

2.3 REINFORCE AND IMPROVE THE CYCLE NETWORK



Examples of cycle traffic management from Copenhagen

The low environmental impact and space efficiency of cycling makes it an ideal mode to provide alternative transport to motor vehicle use while preserving local amenity. Melbourne has excellent potential for being a 'first class' cycling city. To date, Council has worked hard to maximise bicycle provision while maintaining existing road capacity and, in so doing, has progressed cycling provision to the point of maximum use of this 'spare' resource. The most beneficial action for cyclist safety is to reduce traffic volumes. What is now needed is reallocation of some of the road capacity to cycle priority.

- Provide dedicated on-street bicycle lanes or wide kerbside lanes along all arterial roads to expand the Principal Bicycle Network.
- On other wider routes throughout the city, including the 30m wide city streets, make provision for safe on-road cycle movement, including coloured line-markings (continuous or frequent interval), advanced start lines and storage boxes at signalised intersections.
- Where possible, especially along boulevards and other major entry routes to the city, place cycle lanes between the footpath and on-street parking (Copenhagen model, at left top) or introduce cycle lanes on a raised level separate from the road.
- Integrate cycle transport with public transport. Supply cycle parking facilities at transport termini or popular interchanges, and cycle carrying facilities (internal or externally mounted).
- Create continuous, fully accessible public walkways and cycle paths along the rivers, integrated with the city-wide network of open space corridors, including the Metropolitan Trail Network. Connect the inner city network with suburban cycle routes (above right).
- Ensure that cycle provision meets all relevant standards or local requirements for pavement surfaces, gradients and curves, lighting, security, signage and bicycle parking.
- Provide more end-of-trip facilities and secure bike parking in key locations including public transport interchanges, academic institutions and sporting/cultural venues.



- Develop and implement community education and traffic behaviour campaigns to increase reciprocal awareness between cyclists and other road users.
- Introduce planning policy to ensure that all new buildings or extended floorspace incorporate trip end facilities.
- Encourage private commercial off-street car parks to increase cycle parking provision.
- Introduce cycle lanterns at intersections (example at left, bottom).
- Resolve difficult points or gaps in the network and provide realistic alternatives as part of an ongoing, annual implementation program.
- Introduce Sunday cycle-ways onto a network of streets that are usually used only intermittently on Sundays, and re-divert traffic accordingly.
- Implement the Northbank Promenade for universal access, popular use and safety. Widen sections of the path and improve below-bridge access to offer a preferred route to Southbank Promenade as part of the Capital City Trail.