop a School Travel Plan is the preferred method of engaging with schools as it is widely accepted as a best practise approach for schools to address traffic management and increase active travel. In addition, School Travel Plan development was recommended in a report commissioned by Council in 2013. The report also identified that agreement across council departments on how to address school traffic complaints needed to be established to ensure schools developing travel plans received coordinated and consistent feedback and support from council. Evaluation of the Wyndham Active Travel Schools Program in 2015/16 has taken place and findings suggest the program is enabling positive change.

The expected outcomes of this are:

- Reduction in car usage, and an increase in active travel to and from schools.
- Improved perceived and actual safety of students travelling to and from school.
- Changes in behaviours and attitudes that contribute positively to safety risks and traffic congestion around schools.
- A greater understanding of 'what works' in increasing and supporting active travel in Wyndham.

### **Action 8: Clear and consistent wayfinding infrastructure will be developed and implemented in Wyndham City.**

Wayfinding infrastructure will be rolled out within Wyndham that will not only encourage people to cycle, but give them the confidence that they are able to get where they need to go. The wayfinding rollout must be in conjunction with the diagrams and maps discussed in proposed Appendix 3 and Action 9.

### **Action 9: Clear maps and diagrams will be developed to display cycle options in and around Wyndham.**

Proposed Appendix 3 shows a detailed map of all infrastructure available for use by cyclists. Whilst this path provides a great amount of detail, it is often difficult to create a clear and uncluttered map of this style. Therefore, a spider map has been created and must be maintained identifying the significant cycle corridors throughout the city with major locations included. As the network within the city becomes larger, these maps will evolve. Fig 2.1 shown below is the first example; however the latest version will be located on the Wyndham City Council website.



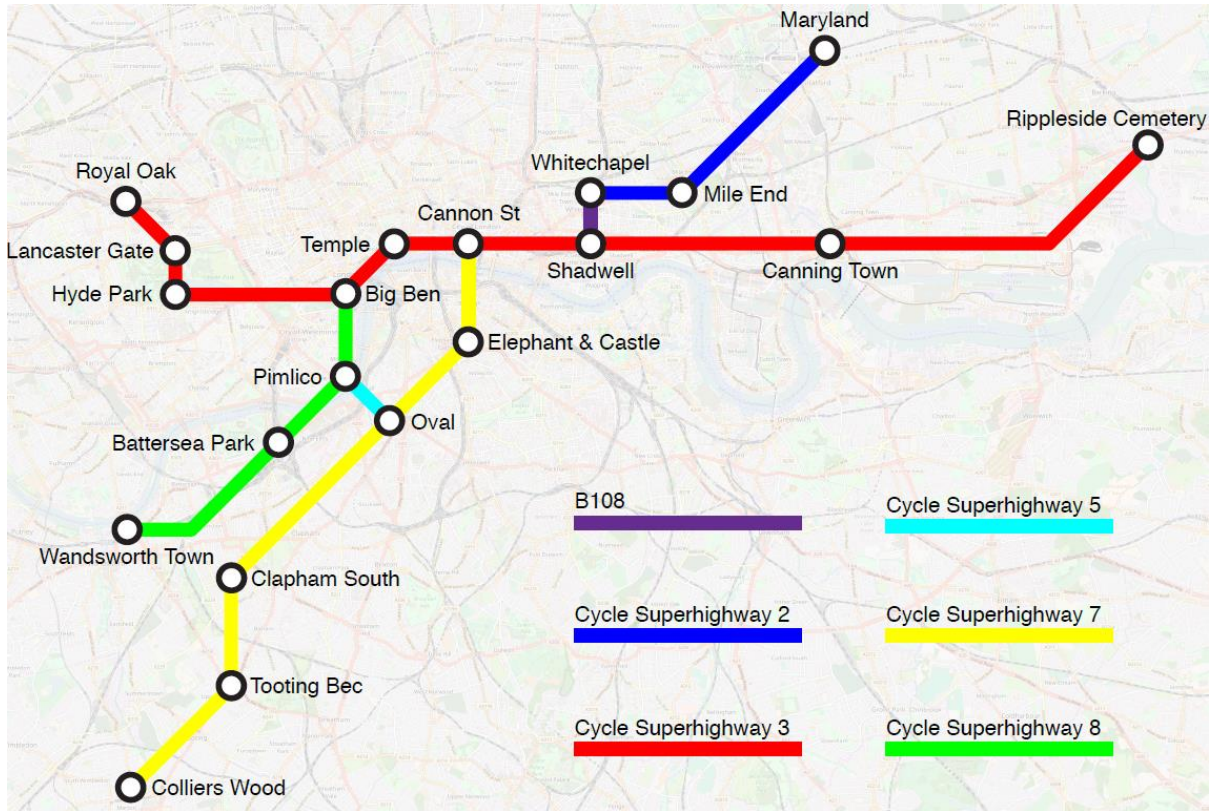


Fig 2.1 An example of the spider map which is anticipated for Wyndham.<sup>10</sup>

DRAFT

<sup>10</sup> Michael Graham. "Spiderbikemaps." Accessed, 03 February 2017. <http://www.spiderbikemaps.com/>.  
Wyndham Cycle Strategy  
A1624594

The draft Wyndham Cycle Strategy is expected to be amended as a result of public consultation. As a result, Sections 3-6 may have significant changes as a result of public.

### **3. Implementation Plan**

### **4. Standards**

### **5. Monitoring our success**

### **6. Appendices**

DRAFT