

No.	Location	Project	Responsibility	Council Priority & Resources
3.6	Clarke Street bridge, Abbotsford	Construction of a new, low level, bridge crossing of the Yarra River at Clarke Street adjacent to the Abbotsford Convent. Project will remove the existing steps at Gipps Street from the Main Yarra Trail network.	State Government, Council	2010 <u>\$3 million</u>
3.7	Linear Reserve, North Fitzroy/ Nth Carlton (in conjunction with on-road 1.11)	Implement the path upgrades identified in the Linear Reserve Master Plan. Consolidate paths where required and remove unnecessary infrastructure. Improve road crossing where required.	City of Yarra	Ongoing between 2009-2014 \$400k (split 50/50) (not committed)
3.8	Bridge at Church Street, Abbotsford at the Yarra River (in conjunction with on-road 1.9)	Construct new bridge crossing linking Yarra Bend Park and Church Street, with future connection to the Yarra Trail at Walmer Street.	State Government Council	2012 \$5 million
3.9	Merri Creek Trail (various)	Path renewal/upgrade program improving existing infrastructure including paths, rails and boardwalks. Upgrades reflect the existing asset management plan and will reflect recommendations contained in the Merri Creek Trail Review.	City of Yarra	Ongoing between 2009-2014 \$500k

In planning for improvements to the off-road network within the City of Yarra, it is important to recognise that with its geographic positioning at the “end” of many on-road and off-road networks, the capital investment is directly benefitting cyclists beyond Yarra, particularly from metropolitan Melbourne’s northern and eastern suburbs.

Until now the State Government has been supportive of Council’s initiatives and has often been able to co-fund projects initiated by the City of Yarra. Such support is welcomed and it is hoped will continue into the future. Even with such capital funding support it should also be noted that the maintenance and management responsibilities that come with such considerable pieces of infrastructure need to be recognised.

7.1.4 Strategy 4 – Better Bicycle Network Maintenance

The quality of the condition of roads and paths used by cyclists is important in encouraging more cycling. They can be adversely affected by tree roots, surface condition changes and potholes.

Paths, roads and bicycle lanes should be regularly inspected and maintained to ensure quality does not fall below appropriate levels.

Strategy Actions

Figure 7.1.4 Strategy 4 – Better Bicycle Network Maintenance – Actions

No.	Location	Project	Responsibility	Council Priority & Resources
4.1	Whole Municipality	Develop minimum standards for on and off-road cycle maintenance.	Yarra City Council	Ongoing As part of Road Management Plan
4.2	Whole Municipality	Inspect major bicycle routes quarterly.	Yarra City Council	Ongoing As part of Road Management Plan

7.1.5 Strategy 5 – Better End of Trip Facilities – Bicycle Parking

Having a secure, easy to access and use bicycle parking facility can be the difference between people choosing to ride their bike or not. Good bicycle parking can attract increased visitation to Council's attractions including its shopping strips, libraries, sports and cultural facilities. The Council will continue to provide high-quality bicycle parking in the public realm. It will also seek locations to install banks of bicycle parking rails in high demand areas.

Pedestrians are the highest priority in Council's Strategic Transport Statement yet in many places in Yarra, footpaths are narrow and sometimes cluttered with street furniture. Also, increasing visits to the City of Yarra's shopping strips and other attractions is a key Council strategy. The installation of banks of bicycle parking rails in place of on-street car parking spaces can achieve both increased visits (one car space is replaced by approximately 14 bicycle parking spaces) and reduced footpath clutter. It also provides end of trip bicycle facilities which play a key role in attracting more cycling.

The Council should look to install banks of bicycle parking rails in car parking spaces in high-demand areas. Initially Council shall trial suitable cycle parking facility designs with the view to permanent installation at key locations around the City. Several locations have already been identified.



Moor St, Fitzroy – on-road bike parking outside Fitzroy Town Hall

Figure 7.1.5 Strategy 5 - Better End of Trip Facilities (Bicycle Parking) – Actions

No.	Location	Project	Responsibility	Council Priority & Resources
5.1	Whole Municipality	Propose new locations for off and on-road bicycle parking and prioritise.	Yarra City Council	MEDIUM
5.2	Whole Municipality	<p>Develop a priority list for major on-street bicycle parking installations from the following list and newly identified sites:</p> <ul style="list-style-type: none"> • St Georges Road, North Fitzroy – Fitzroy Community School • Moor Street, Fitzroy – Fitzroy Library • Alexandra Parade, Fitzroy – Fitzroy Pool • Church Street, Richmond (west side north of Bridge Road) – Richmond Plaza • Gleadell Street, Richmond (east side) – Richmond Recreation Centre • Berry Street, Clifton Hill – Quinces Café • Smith Street, Collingwood (between Otter and Peel Streets) • Smith Street, Collingwood (East side between Otter and Peel Streets) • Smith Street, Collingwood (West side South of Condell Street) • Swan Street, Richmond (North side, east of station). 	Yarra City Council	HIGH
5.3	Whole Municipality	Design and construct at least 5 on street bicycle parking installations per annum.	Yarra City Council	MEDIUM
5.4	Whole Municipality	Continue to provide parking rails upon request.	Yarra City Council	Ongoing
5.5	Whole Municipality	Review the performance of the State Government's bicycle parking provisions for Yarra and consider Yarra specific provisions.	Yarra City Council	Ongoing

7.1.6 Strategy 6 – Better Bicycle Network Accountability

A key part of developing a high quality bicycle network is evaluating and assessing progress along the way to ensure that the Council is achieving its targets. Each year the City of Melbourne publishes a Melbourne Bicycle Account – Cycling Census which provides an annual state of play summary of cycling achievements, activities and trends. It is modelled on the Copenhagen Bicycle Account.

Under the Inner Melbourne Action Plan, the Melbourne Bicycle Account – Cycling Census is planned to be expanded to cover the entire IMAP area (see map). Yarra City Council plans to use this as its main tool for monitoring its bicycle achievements.

The 'Yarra Bicycle Account' will be used to evaluate new innovative projects, such as on-road separated bicycle paths and will assess residential and cyclist impact. Evaluation criteria will also include changes in bicycle usage, safety and bicycle crashes.

Strategy Actions

Figure 7.1.6 Strategy 6 - Better Bicycle Network Accountability – Actions

No.	Location	Project	Responsibility	Council Priority & Resources
6.1	Cycle Network	Prepare an Annual Bicycle Account report.	Yarra City Council	HIGH
6.2	Cycle Network	Surveys (another future bike scope survey).	Yarra City Council	LOW
6.3	Cycle Network	Compile journey to work data.	ABS	MEDIUM

7.2 Participation

7.2.1 Strategy 7 – Better Bicycle Safety by Reducing Conflict

(a) On-road User Conflict/ Behavioural Issues

Reducing conflicts and risks for cyclists includes reducing conflicts between all road users and increasing road safety by improving infrastructure at potential conflict points, improving understanding and courtesy among road users, and recognising the community benefits of cycling in road system management.

(b) Conflict Between Cyclists

The range of types of cyclists can and does cause conflict between cyclists. Although less experienced novice riders tend to be confined to the off-road network, and provide less conflict between riders, on-road commuters can have a variety of riding skills, purposes for riding and travelling speeds; these can cause frustration and conflict. This is evidenced with the slower travelling 'family' accompanying children and late running commuter cyclists.

An education program is required so all parties have an understanding of each-others' needs and protocols followed to allow all cyclist types to gain the most from their cycling experience.

(c) Off-Road Shared Path Conflict/ Behavioural issues

Yarra City Council is regularly finding its shared pathways to be a source of considerable conflict between cyclists, walkers/runners and dogs. The majority of such conflicts result from behavioural problems and are not principally related to questions of infrastructure.

An extensive network of signage was placed on shared path routes in 2006. While no formal evaluation process was followed, anecdotal evidence suggests this was of limited value. The response to the line-marking project completed in 2005 has been more encouraging and is an initiative that should be maintained and renewed as required.

As the number of shared pathway users increases, it will be important that an educational program for pedestrians, dog walkers and cyclists alike be implemented to reduce the number and nature of conflicts.

(d) Improved Perception of Cyclists as Legitimate Road Users

There is a perception amongst some non-cyclists that cyclists are not legitimate road users and are sometimes seen as law breakers e.g. riding through red lights at signalised intersections.

Methods of achieving a higher standing for cyclists as legitimate road users need to be developed. Programs may be run to educate cyclists and motorists on the rights of cyclists on the road. Cyclists also need to abide by the road rules if they are to be perceived as legitimate road users.

Strategy Actions

Figure 7.2.1 Strategy 7 - Better Bicycle Safety by Reducing Conflict – Actions

No.	Location	Project	Responsibility	Council Priority & Resources
7.1	Whole Municipality	Produce and distribute educational material using various forms of media to raise awareness of on-road cyclists and the rights of cyclists as legitimate road users.	Yarra City Council, Yarra Bicycle Advisory BAC, Bicycle User Group (BUG)	MEDIUM
7.2	Whole Municipality	Produce and distribute educational material using various forms of media to raise awareness of cyclists and pedestrian rights and etiquette when using off-road shared paths.	Yarra City Council, Yarra Bicycle Advisory BAC, Bicycle User Group (BUG)	MEDIUM
7.3	Whole Municipality	Provide an education program so all types of cyclists have an understanding of each others' needs.	Yarra City Council, Yarra Bicycle Advisory BAC, Bicycle User Group (BUG)	MEDIUM
7.4	Whole Municipality	Yarra Bicycle Committee to consider methods of lifting the profile of cyclists as legitimate road users.	Yarra City Council, Yarra Bicycle Advisory BAC, Bicycle User Group (BUG)	MEDIUM

7.2.2 Strategy 8 – Better Council Use of Bicycles

Yarra City Council has been extremely successful in promoting the use of bicycles by its staff for commuting to work and encouraging cycling at work for short work-related trips. It currently has a bicycle fleet of 25. In 2007, it had a mode share of cycling to work of 15.7%. Bicycle Strategy 2010-15 aims to increase Council's bicycle fleet to 50 and the mode share of cycling to work to 25% by 2015. (See the Action Plan for more detail.)

(a) Staff Green Travel policy

The existing Council Staff Green Travel policy aims to encourage staff to use more sustainable forms of transport that will benefit both Yarra and staff.

The Staff Green Travel policy seeks to reduce car dependency through the following actions:

- Incentives to reward those who do not drive to and from work
- Events – Car Free Days, and
- Information – to support the policy.

7.2.3 Strategy 9 – Better Recruitment and Retention of Cyclists

In order to recruit new cyclists and retain them, every opportunity should be taken to promote and publicise the Bicycle Strategy and the proposed actions, be it a community event or schools program. New cyclists should feel encouraged and welcomed, and existing cyclists congratulated.

A number of events and programs that could be used to stimulate new community members to cycle and adopt cycling as a long term transport alternative include the following:

Cycle Shop “Cycle Welcome Pack”

Every bicycle sold in Yarra to be provided with a ‘Cycle Welcome Pack’ from the Council which is handed to the purchaser by the shop owner. The pack is to include a website link to the Bicycle Strategy, map of cycle trails and sticker with website addresses for Yarra Bug and Bicycle Victoria.

This is a trial initiative.

Ride to Work Day

Yarra bike commuters celebrate National Ride to Work Day with community and workplace breakfasts.

Ride2School Day

The Ride2School Program is a behaviour change program which aims to increase the number of students walking and riding. Ride2School encourages healthy lifestyles by increasing students’ physical activity levels. It’s good for their health, good for their education, good for the environment and good for the family budget

Bike Education - Bicycle Trailer

Yarra City Council hosts a trailer containing 27 bicycles for Inner Melbourne Roadsafe which is used for ‘Bike ed’ programs at local primary schools.

Melbourne Bicycle Film Festival

The Melbourne Bicycle Film Festival which is an international event taking place in cities all over the world will be staging two major parts of the festival in the City of Yarra in 2009; the street party and Bikes Rock closing party on the final day of the festival. The City could get additional value out of the Bicycle Film Festival from the activities in the area. The street party is a family and community focused day that brings together cyclists (and their bikes) from every corner of the city.

Strategy Actions

Figure 7.2.3 Strategy 9 - Better Recruitment and Retention of Cyclists – Actions

No.	Location	Project	Responsibility	Council Priority & Resources
9.1	Whole Municipality	Prepare a 'Cycle Welcome Pack' for distribution by cycle shop owners with all new bicycles purchased in Yarra.	Yarra City Council	On going
9.2	Whole Municipality	Promote and run Ride to Work Day.	Yarra City Council	On going
9.3	Whole Municipality	Promote and support Ride2School Day.	Yarra City Council	On going
9.4	Whole Municipality	Continue use of 'Bike Trailer' for Bike Ed programs in primary schools.	Yarra City Council	On going
9.5	Whole Municipality	Promote cycling as part of Green Travel Plans for businesses and schools.	Yarra City Council	On going
9.6	Whole Municipality	Participate in the Melbourne Bicycle Film Festival.	Yarra City Council	On going

7.2.4 Strategy 10 - Better Policies

The development of clear policies can help define the Council's position in relation to a variety of matters and make officers' decisions clearer. This section outlines a number of policies that Council will either develop or put in place.

(a) Parking and bicycle routes

In the City of Yarra, there can be high competition for road space. Development of higher standard on-road bicycle routes may conflict with vehicle parking spaces. A policy is required to address the issue of precedence – do bike routes take precedence over parking, are offsets required to replace lost parking etc.

(b) Development Bicycle Planning

While provision is made in the Planning Scheme for the use and storage of bicycles in any new development or redevelopment of a site or building within Yarra, developers should be encouraged to provide better than minimum requirements when developing their 'Green Travel Plan'.

Recognition should be given to those developers who demonstrate their understanding of the importance of the bicycle as an alternative means of transport and who encourage the use of cycling by making more than minimum provision in their development plan.

(c) Bicycle Traffic Management during Works

Traffic management operations, which are required during road or building works, can obstruct a bicycle lane.

(d) Recruitment

The recruitment of new cyclists – which requires additional enticements – will act as enhancements to the safe physical infrastructure. One such example is the ability to rent a tag-a-long or a bike trailer to reduce individual investment costs when requiring extra carrying capacity.

Strategy Actions

Figure 7.2.4 Strategy 10 - Better Policies – Actions

No.	Location	Project	Responsibility	Council Priority & Resources
10.1	Whole Municipality	Develop a policy & guidelines for resolving conflict between parking and location of bicycle routes.	Yarra City Council	MEDIUM
10.2	Whole Municipality	Develop an annual award program inconjunction with the sustainable building awards, for developers in Yarra that encourage cycling through the provision of more than minimum facilities for cyclists.	Yarra City Council	LOW
10.3	Whole Municipality	Develop a policy & guidelines for the management of bicycle traffic during construction and maintenance works.	Yarra City Council	MEDIUM
10.4	Whole Municipality	Identify suitable enticements for recruiting new cyclists and prepare a business case for selected programs.	Yarra City Council	MEDIUM

7.2.5 Strategy 11 – Better Innovation and Relationships

(a) Innovation

“Necessity is the mother of invention” – a common saying which has meaning when applied to the task of attracting more use of bicycles as a legitimate form of transport which can be used by persons of all ages and capabilities and for different purposes.

Although it is not necessarily the role of Council to “innovate,” it needs to be mindful and be aware of innovation in the cycling industry undertaken by others, as the innovations if introduced to Yarra may increase cycling or require different forms of infrastructure. Council should encourage innovation and where appropriate, adopt, promote or trial new innovative ideas.

For example recently in Melbourne a company chose to use bicycles to deliver goods employing people with some impairments (below). Also a student won an Australian Design Award for his foldable ‘switch commuter bike’ in response to complaints about the space bicycles take up on public transport (see copy of Age articles of 30/05/09 overleaf).

(b) Relationships

Building good relationships with bicycle interest groups and engaging them in two-way communication will strengthen cycling in Yarra. Council should continue to build relationships with Bicycle Victoria (BV), Yarra Bicycle Users Group (BUG) through the Yarra Bicycle Advisory Committee (BAC).



Coffee company blends jobs with a social flavour

By ANDRA JACKSON

WHEN confronted with job applicants with no work experience or training, some employers are inclined to tell them: "Get on your bike!"

Not the Social Roasting Company. Its approach is to invite them to "get on our bike" — a specially adapted bicycle for delivering wholesale coffee packs to customers.

The Social Roasting Company was recently formed as a merger of three outlets of coffee company Octane Espresso and the not-for-profit Fair Business Organisation.

The mission it sets itself is to provide jobs and training for people having difficulty finding work because of long-term unemployment, migrant or refugee backgrounds, or personal problems such as drug addiction or mental disorders. It offers them the opportunity to enter the coffee trade by providing jobs in its three outlets, including its Kensington cafe, that can range from kitchen hand to coffee roaster or coffee maker, or delivering packs by bicycle to trade clients.

Gabe Davidson, director of the Koko company and former owner of Octane Espresso, said: "I take people on face value. Their history is not important to me."

Employees have ranged from someone with bipolar disorder to an international student from Nepal — basically, "people who need a hand up in life".

UK migrant Davidson said that after building up his business over 10 years in Melbourne, he had reached his goals and wanted to bring a social responsibility dimension to his coffee outlets.

The Kensington cafe has a staff of 17. There are three staff at each of Social Roasting's other outlets in McKillop Street in the city and at the Baker Institute in Prahran.

Jeremy Jenkins, a former part-owner of Octane and the Kensington cafe's roaster, has come up with six coffee blends. He is a New Zealander who came to Australia with no training in the coffee industry.

Other employers put the emphasis on young, attractive people, Jenkins said.

"We have a really open employment policy. We have no stipulation about what we require of people. We want to offer employment regardless of race or religion."

Davidson said their only requirement was that they have to want to work and not just take a job for the sake of it. "We try to foster a strong culture where everyone gets valued."

Right down the line through to the purchase of their coffee beans, the overriding goal was to make sure no one was exploited, Davidson said.

They were passionate about the coffee business and expected newcomers to take their work equally seriously.

Staff are paid award wages and other benefits. The company provides training for newcomers and has the services of world-renowned barista David Makin.

"We want to give ownership to people," Davidson said. "The idea is that as the business expands, franchises will be created which current employees can take on and, in turn, employ others in need of a job."



Strategy Actions

Figure 7.2.5 Strategy 11 - Better Innovation and Relationships – Actions

No.	Location	Project	Responsibility	Council Priority & Resources
11.1	Whole Municipality	Continue to monitor all forms of media and journals for innovative ideas and where appropriate consider introducing into Yarra.	Bicycle Advisory Committee	Ongoing
11.2	Whole Municipality	Continue to build relationships with bicycle interest groups through Yarra's Bicycle Advisory Committee	Bicycle Advisory Committee	Ongoing

8. RELATED STRATEGIES

8.1 Victorian Cycling Strategy (March 2009)

The Victorian Cycling Strategy aims to increase cycling levels across Victoria and position cycling alongside cars, trains, trams and buses as a viable and attractive transport option.

That Strategy aims to deliver a better cycling network, promote a culture of cycling, reduce conflicts between cyclists and other road users, better integrate cycling with public transport and integrate cycling with land use planning.

Priority actions in the Strategy include:

- Significantly improving the cycling network within 10km of the CBD
- Establishing a public bike hire scheme for Melbourne
- Installation of bike cages at 33 train stations by the end of 2009
- Completing cycling networks in central activities districts and regional centres
- Developing bicycle facilities as part of major transport projects
- Developing safe cycling programs in Victorian schools and launching a “look out for cyclists” campaign to educate road users about cyclist safety, and
- Reviewing cycling accident patterns to develop appropriate counter measures.

The Strategy builds on a wide range of achievements to date, and complements a number of Victorian Government policies, including:

- The Victorian Transport Plan, 2008
- Melbourne @ 5 Million, 2008

- Keeping Melbourne Moving, 2008
- ‘arrive alive’ 2008-2017, 2008
- The Victorian Planning Provisions, and
- The Transport Integration Bill, to be introduced in 2009.

8.2 Australian National Cycling Strategy 2005 – 2010

The Australian National Cycling Strategy 2005-2010 has been developed as a coordinating framework identifying responsibilities that lie with the various levels of governments, community and industry stakeholders to encourage and facilitate increased cycling in Australia.

That Strategy identifies actions that will ensure the continued growth of this important component of Australia’s transport system.

The Australian National Cycling Strategy 2005-2010 aims to enhance the well being of Australians by further increasing cycling specifically through:

- Increasing participation in cycling, and
- Improving safety for cyclists.

The Strategy coordinates the resources of the three spheres of government in undertaking actions – across the areas of transport, planning, environment, health, sport and recreation and tourism – to increase cycling in Australia.

The National Cycling Strategy was adopted by all levels of government and recognises bicycle riding as a legitimate mode of personal passenger transport.

8.3 Melbourne 2030

The Victorian Government sets out a vision for metropolitan Melbourne in Melbourne 2030. This is a 30-year plan to manage growth and change across metropolitan Melbourne and the surrounding region. The plan emphasises the need to give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods – Direction Eight - Better Transport Links – Policy 8.7. Individual initiatives to improve cycling include:

- Continue to implement the Principal Bicycle Network
- Amend planning/ building controls so that end of trip facilities for bicycles are provided in commercial buildings, and
- Improve facilities for cyclists at public transport stops.

The Victorian Cycling Strategy and the Inner Melbourne Action Plan were developed in response to Melbourne 2030.

8.4 Other Internal Strategies

Yarra City Council has a number of strategies that support cycling and the continued construction and improvement of its bicycle network.

- Strategic Transport Statement
- Bicycle Lane Marking Policy
- Encouraging and Increasing Walking Strategy
- Yarra Planning Scheme
- Municipal Strategic Statement
- Road Management Plan
- Municipal Public Health and Wellbeing Plan
- Open Space Park Masterplans, and
- Merri Creek Trail Review.

9. IMPLEMENTATION

9.1 Resources

The construction of on-road separated routes will require significantly higher levels of investment than marking bicycle lanes with white lines. This type of work also requires significantly more planning and consultation.

Funding for development of on and off-road bicycle facilities identified in the Action Plan is to be sourced from the:

- Council - \$190,000 per annum allocated to bicycle works, a percentage from LATM Works, and as ancillary associated with other capital works programs
- Department of Transport (DoT) – LAAP Program
- VicRoads – Victorian Bicycle Strategy Program
- Federal Government – Infrastructure Australia Scheme
- Parks Victoria, and
- Melbourne Water.

Appendix 6 Identifies projected, known and indicative funding over the next five years.

The implementation of the Bike Strategy relies on the allocation of substantial internal and external funds – the timing and delivery of the actions will be dependent on Council budgetary processes and the receipt of grants/funding from State and Federal Government sources.

9.2 Co-ordination

Establishing cycling in the City of Yarra as a legitimate alternative form of transport requires a whole “Council” approach to ensure that:

- The strategies and actions arising from the City of Yarra Bicycle Strategy contribute to broad goals about health, active urban lifestyles, the environment and road and safety;
- The various cycling actions, particularly development of new on and off-road cycle routes by different departments within Council, other municipalities and different sectors of state government are coordinated for maximum impact, and resources are used and shared most effectively;
- Consistent messages are provided about the importance and benefits of cycling; and
- Funding sources to undertake the Cycling Strategy Actions are maximised from internal and external sources.
























































9.3 Monitoring & Evaluation














































Monitoring and evaluation of this Strategy will be provided from the IMAP Councils’ resolution to work together to produce annual reports on cycling in inner Melbourne, modelled on the City of Melbourne’s Bicycle Account.







































The Bicycle Account addresses the main issues of:

- Cyclist behaviour;
- Overall cycling statistics; and
- Cycling infrastructure and safety.

10. FIVE YEAR PRIORITY ACTION PLAN

No	Action	Yr 1 (2009/10)	Yr 2 (2010/11)	Yr 3 (2011/12)	Yr 4 (2012/13)	Yr 5 (2013/14)
Strategy 1 - Better On-Road Bicycle Network						
1	Construct five separated on-road bicycle routes.					
2	Continue to request traffic signal improvements for cyclists on VicRoads owned signals.					
3	Continue to install bicycle lanes on-roads in Yarra.					
4	Research, investigate and identify suitable sites for informal/formal 'Shared Zones'.					
5	Identify a suitable road for trialling a 'Car Free Day' to encourage cyclists and pedestrians only.					
6	Develop principles for improved lighting on priority routes and on and off-road cycle path interfaces.					
Strategy 2- Better Local Streets for Cycling						
7	Continue to construct ramp/cut-through access through all road closures where feasible					
8	Assess bicycle routes to all schools in Yarra, prioritise for improvements and construct					
9	Continue to publicise that cyclists may cycle against the one-way direction in low-speed local streets.					
10	Increase number of informal shared zones in City of Yarra.					
11	Research and evaluate feasibility to turn all City of Yarra's local streets into 40 kph zones.					
Strategy 3 - Better Off-Road Bicycle Network						
12	Construct five new major off-road route upgrades.					
Strategy 4 - Better Bicycle Network Maintenance						
13	Develop minimum standards for on and off-road cycle maintenance.					
14	Inspect major routes quarterly.					
Strategy 5 - Better End of Trip Facilities - Bicycle Parking						
15	Propose new locations for off and on-road bicycle parking and prioritise.					
16	Design and construct at least 5 on-street bicycle parking installations per annum.					

No	Action	Yr 1 (2009/10)	Yr 2 (2010/11)	Yr 3 (2011/12)	Yr 4 (2012/13)	Yr 5 (2013/14)
17	Continue to provide parking rails upon request.					
18	Review the performance of the State Government's bicycle parking provisions for Yarra and propose Yarra specific provisions.					
Strategy 6 - Better Bicycle Network Accountability						
19	Undertake Annual Bicycle Account Report.					
20	Surveys (bike scope survey).					
21	Review and use Journey to Work data from Census.					
Strategy 7 - Better Bicycle Safety by Reducing Conflict						
22	Produce and distribute educational material using various forms of media to raise awareness of on-road cyclists and the rights of cyclists as legitimate road users.					
23	Produce and distribute educational material using various forms of media to raise awareness of cyclists and pedestrian rights and etiquette when using off-road shared paths.					
24	To allow all cyclists to gain the most from their cycling experience, provide an education program so all types of cyclists have an understanding of each others' needs and protocols to be followed.					
25	Yarra Bicycle Committee to consider methods of lifting the profile of cyclists as legitimate road users.					
Strategy 8 - Better Council Use of Bicycles						
26	Encourage more bicycle commuter trips to work by Council staff.					
27	Increase the No of Council bicycles available for use during work by 5 per year.					
28	Encourage greater use of Council-provided bikes for short work related journeys.					
29	Support and promote Staff Green Travel Policy and hold special events detailed in the policy.					

No	Action	Yr 1 (2009/10)	Yr 2 (2010/11)	Yr 3 (2011/12)	Yr 4 (2012/13)	Yr 5 (2013/14)
Strategy 9 - Better Recruitment and Retention of Cyclists						
30	Prepare a 'Cycle Welcome Pack' for distribution by cycle shop owners with all new bicycles purchased in Yarra.					
31	Promote and run Ride to Work Day.					
32	Promote and support Ride2School Day.					
33	Continue use of 'Bike Trailer' for Bike Ed programs in primary schools.					
34	Promote cycling as part of Green Transport Plans for business and schools.					
35	Support the Melbourne Bicycle Film Festival.					
Strategy 10 - Better New Policies						
36	Develop a policy & guidelines for resolving conflict between parking and location of bicycle routes.					
37	Develop an annual award program for developers in Yarra that encourage cycling through the provision of more than minimum facilities for cyclists.					
38	Develop a policy & guidelines for the management of bicycle traffic during construction and maintenance works.					
39	Identify suitable enticements for recruiting new cyclists and prepare a business case for selected programs.					
Strategy 11 - Better Innovation and Relationships						
40	Continue to monitor all forms of media and journals for innovative ideas and where appropriate consider introducing into Yarra.					
41	Continue to build relationships with bicycle interest groups through Yarra's Bicycle Advisory Committee.					

11. ACKNOWLEDGEMENTS

Yarra City Council thanks and recognises the valuable contributions made by the following individuals and groups in assisting with the preparation of the City of Yarra Bicycle Strategy:

Richard Smithers

Jane Waldock

Kate Simnett

Justin Hanrahan

Mark Kulyk

Mark Donnellan

Inner Melbourne Action Plan (IMAP)

Bicycle Victoria

VicRoads

12. APPENDICES

12.1 Appendix 1 – Examples of Separated On-Road Lanes



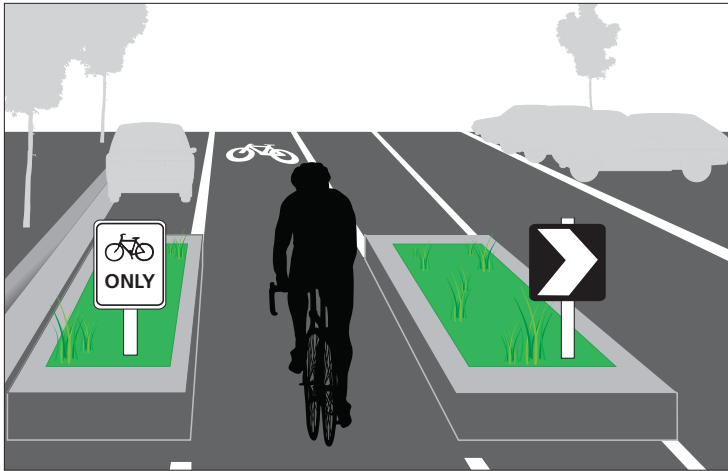
1. White Line



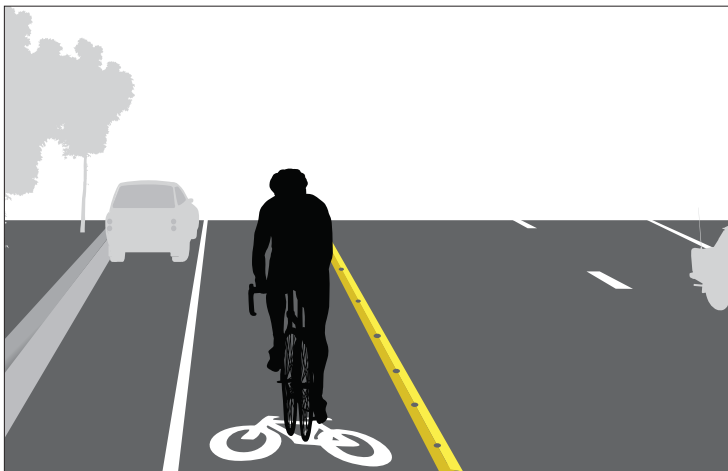
2. White Line with Lane Makers & Bollards



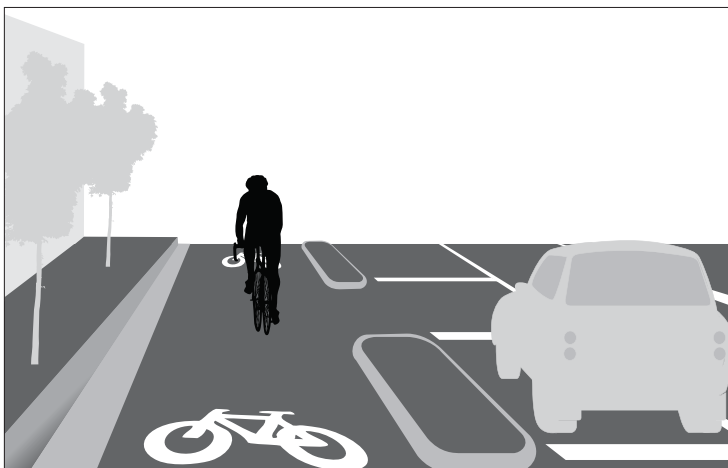
3. Chevron Marked White Line



4. Landscaped Island



5. Raised Rubber Separator



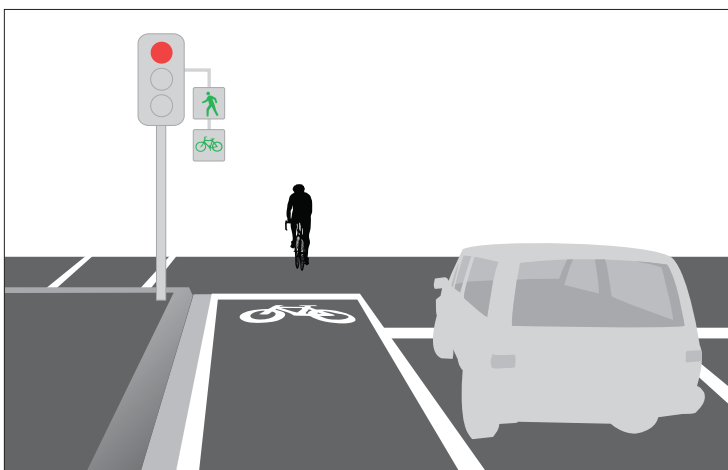
6. Island/Kerb



7. Vibra Line

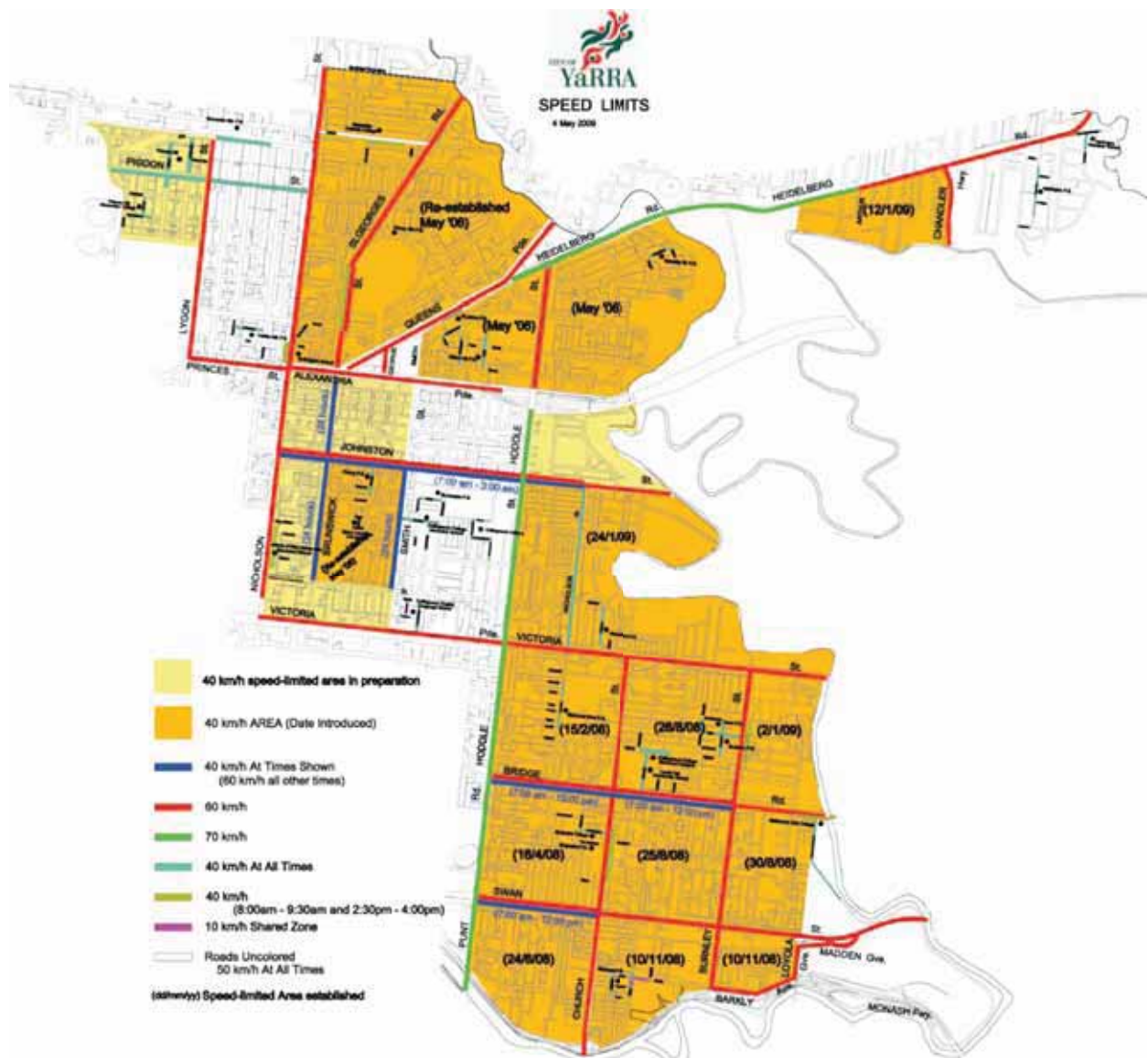


8. Copenhagen – Raised Separation Path



9. Time Separation

12.2 Appendix 2 – City of Yarra 40 KPH Zones



12.3 Appendix 3 – IMAP Regional Bicycle Network



12.4 Appendix 4 – Map of the Priority Network (high, priority and economy)



12.5 Appendix 5 – Maps of the Bicycle Routes

1.1 Wellington Street Route



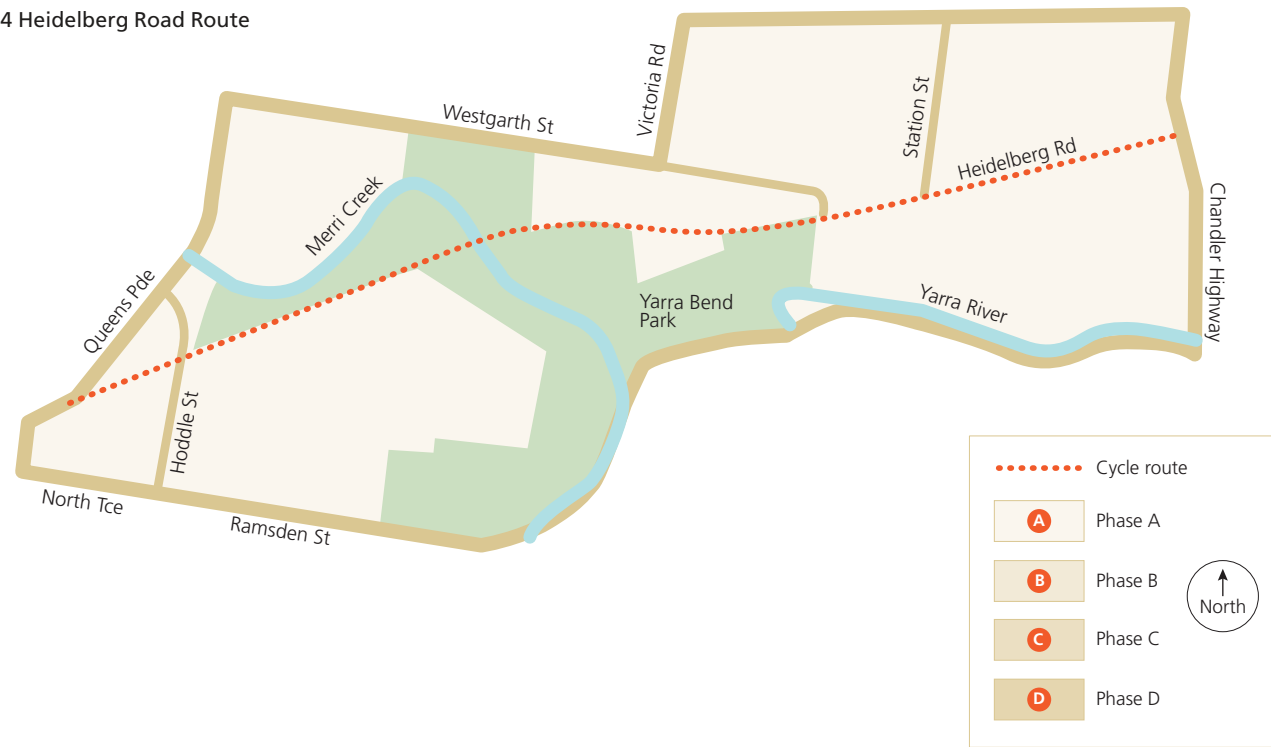
1.2 Clifton Hill/Abbotsford Route



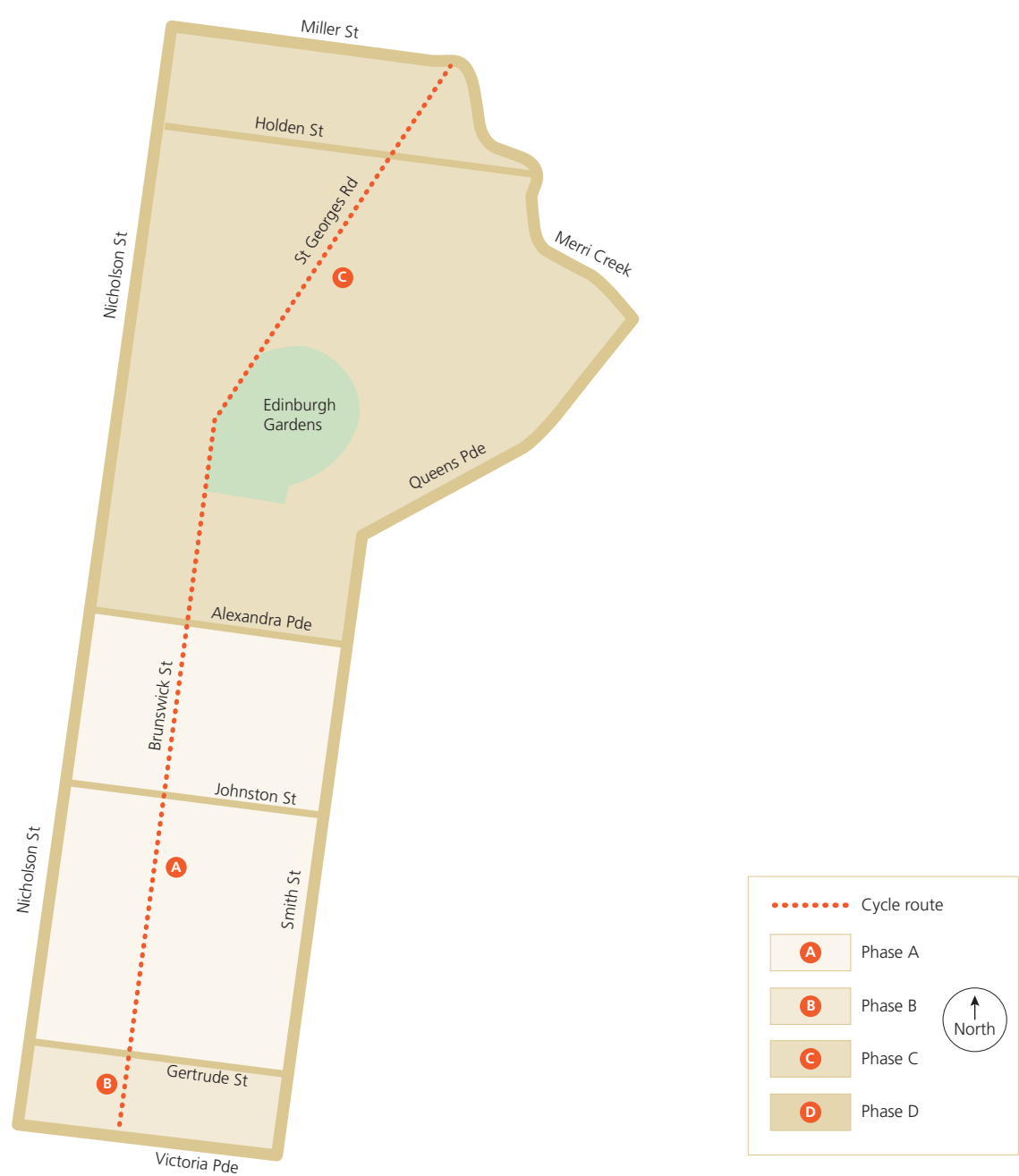
1.3 Richmond East-West Route



1.4 Heidelberg Road Route



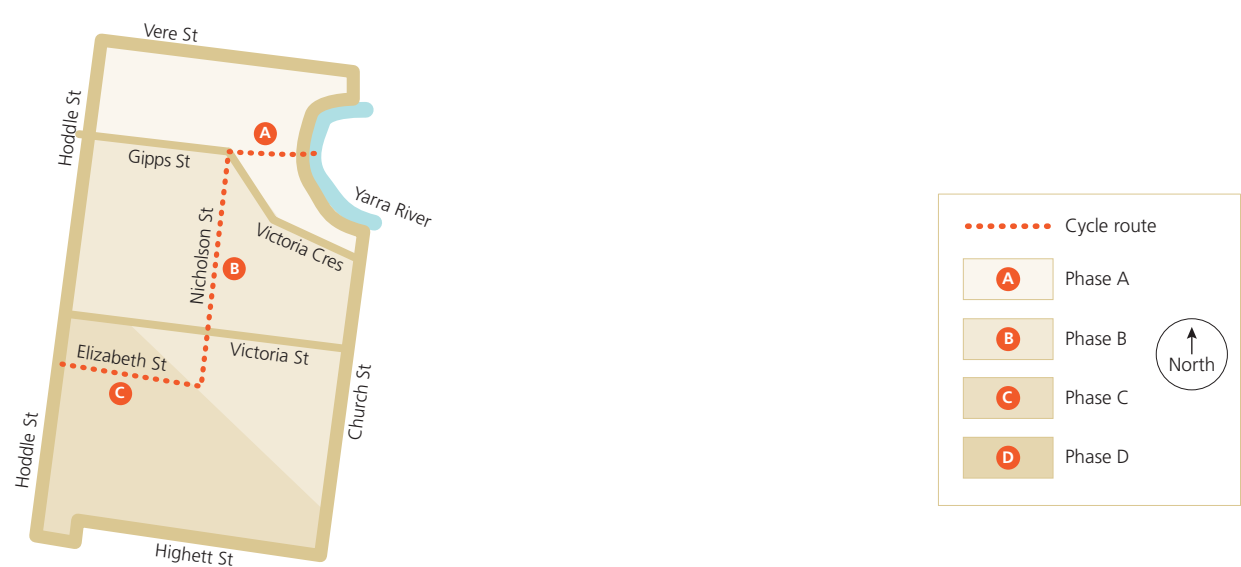
1.5 Brunswick St/St Georges Rd Route



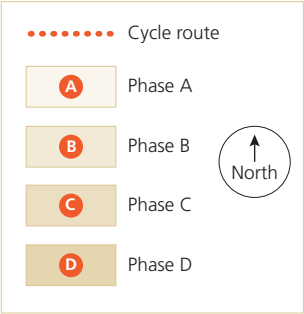
1.6 Burnley Street Route



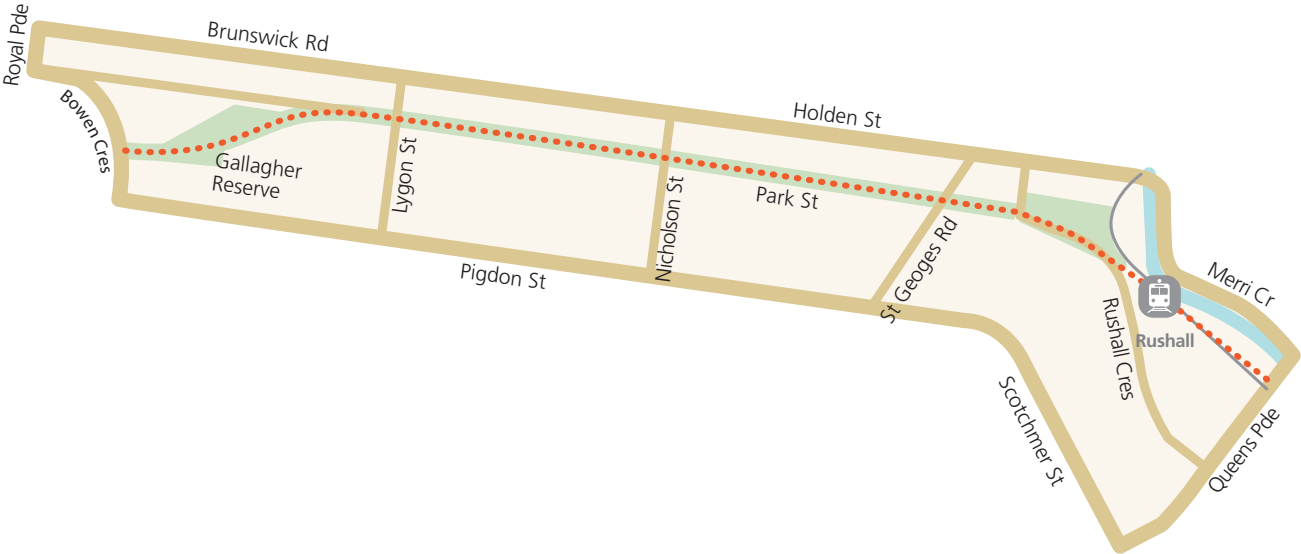
1.7 Abbotsford/Richmond Route



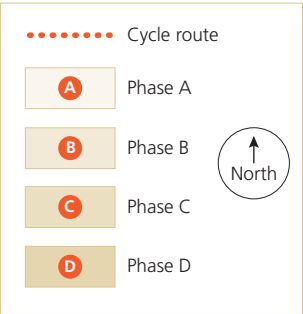
1.8 Rathdowne Street Route



1.9 & 3.7 Linear Park Route



1.10 Sandringham Rail Route



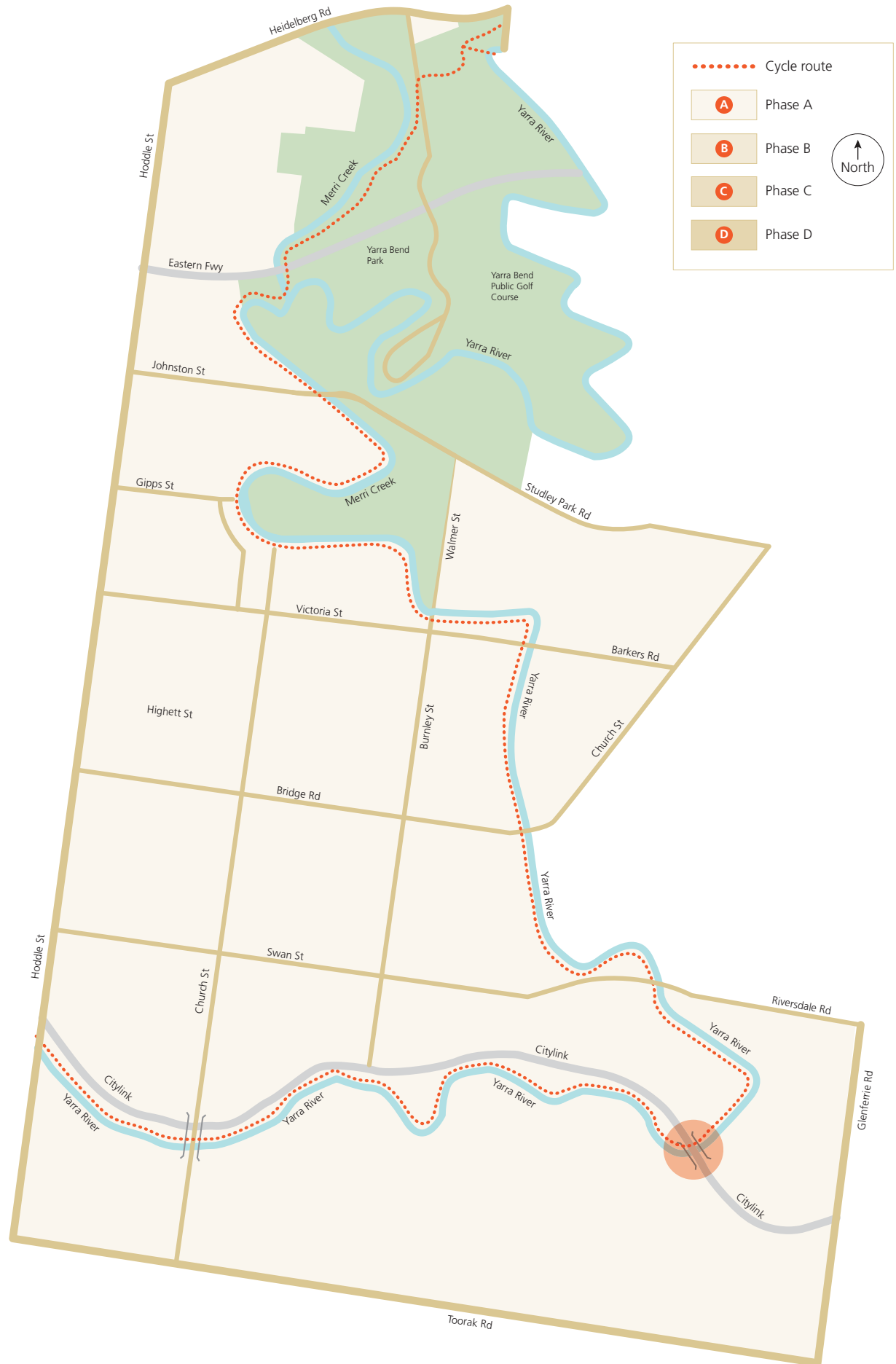
1.11 Church Street Route & 3.9 Church Street Bridge



1.12 Main Yarra Trail North Route



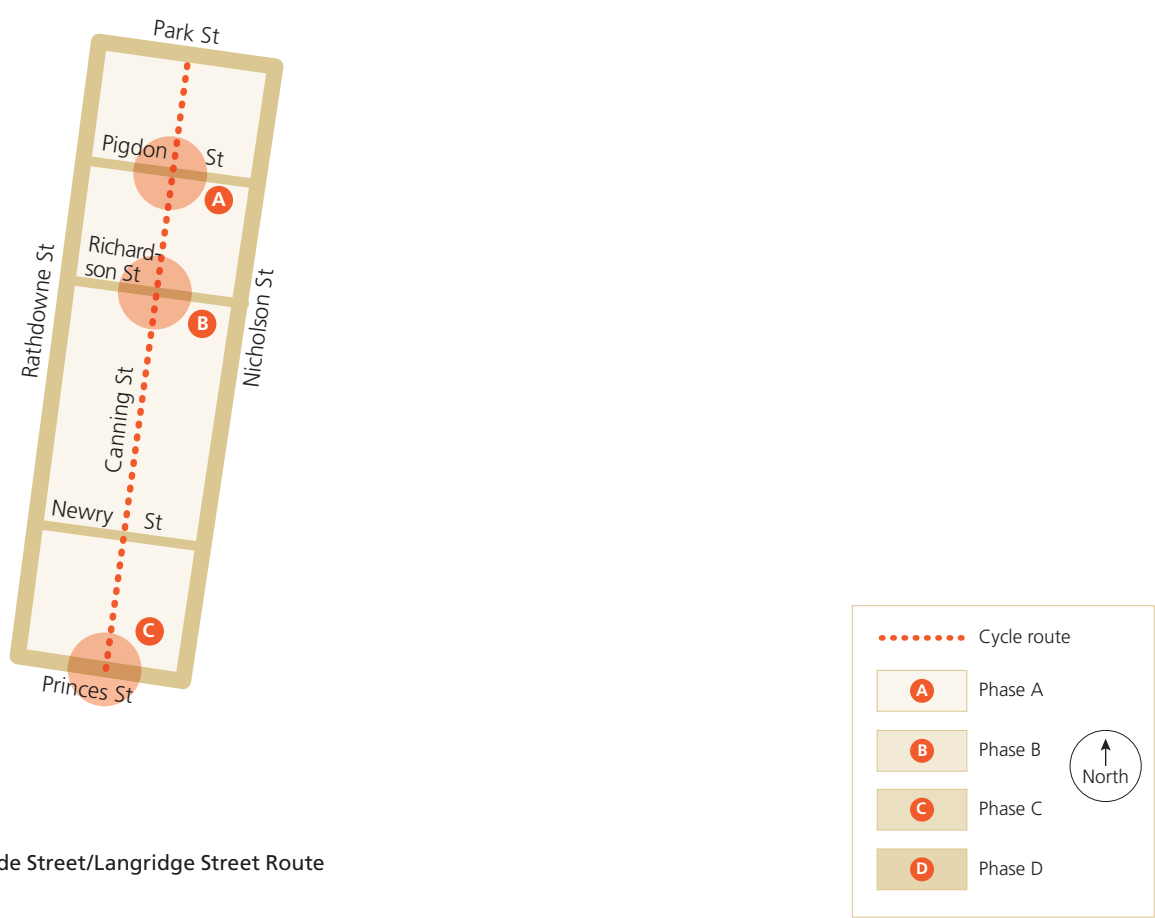
1.13 Main Yarra Trail South Route



1.14 Linear Park/Napier Street Route



1.15 Canning Street Route



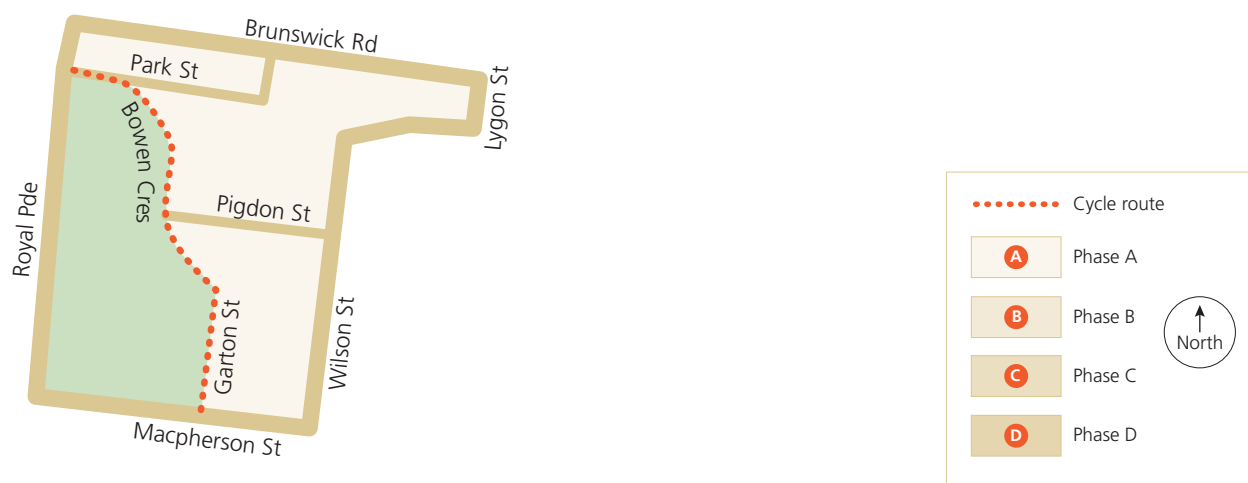
1.16 Gertrude Street/Langridge Street Route



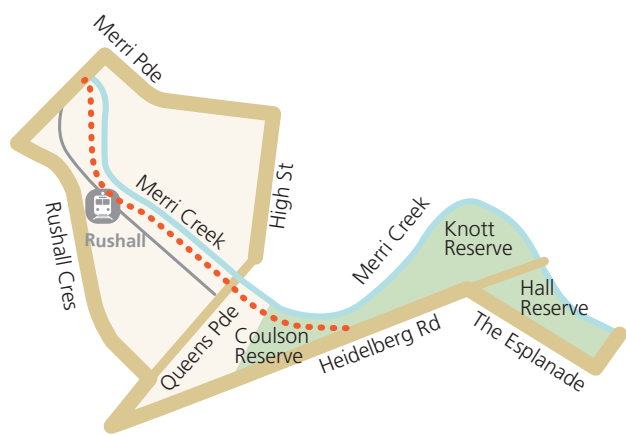
1.17 North Fitzroy Route



1.18 Bowen Cres/ Garton Street Route



3.2 & 3.5 Merri Creek Trail



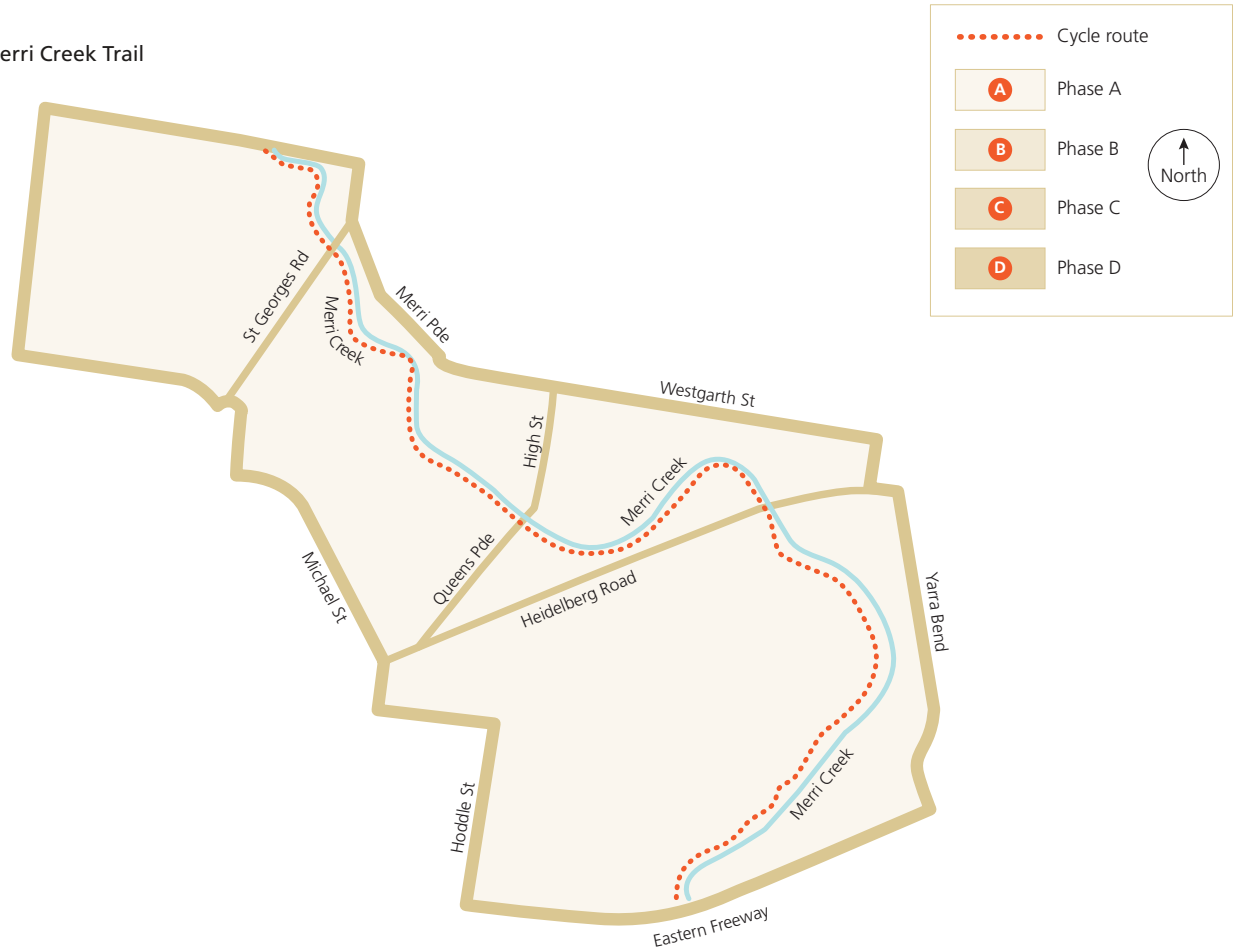
3.6 Clarke Street Bridge



3.8 Darebin Creek Trail



3.9 Merri Creek Trail



12.6 Appendix 6 – Projected Known and Indicative Funding over the next Five Years

The implementation of the Bike Strategy relies on the allocation of substantial internal and external funds – the timing and delivery of the actions will be dependent on Council budgetary processes and the receipt of grants/funding from State and Federal Government sources.

Off-road indicative funding

Item	Name	Council						Other						
		2009/ 2010	2010/ 2011	2011/ 2012	2012/ 2013	2013/ 2014	Future	Vic Roads		DoT		Melb Water	Parks Vic	
								Committed	Uncommitted	Committed	Uncommitted	Committed	Committed	Uncommitted
3.1	Merri Pipe Bridge	75										750		
3.2	Merri Creek Trail						187.5						187.5	
3.3	Darebin Creek Trail													1700
3.4	Upgrade Main Yarra Trail	540	540	540	540	540								
3.5	Merri Creek Trail						375							375
3.6	Clarke St Bridge													3000
3.7	Linear park Reserve		400											
3.8	Bridge at Church St													5000
3.9	Merri Creek Trail						500							
	TOTAL \$K	615	940	540	540	540	1062.5	0	0	0	0	750	187.5	10075

On-road indicative funding

Item	Name	Council						Other						
		2009/ 2010	2010/ 2011	2011/ 2012	2012/ 2013	2013/ 2014	Future	Vic Roads		DoT		Melb Water	Parks Vic	
								Committed	Uncommitted	Committed	Uncommitted	Committed	Committed	Uncommitted
1.1	Wellington St (a)		450											
1.1	Wellington St (b)				300									
1.1	Wellington St (c)					200								
1.2	Clifton Hill/Abbotsford (a)		20	100	500									
1.2	Clifton Hill/Abbotsford (b)						1000							
1.2	Clifton Hill/Abbotsford (c)			20	100	500								
1.3	Richmond East-West (a)	20	20	200										
1.3	Richmond East-West (b)		20	20	300									
1.3	Richmond East-West (c)			20	20	200								
1.4	Heidelberg Rd								400					
1.5	Brunswick St 9a)	100								100				
1.5	Brunswick St (b)						200							
1.5	Brunswick St (c)						100							
1.6	Burnley St						200							
1.7	Abbotsford/Richmond (a)		10	50										
1.7	Abbotsford/Richmond (b)		20	200										
1.7	Abbotsford/Richmond (c)		20	200										
1.8	Rathdowne St						500							
1.9	Linear park			150										
1.10	Sandringham Rail Line						200				5000			
1.11	Church St (a)						60							
1.11	Church St (b)						260							
1.12	Main Yarra Trail North (a)	20												
1.13	Main Yarra Trail South (a)						120							
1.13	Main Yarra Trail South (b)						120							
1.14	Linear/Napier (a)	40												
1.14	Linear/Napier (b)		20	50	350									
1.14	Linear/Napier (c)		20								250			
1.14	Linear/Napier (d)				20				450					
1.15	Canning (a)	20									150			
1.15	Canning (b)										80			
1.15	Canning (c)								20					
1.16	Gertrude/Langridge (a)						200							
1.16	Gertrude/Langridge (b)						550							
1.17	North Fitzroy						230							
1.18	Bowen Garton						70							
	TOTAL \$K	200	600	1010	1640	1350	3810	0	870	100	5480	0	0	0



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Design by Visualism.