



# Whitehorse Cycling Strategy 2016





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Adopted by Whitehorse City Council 27 June 2016



The development of this strategy has been funded by Whitehorse Council in partnership with the Victorian Government.

# Executive Summary

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Cycling for transport, sport or recreation plays an important role in supporting a healthy, vibrant, inclusive and diverse community.

Whitehorse City Council is committed to providing a safe and enjoyable environment for all residents and visitors, including for those who wish to cycle.

The Whitehorse Cycling Strategy 2016 will guide Council decisions over the next 10 years that aim to increase participation in cycling across the municipality while respecting the needs of others in the community.

The strategy has been developed following extensive community engagement, literature review and analysis of statistics to ensure the strategy is relevant, achievable and meets the needs of the community.

## **The key messages received from the community engagement activities include:**

- Build more off-road paths
- Create safer ways for cyclists to cross arterial (main) roads
- Improve connectivity between existing and new paths
- Provide additional secure bicycle parking facilities at major destinations including train stations, shopping precincts and sporting centres
- Promote safe and courteous behaviour by all road and path users. Increase the consciousness of drivers regarding sharing the road with cyclists and encourage cyclists to slow down and ring their bell when sharing paths with pedestrians.

Council agrees with these themes and the information has helped to create a vision for cycling in Whitehorse in the future.

The Whitehorse Cycling Strategy 2016 has a vision of increasing cycling through creating a connected network of attractive, safe and inviting low stress streets and paths which are accessible to all and respects the needs of all users.

The action plan within this strategy outlines the infrastructure, education, advocacy, leadership and evaluation activities that will assist Council to achieve this vision.

There are social, financial, safety, legal, land use and environmental aspects that influence the actions of Council regarding cycling. The Whitehorse Cycling Strategy 2016 has also been prepared having regard to the broad number of other services provided by Council to the community. The actions within the strategy are considered to be appropriate given Council's authority and responsibilities, financial framework and the Council's wider vision of creating a healthy, vibrant, prosperous and sustainable community.

Council recognises the important role that community members, groups, private organisations and other levels of government will play in achieving the vision of this strategy. Council will coordinate the implementation of this strategy internally and seek to work cooperatively with other stakeholders to maximise the outcomes for cycling activities.

## **Targets have been included in this strategy for Council to strive to achieve:**

- By 2026 increase the percentage of all journey to work trips made by bicycle from 0.7% to 2%.
- By 2026 increase the percentage of journey to work trips by bicycle, which start and end in Whitehorse, from 1.1% to 3%.
- By 2026 increase the total percentage of females riding within Whitehorse from 14% to 30%.
- By 2026 increase the number of short distance bicycle trips (1-5 km) by 7.5%.
- By 2026, decrease the number of cyclists who are killed or injured on roads by 15%.

# Vision, Objectives and Goals

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## Vision for 2025

The Whitehorse Cycling Strategy 2016 has a vision of increasing cycling through a connected network of attractive, safe and inviting low stress streets and paths that are accessible to all and respects the needs of all users.

### Objectives

**To achieve this vision, the overall objectives of the Whitehorse Cycling Strategy 2016 are to:**

- Increase participation in cycling;
- Improve levels of health;
- Create an environment where people can cycle safely and conveniently;
- Encourage a culture where cycling is accepted and respected as a key mode of transportation and recreation;
- Achieve greater compliance from motorists, cyclists and pedestrians of traffic laws and the rights of each user group;
- Achieve a greater diversity of cyclists;
- Maintain and promote existing cycling facilities;
- Advocate for improved cycle facilities, and increased recognition of cyclists in planning transport and land use; and
- Increase awareness of the principles of the strategy within Council and the wider community.

### Goals

- Plan and deliver a connected network of low stress cycling routes;
- Plan and deliver a comprehensive program of cycling education activities; and
- For areas outside the control of Council, advocate for the provision of improved cycling facilities and services.



# Policy Context

## Federal

The federal government's National Cycling Strategy (NCS) provides a comprehensive overview of the societal and personal benefits of cycling to Australia. It provides a coordinating framework identifying responsibilities of all levels of government, community and industry stakeholders.

The current NCS covers the five year period between 2011 and 2016 and is due for renewal during the life of the Whitehorse Cycling Strategy 2016.

## State

The Victorian Cycling Strategy, *Cycling into the Future 2013-2023*, aims to grow and support cycling in the state, making it easier for more people to cycle and to make it safer for people who already ride. The strategy brings together planning for Melbourne's bike paths including the Principal Bicycle Network and Metropolitan Trail Network.

The Department of Economic Development, Jobs, Transport and Resources is leading an update of the current Victorian Cycling Strategy. The updated Victorian Cycling Strategy will align with other relevant government priorities and plans to ensure investments meet the needs of all cyclists.

## Local

The Whitehorse Cycling Strategy 2016 is guided by the Council Vision 2013-2023, the Council Plan 2015-2019 and the Whitehorse Integrated Transport Strategy 2011.

The Council Vision 2013-2023 highlights a set of five strategic directions that guide Council in meeting its vision to be **a healthy, vibrant, prosperous and sustainable community supported by strong leadership and community partnerships.**

### The strategic directions of Council are:

1. Support a healthy, vibrant, inclusive and diverse community;
2. Maintain and enhance our built environment to ensure a liveable and sustainable city;
3. Protect and enhance our open spaces and natural environments;
4. Strategic leadership and open and accessible government; and
5. Support a healthy local economy.

### The Whitehorse Cycling Strategy 2016 responds to Council's vision through:

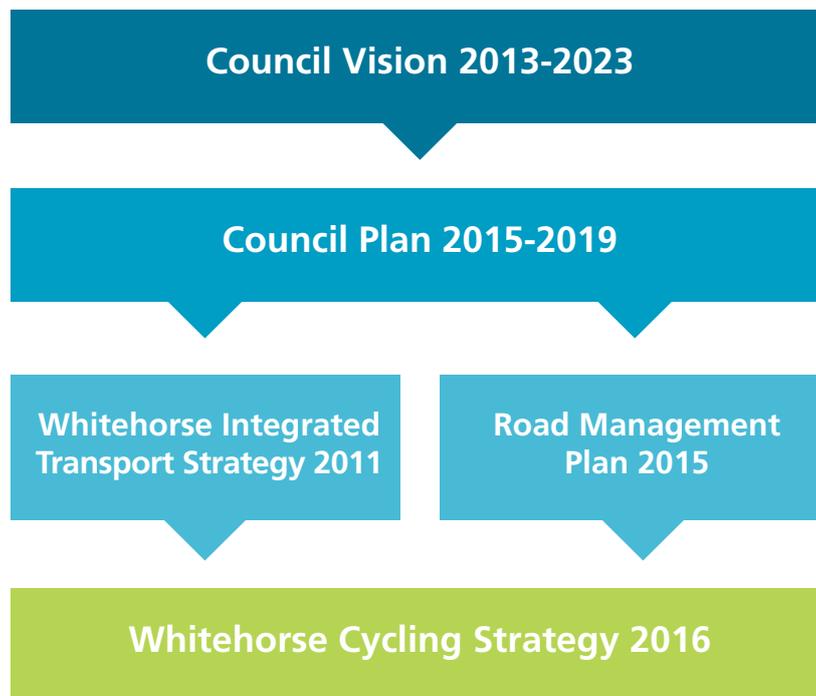
- Facilitating an increase in cycling for transport, recreation and sport resulting in health benefits associated with increased physical activity;
- Coordinating the planning required to maintain, develop and enhance roads, paths and other infrastructure associated with cycling;
- Development of an accessible and well-connected city and providing a genuine travel choice that is sustainable, convenient, accessible and safe; and
- Improving environmental conditions for present and future generations through encouraging a reduction in the use of private motor vehicles.

### The Whitehorse Cycling Strategy 2016 complements a number of other Council strategies including:

- Sustainability Strategy 2016-2022;
- Whitehorse Integrated Transport Strategy 2011;
- Whitehorse Open Space Strategy 2007;
- Whitehorse Community Road Safety Strategy 2013;
- City of Whitehorse Recreation Strategy 2015-2024;
- Whitehorse Road Management Plan 2015;
- Municipal Early Years Plan (Whitehorse: A City for all Children 2014-2018); and
- Municipal Public Health and Wellbeing Plan 2013-2017.

Council has been working with Sport and Recreation Victoria and six municipalities to develop the Melbourne East Regional Sport and Recreation Strategy. This strategy outlines the vision for sport and recreation facilities within the eastern region of Melbourne, including shared use paths.

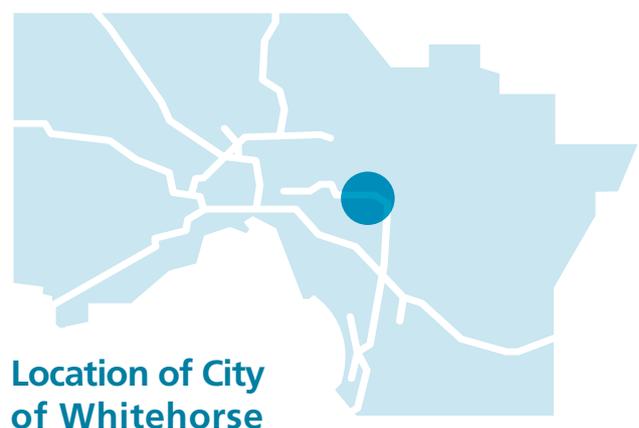
**Relationship between the Whitehorse Cycling Strategy 2016 and other Council plans and strategies.**



Council’s strategic direction is based on the people who live and visit Whitehorse. Services are targeted to address the social, health, environmental and land use needs of our community.

**The characteristics of Whitehorse that are important to consider within the Whitehorse Cycling Strategy include:**

- The City of Whitehorse is a middle-ring council, located 15 km east of Melbourne.
- The municipality is 64 km<sup>2</sup> and is characterised by tree-lined residential streets; an abundance of parks, gardens and natural bushland reserves; bustling shopping centres, a diverse range of arts and cultural opportunities; and sports and leisure facilities.
- The Whitehorse community has access to an extensive public transport system with trains, trams and buses serving the area. Whitehorse boasts some of the region's leading educational, medical and leisure facilities and is home to the largest high technology precinct in eastern Melbourne.
- 2011 Census data shows that Whitehorse has a lower proportion of pre-schoolers and higher proportion of people at post retirement age than Greater Melbourne. It is predicted that the number of people aged over 65 will increase by 4693 by 2021 and represent almost 19% of the population. The median age of residents in Whitehorse is 39 years (in Greater Melbourne, this figure is 36 years).
- Whitehorse is a culturally diverse community. In the 2011 Census it was found that one third of residents were born overseas and one quarter came from a non-English speaking background. The top five countries of birth are China, the United Kingdom, India, Malaysia and Vietnam.
- In 2014 Whitehorse had an Estimated Residential Population of 163,697 people.
- The 2007 Community Indicators Victoria Survey found that 48% of respondents in Whitehorse self reported their health as being either excellent or very good. This is less than for Victoria at 54%. In 2008, 9% of people in Whitehorse reported high and very high levels of psychological distress. This is lower than the Victorian average at 11%.
- In 2008, 41% of males and 25% of females in the City of Whitehorse were overweight (Victorian Population Health Survey 2008). This is similar to Victorian males and females (40% and 24% respectively).
- According to the 2011 Census, 50% of households in the City of Whitehorse had access to two or more motor vehicles, compared with 51% for Greater Melbourne. 8.5% of households in Whitehorse do not own a car.



**Location of City of Whitehorse**

# The Value of Cycling

Cycling offers a wealth of benefits to those who cycle and also to the wider community.

## Health

- Cycling for recreation or transport plays an important role in improving physical and mental health and wellbeing. Cycling is great for muscle and cardiovascular fitness, strengthens bones and can decrease stress, anxiety and depression.
- Just three hours of cycling per week can reduce your risk of heart disease by 50%. <sup>1</sup>

## Community

- Provides additional opportunity for social interaction on the streets and enhances a sense of community.
- Reduces space required for roads and car parking that helps to make the local environment more walkable, rideable and attractive.

## Road Safety

- Presents a very low road safety threat to other road users when compared to motor vehicles.
- Communities with higher levels of cycling have fewer cycling fatalities. <sup>5</sup>

## Environment

- Reduced air and noise pollution through reducing the number of trips made by cars.
- Reduction in the use of fossil fuels. 1% of energy used to make a car can make a bike. <sup>2</sup>

## Economic

- Reduction in road congestion and associated costs caused by delays.
- Savings on construction and road maintenance including the provision of parking facilities.
- Reduced healthcare costs. The savings to the federal health budget from regular recreational cycling is estimated at \$82.9 million per year. <sup>3</sup>
- Reduced cost to individuals. The average annual operating expense of a bicycle is just \$308, compared to more than \$8000 for a car. <sup>3</sup>
- Increased local spending. Bicycle lanes have been seen to increase local retail sales by up to 25%. <sup>4</sup>



<sup>1</sup> AustCycle (2015) Health Benefits of Cycling [Online] Available from: <http://austcycle.com.au/Cycling-Resources/Health-Benefits-of-Cycling> [Accessed 10 December 2015]

<sup>2</sup> City of Melbourne (2013) 'Melbourne Cycle Account: Cycling Census 2013', Melbourne

<sup>3</sup> Bauman, A., Rissel, C., Garrad, J., Ker, I., Speidel, R. & Fishman, E. (2008) Cycling: getting Australia moving – barriers, facilitators and interventions to get more Australians physically active through cycling, Canberra, Australia

<sup>4</sup> Norton, M (2015) 'Draft Bicycle Plan 2016-2020' Report to the Future Melbourne Transport Committee [Online] Available from: [www.melbourne.vic.gov.au/About-Council/Meetings/Lists/CouncilMeetingAgendaItems/Attachments/12760/OCT15%20FMC2%20AGENDA%20ITEM%206.2.pdf](http://www.melbourne.vic.gov.au/About-Council/Meetings/Lists/CouncilMeetingAgendaItems/Attachments/12760/OCT15%20FMC2%20AGENDA%20ITEM%206.2.pdf) [Accessed 10 December 2015]

<sup>5</sup> TransLink (2011) A Regional Cycling Strategy for Metro Vancouver: June 2011, Vancouver, Canada

# Whitehorse Bicycle Strategy 2007

The existing Whitehorse Bicycle Strategy, which is to be replaced by this strategy, was adopted in 2007. The strategy included a range of infrastructure, behavioural and governance actions with an aim of increasing cycling within the municipality by 0.5%.

Of the 47 infrastructure actions identified within the 2007 strategy, 23 are reliant on other authorities and Council has had an ongoing advocacy role to promote their implementation.

A strong focus has been placed on advocating to the state government for improved services and infrastructure. This has resulted in commitments for cycling projects of regional significance such as a cycling path on the former Healesville Freeway Reservation and the Box Hill to Ringwood shared use path. Agreement has also been reached with Melbourne Water for Council to construct a shared use path on the Pipe Track from East Burwood to Mitcham.

Seven infrastructure projects within Council's responsibility have been completed and an additional two projects are currently being delivered. The remaining 15 projects are complex and either require further consideration or are now not feasible.

A range of supporting infrastructure projects and initiatives have been completed, guided by the previous strategy, including installation of wayfinding signage, end of trip facilities such as bicycle hoops, a secure bicycle cage, change rooms for riders and maintenance and improvements to road and path pavements, footpaths, gutters, kerbs, pram crossings, lighting and vegetation.

The 2007 strategy identified a range of behavioural strategies to complement the infrastructure actions, including the promotion of cycling to schools and the wider community. To date, Council has been successful in delivering a number of educational programs including:

- **Bike Ed** – Council, in association with RoadSafe Eastern Metro provides funding for teachers to participate and gain accreditation through the Bike Ed training course. School holiday courses are also hosted for students who attend schools that do not offer the BikeEd program;
- **Bike it!** – An annual event that showcases student bicycle skills;
- **Ride to School day** – Council encourages school children to ride to school on this event day and to include cycling in their regular travels to and from school;
- **Transit** – A program for Grade 6 students to help them plan for safe, active and sustainable transport as they transition to secondary school;
- **CycleWise** – free bicycle confidence and skills training program suitable for adults;
- **Ride to Work Day** – An annual state wide event promoted by Bicycle Network. Council hosts an annual community breakfast to encourage the use of bikes for travel to and from work;
- **CycleSafe Communities** – Council has implemented a range of activities that promote the key campaigns of the Amy Gillett Foundation, 'It's a Two Way Street' and 'A Metre Matters'.



# Cycling in Whitehorse Today

## Existing Network

The current cycling network within the City of Whitehorse consists of on-road and off-road facilities, aligned predominantly in an east west direction.

On-road infrastructure consists of continuous and non-continuous formal facilities including dedicated bicycle lanes with markings. Facilities on less formal routes may include the use of 'sharrow' linemarking and/or wayfinding signage. Sharrows are shared road linemarkings of a bike and arrows that indicate where cyclists should preferably ride and to remind other road users to expect cyclists in the area. Sharrows give cyclists and motorists confidence that they can share the lane.

Facilities are located on both arterial roads (VicRoads responsibility) and local roads (Council responsibility).

Off-road infrastructure includes an abundance of high quality shared path trails including Bushy Creek, Dandenong Creek, Gardiners Creek, Koonung Creek and Eastlink.

## Bicycle Priority Routes

A large number of cycle routes within Whitehorse form part of the Principal Bicycle Network (PBN). The PBN is a network of proposed and existing bicycle routes that provide access to major destinations in the Melbourne metropolitan area.

In addition to the PBN, Council in conjunction with VicRoads, has identified a range of Bicycle Priority Routes (BPR). BPRs are a selection of PBN routes which should be elevated to a higher order priority and included on the VicRoads SmartRoads Road Use Hierarchy maps.

VicRoads is in the process of developing Strategic Cycling Corridors (SCC) that aim to provide a network of safe and prioritised cycling corridors that support high volumes of cyclists of all abilities to directly access key destinations.

The PBN, BPR and SCC are managed by VicRoads.

## Committed Network Improvements

A number of major cycle infrastructure projects are currently being developed or are at various stages of implementation which will further strengthen Whitehorse's cycle network. The projects include:

- **Pipe Track** – A new shared use path facility planned and constructed by Council linking East Burwood and Mitcham (and ultimately the Box Hill to Ringwood shared path in the north and Syndal train station in the south). It is expected that Council will commence construction in 2016/17. The land is owned by Melbourne Water.
- **Box Hill to Ringwood shared use path**
  - This 10km shared use path will link the Box Hill precinct to Ringwood's centre. The state government has committed funding of \$14 million in the 2016/17 budget to complete the path. The project is being delivered by VicRoads. Council has been a strong advocate for the path for several years. Sections of the path are complete with the remaining sections due for completion by the end of 2017.
- **Former Healesville Freeway Reservation**
  - The state government has made a commitment to construct an east-west shared use path linking Dandenong Creek, Vermont to Springvale Road, Forest Hill. The path will be of regional significance. Council will work with the state government on its master planning for the land.





City of Whitehorse cycle network – existing routes and future routes that have been committed to by the state government or Council.

## End of Trip Cycle Facilities

Supporting infrastructure, such as cycle parking, is located at key sites throughout Whitehorse including railway stations, areas of retail activity and local amenities (including the Council offices, libraries and sports facilities). Secure Parkiteer cages are located at Nunawading and Mitcham railway stations. A secure bicycle cage is available for community use at the Whitehorse Civic Centre in Nunawading.

Clause 52.34 of the Whitehorse Planning Scheme outlines the requirements to provide appropriate end of trip cycling facilities for new high density housing and commercial developments.

## Sporting Facilities

There are two skate/ BMX parks within Whitehorse (in Box Hill and Vermont South), a BMX track in Mitcham and a cycling velodrome in East Burwood. These facilities provide important infrastructure for sport and recreation riders. Council is considering options to extend the skate/ BMX facilities at the Box Hill site.

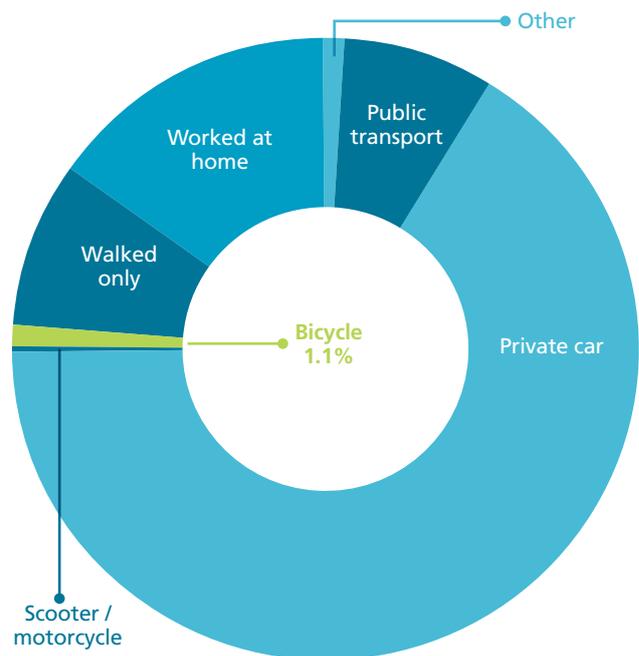
## Community Participation

There are a range of options within Whitehorse for the community to participate in cycling for fitness, recreation and sports, including:

- A number of active cycling clubs, including Whitehorse Cyclists and Blackburn Cycling Club;
- Cycle spin classes at numerous gyms across the municipality; and
- Local bike shops supporting cyclists with advice and equipment.

## How Are We Currently Travelling?

- The journey to work data collected through the 2011 Census shows that private cars are the most prevalent mode of transport for trips originating in Whitehorse, with 58.5% of the community driving to work. <sup>6</sup>
- 0.7% of Whitehorse residents cycle to work (compared to 1.3% in Greater Melbourne). <sup>6</sup>
- The median travel to work distance for Whitehorse is 15.5km. <sup>7</sup>
- Of all journeys to work which start and end in the City of Whitehorse, 67% (10,645 trips) are made by car. <sup>6</sup>



Mode of travel – journeys to work which start and end in Whitehorse <sup>6</sup>



<sup>6</sup> Australian Bureau of Statistics, Census of Population and Housing, 2011

<sup>7</sup> Victorian Integrated Survey for Travel and Activity 2007 (VISTA 07)

When compared to our neighbouring municipalities, the proportion of residents who cycle to work in Whitehorse is similar to the eastern metropolitan region average.<sup>6</sup>

The mode share achieved by the City of Boroondara provides an insight into the level of cycling that can be achieved within the local area, however, it is recognised that cycling trips from Boroondara are most likely to be shorter into the Melbourne CBD.

Area	Cycle to Work
City of Boroondara	1.9%
City of Monash	0.8%
<b>City of Whitehorse</b>	<b>0.7%</b>
City of Maroondah	0.5%
City of Knox	0.4%
City of Manningham	0.3%
<hr/>	
Greater Melbourne	1.3%
Eastern Metropolitan Region	0.7%
Victoria	1.2%
Australia	1.0%

Proportion of residents who cycle to work<sup>6</sup>

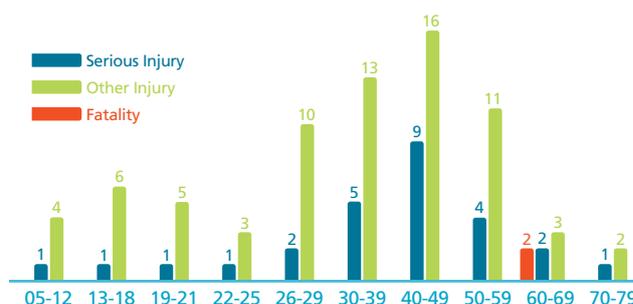
- Cycle count data demonstrates an upward trend in the number of riders travelling throughout Whitehorse. Weekday counts indicate an increase of 46% between 2011 and 2015.<sup>8</sup>
- 14% of riders observed during these counts are female.<sup>8</sup>
- Recreation routes in Whitehorse are well used, particularly at weekends. In 2014, 485 cyclists were recorded using the Koonung Creek Trail during a two hour period on a Sunday, a 13% increase when compared to the previous year.<sup>9</sup>
- In addition to traditional road and mountain bikes there appears to be an increasing trend in the use of electric bikes, tandems, hand cycling, bike trailers, recumbents and tag-a-longs within Whitehorse.



Number of riders recorded within Whitehorse, 2011 – 2015, during a two hour period on a single weekday at 23 sites.<sup>8</sup>

## Safety

- Between January 2011 and December 2015, 3% (102 people) of people killed or injured on roads in Whitehorse were a cyclist. This compares to 5% in the wider metropolitan Melbourne area.<sup>10</sup>
- Of those 102 cyclists in Whitehorse, two people were killed and 27 suffered serious injuries. The remaining 73 cyclists sustained minor injuries.
- The highest proportion of cyclists killed or injured (25%) were aged 40-49 years.
- 80% of cyclists who were injured or killed were males.



Cyclist fatalities and injuries by age, 2011 – 2015, City of Whitehorse.<sup>10</sup>

<sup>8</sup> Bicycle Network Super Tuesday Count Data 2011 – 2015

<sup>9</sup> Bicycle Network Super Sunday Count Data 2013 -2014

<sup>10</sup> VicRoads Road Crash Information System (Data extracted: 1/1/2011 to 31/12/2015)

# Informing a New Strategy

## Community engagement

Extensive community engagement activities were completed during the development of this strategy. A range of methods were used to capture the views of residents, visitors and professional stakeholders, such as surveys, intercept activities, drop-in sessions and workshops. Cyclists and non-cyclists were encouraged to participate in the engagement activities.

Engagement was undertaken in two phases, with the first phase informing the draft strategy. More than 1800 comments were received during this phase. The second phase involved gathering feedback from the community on the draft document.

## Community Engagement

### Phase 1

Informing the draft strategy

### Phase 2

Feedback on the draft strategy

## Strategy Development

Draft Whitehorse Cycling Strategy 2016

Adopted Whitehorse Cycling Strategy 2016

## Key themes

The key themes that emerged from the community engagement activities include:

- A lack of consistent and connected infrastructure and facilities for cyclists.
- Conflict amongst shared path users, particularly between pedestrians and cyclists travelling at high speed.

## Suggestions for improving cycling in Whitehorse

- Build more off-road paths.
- Create safer ways for cyclists to cross arterial roads.
- Improve connectivity between existing and new paths.
- Provide additional secure bicycle parking facilities at major destinations including train stations, shopping precincts and sporting centres.
- Promote safe and courteous behaviour by all road and path users. Increase the consciousness of drivers regarding sharing the road with cyclists and encourage cyclists to slow down and ring their bell when sharing paths with pedestrians.



## Defining the Cycling Community

Defining the characteristics of the current and future cycling community within Whitehorse is key to ensuring that the strategy is tailored to meet the needs of the community.

Cyclists can be defined using four general categories based on their particular characteristics as shown in the table to the right.

Using the data collected during the community engagement process it has been possible to further define these four groups as they relate to the City of Whitehorse (see table on next page). For each group it has been possible to identify:

- Reason for cycling;
- Facilities used (on-road/off-road etc);
- Main concerns relating to cycling; and
- Types of cycling infrastructure that would encourage them to ride or ride more often.

### Four types of cyclists <sup>11</sup>

>1%	<b>Strong and fearless</b> Ride in almost any traffic conditions
7%	<b>Enthusied and confident</b> Comfortable riding in most situations including bike lanes along arterial roads
60%	<b>Interested but concerned</b> Find situations in which they have to negotiate with traffic streams uncomfortable but respond well to standalone paths and streets with little and slow traffic
33%	<b>No way no how</b> No interest in riding a bicycle

## Interested But Concerned

Broadly speaking, 60% of the general population fall within the 'interested but concerned' category. This group are curious about cycling but have safety concerns. Targeting this often forgotten group offers the greatest opportunity for increasing cycling. The Whitehorse Cycling Strategy therefore places an emphasis on addressing the cycling needs of people within this group.

### The top three wants of this group are:

- Build more off-road shared paths;
- Safer ways for cyclists to cross arterial roads; and
- More safe linkages from established cycle routes to shopping and other major precincts.



<sup>11</sup> Geller, R. Four Types of Cyclists. Portland, OR: City of Portland Office of Transportation, [www.portlandonline.com/transportation/44597?a=237507](http://www.portlandonline.com/transportation/44597?a=237507) (accessed December 12, 2015).

## Whitehorse Cycling Community <sup>12</sup>

Rider type	Ride frequency	Main reason for cycling	Main facility type	Main concerns	Top three wants
Strong and fearless	Daily	Commute, sports and recreational to keep fit	All road and path types but prefers not to use shared paths through parks or away from roads	On-road safety	<ul style="list-style-type: none"> <li>• More signage to warn drivers of the presence of cyclists on cycle routes and at danger points</li> <li>• Safer ways for cyclists to cross arterial roads</li> <li>• Mark service lanes alongside arterial roads so they become safer for cyclists</li> </ul>
Enthusied and confident	Once or more weekly	Recreational to keep fit and social riding with friends and family	Roads with marked bike lanes, low traffic side streets	General cycle safety	<ul style="list-style-type: none"> <li>• Build more off-road shared paths</li> <li>• Safer ways for cyclists to cross arterial roads</li> <li>• Mark service lanes alongside arterial roads so they become safer for cyclists</li> </ul>
Interested but concerned	Once per month	Fun, social and minor fitness	Low traffic local roads and off road paths	Safety when crossing roads	<ul style="list-style-type: none"> <li>• Build more off-road shared paths</li> <li>• Safer ways for cyclists to cross arterial roads</li> <li>• More safe linkages from established cycle routes to shopping and other major precincts</li> </ul>
No way no how	Less than once per year	Fitness and fun	Off road paths	General cycle safety	<ul style="list-style-type: none"> <li>• Build more off-road shared paths</li> <li>• Safer ways for cyclists to cross arterial roads</li> <li>• Allow riding on normal footpaths where appropriate and safe to do so</li> </ul>

### Challenges to delivery

Through implementation of the previous Whitehorse Bicycle Strategy and a review of lessons learnt, Council has identified a range of challenges which can impact the delivery of cycling actions. This strategy aims to respond to these challenges where possible.



### Key challenges include:

- Impact of cycling on other road and path users, including those with disabilities and the elderly.
- Competing priorities for Council and state funding for new projects and the need to maintain existing infrastructure and services.
- Managing the expectations of the wider community, including both cyclists and non-cyclists.
- Cooperation of multi governmental stakeholders and alignment of priorities.
- Working with third parties including land owners.
- Retrofitting bicycle infrastructure in an already constrained, fully developed urban environment.
- Retention of vegetation when constructing and maintaining paths.
- Achieving behaviour change, particularly regarding respectful sharing of road and path infrastructure.

<sup>12</sup> Based on responses from community engagement activities completed during the development of the Whitehorse Cycling Strategy 2016

## Legislative and Financial Context

The safety, maintenance and construction of cycling infrastructure can be complex and challenging. The planning and management of these assets must be undertaken within legislative requirements and Council budgets. These challenges are an important focus for councils across Australia.

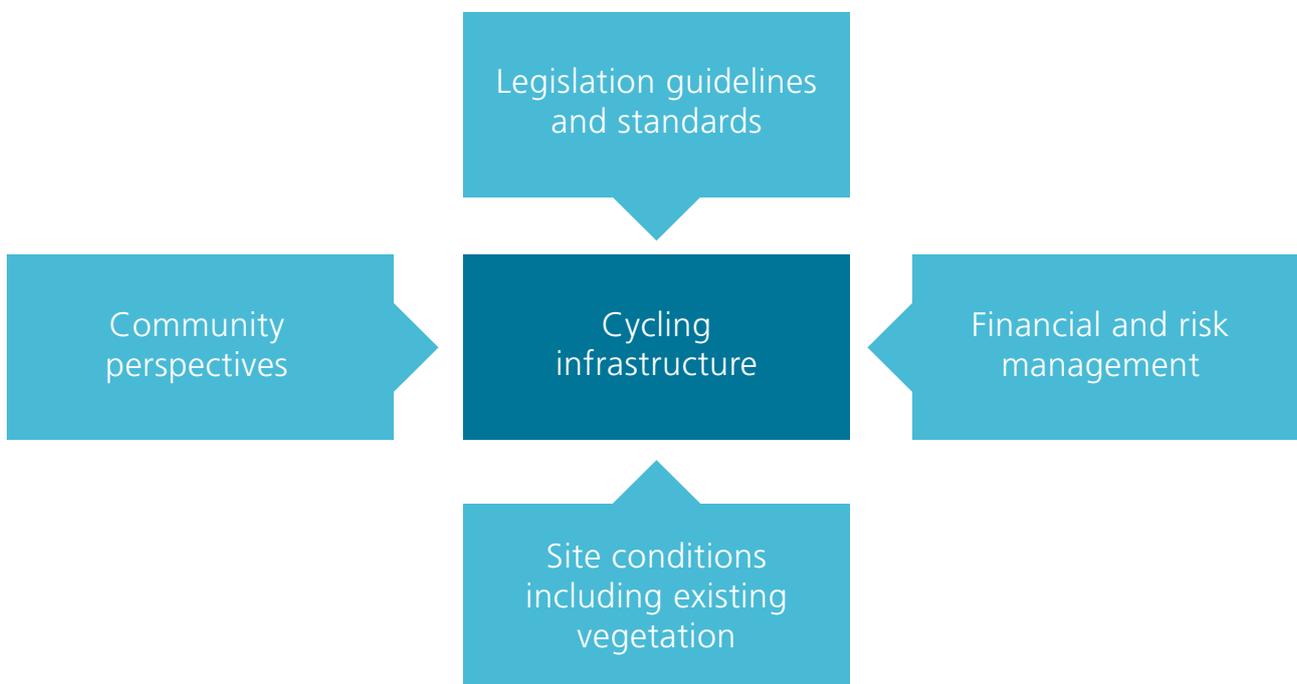
There can be complex issues involved with competing user interests, differing community views, site conditions, existing vegetation and the constraints of retrofitting bicycle infrastructure in a 'Brownfield' fully developed urban environment.

The *Road Management Act* was introduced in Victoria in 2004 as a result of a High Court of Australia decision in 2001 (*Brodie v Singleton Shire Council*) which changed the liability for councils in managing roads including cycling and shared use paths.

The *Road Management Act* allows councils to adopt a *Road Management Plan* which details the standards and priorities to manage its roads in the context of budgets and resources. A Road Management Plan provides protection for councils against liability in legal proceedings. Whitehorse Council adopted its current plan in 2015.

Council's Road Management Plan requires that new bicycle and shared use paths should generally be in accordance with the "AustRoads Cycling Aspects of AustRoads Guides" and the "VicRoads Cycle Notes for Widths of Off-Road Shared Use Paths". The Road Management Plan also specifies the hierarchy and Council standards for widths and clear zones for new shared paths on specific paths in Whitehorse. There are legal cases involving substantial payments where appropriate path features were not provided. Existing paths that currently do not meet these standards will be progressively upgraded when the path is replaced.

There is considerable interest in the performance of managing Council assets. There will be challenges in future budgets in funding maintenance and replacement costs for existing bicycle infrastructure in a constrained rate capping environment. The addition of new infrastructure can place a significant additional cost on Council and so there is a priority to maintain existing assets before building new assets. Council also needs to consider and prioritise funding for bicycle infrastructure along with all other services provided by Council.



# Guiding Principles: Towards a Low Stress Network

The approach for the future of cycling in Whitehorse draws upon the knowledge that has been gained through the work undertaken to inform the strategy.

The approach also reflects the 10 year lifespan of the strategy and provides sufficient flexibility to respond to changes above and beyond what is currently anticipated, including:

- significant increases in the rate of cycling as a result of external factors, such as fuel price and demographic influences; and
- increased use of electric bikes, tandems and hand bikes etc.

## Developing a Low Stress Network

Traditionally, a city's cycling network has been defined by the roads and paths designated for cycling. These routes typically feature a range of bicycle related infrastructure that has been retrofitted to the existing road network such as line marking to indicate on-road bike lanes. However, even with cycle infrastructure, these routes can still be considered unsafe by the majority of the population, particularly if they are subject to high speeds, high traffic volumes or fail to connect seamlessly with the wider network. Research shows that up to 60% of the population can feel this way.<sup>13</sup>

One area which is regularly overlooked is the network of streets that have no bicycle-related improvements, yet are considered safe enough to use by virtue of having low traffic speeds and volumes. Utilising these assets can assist in the development of a comprehensive cycling network that is accessible to all and that can be delivered with relative ease.

## Traffic Stress

Traffic stress relates to the perceived danger associated with riding a bike close to motor traffic, including parked vehicles.

Segments of roads and paths can be assigned one of four levels of traffic stress (LTS). LTS assignment is dependent on traffic characteristics (e.g. road width, traffic speed, the presence of a parking lane) and whether bikes are in mixed traffic, in bike lanes, or on segregated paths. A low level of stress can be achieved in mixed traffic on local streets with low traffic speeds. As the number of lanes, traffic speed and traffic volume increase, providing a low level of stress requires progressively more protective measures – dedicated bike lanes and, ultimately, physically segregated bikeways. The presence of bike lanes does not necessarily lower the level of stress, particularly if vehicle volume and speeds are high.

Cyclists, depending on their ability, have a varying level of tolerance for traffic stress. The “enthused and confident” and the “strong and fearless,” are willing to tolerate greater levels of stress to that of the “interested but concerned”.

Providing a continuous network of low stress roads and paths provide for the majority of cyclist types and therefore offers the greatest opportunity in making cycling accessible to all.

The following table provides an overview of the four different LTS categories.

<sup>13</sup> Mekuria, M., Furth, P., Nixon, H. (2012) 'Low-Stress Bicycling and Network Connectivity' Mineta Transport Institute Report, 11-19

## Level of traffic stress road and path categorisation

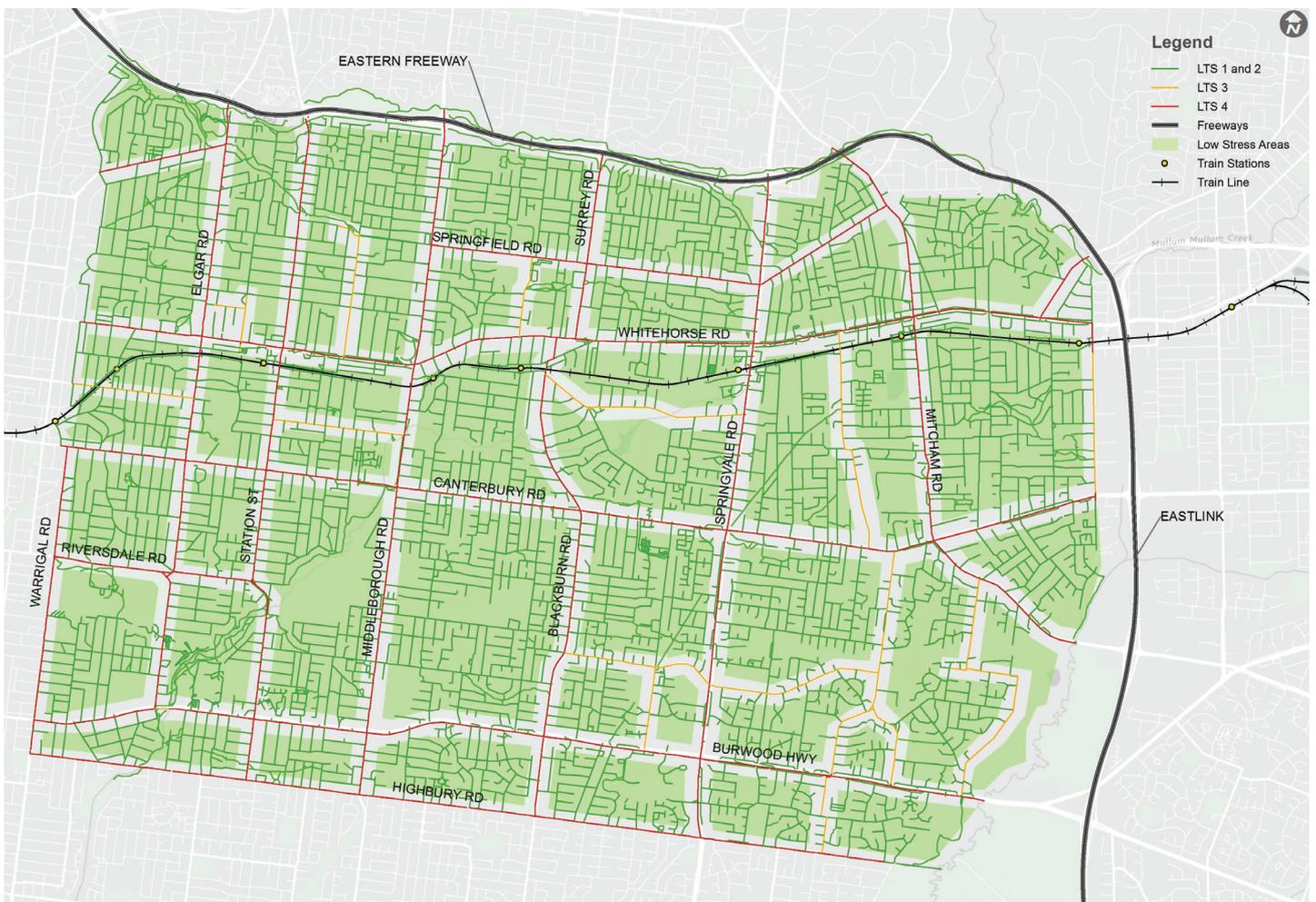
LTS Rating	Description	General Characteristics	Rider Type
LTS 1	Presenting little traffic stress and demanding little attention from cyclists, and attractive enough for a relaxing bike ride.	Physically separated roads and paths including shared paths, cycle tracks, and fully segregated on-road lanes.	All including interested and concerned
LTS 2	Presenting little traffic stress and therefore suitable to most adult cyclists but demanding more attention than might be expected from children.	Mainly residential streets without marked centre lines. Low speed (<=50kph) and traffic volumes (generally up to 4,000 vehicles per day).	All including interested and concerned
LTS 3	More traffic stress than LTS 2, yet markedly less than the stress of integrating with multilane traffic, and therefore welcome to many regular cyclists.	Higher speed routes with two or more through lanes. Includes cycle lanes which include frequent blockages.	Enthused and confident Strong and fearless
LTS 4	A level of stress beyond LTS 3	Higher speed routes (>60km/h) with two or more through lanes.	Strong and fearless

The following plan provides a snapshot of the existing LTS network in the City of Whitehorse.

**Mapping the LTS of all roads and shared paths within Whitehorse highlights the following:**

- 80 percent of the municipality's road and shared path network is categorised as low stress, with an LTS rating of 1 or 2.
- All shared paths offer the lowest level of stress (LTS 1).

- The majority of roads with dedicated on-road cycle lane facilities are categorised as LTS 3 or above, including Blackburn Road, Springfield Road, Terrara Road and Hawthorn Road. Some local roads with on-road cycle lanes are classified lower due to the lower volume of vehicles.
- There are clear pockets offering low stress routes; however, these are not linked and constrained by the arterial road network and railway line.
- The results are therefore 'islands' of low stress where cyclists have to experience higher stress to connect to other 'islands' as they navigate the arterial and connector road network.



City of Whitehorse Level of Traffic Stress for Cyclists

# Guiding Principles

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The development of a low stress network is underpinned by the following guiding principles.

## Guiding principle 1: Link the islands

The areas of low stress are poorly connected, surrounded by high stress barriers including the arterial road network. As a result it is not easy to cycle through the municipality without being forced to use higher-stress links or undertake a substantial detour (see Guiding Principle 2).

A guiding principle of the strategy is to link these islands through appropriate low stress measures, such as signalised crossing facilities.

## Guiding principle 2: Reduce low stress detours

Cyclists will tolerate a certain level of detour to travel on low stress routes. If the detour is too great then they will be deterred from doing it by bike. An acceptable detour is considered one which is no more than 25% of the length of the most direct route.<sup>13</sup> Breaks in the neighbourhood grid can be problematic when linking routes, particularly where the break forces cyclists to use arterial roads.

A guiding principle of the strategy is to locate facilities linking areas of low stress as close to cyclists' desire lines as possible.

## Guiding Principle 3: Identify 'Easy Ride' routes

A guiding principle of the strategy is to identify a range of 'Easy Ride' routes that consist of low stress roads and paths. **Easy Ride routes consider:**

- Directness;
- The location of crossing facilities traversing high stress barriers;
- Topography;
- Safety;
- The location of existing activity centres, local amenities, education facilities and employment hubs; and
- Linkages to, from and between off-road paths and trails.

Easy Ride routes will be further identified during the life of the strategy.

The implementation of routes will be prioritised based on a number of factors including catchment, current and future demand and linkages to key amenities.

## Guiding principle 4: Route treatments and wayfinding

The low stress network consists mainly of residential streets, where cyclists mix with general traffic. Easy Ride routes that utilise residential streets should include signage and line marking to advise road users of the potential presence of cyclists, including sharrows.

A key benefit of the low stress network is that it is fully flexible and caters for a range of journeys throughout the municipality without the need for extensive on-road infrastructure. However, low stress routes are not always easily identifiable. Those unfamiliar with the network may mistakenly cycle along an existing LTS 3 or 4 route and have a high stress experience as a result. Wayfinding is key to informing cyclists of the easiest way to travel through the network utilising low stress routes.

Easy Ride routes should include appropriate wayfinding signage and supplementary line marking as appropriate.

An example of this is the recent 'Box Hill Connections' project that marks a low stress on road route through local streets from central Box Hill to Gardiners Creek.

## Guiding principle 5: Link and provide improved connections to off-road trails

A guiding principle of the strategy is to link Whitehorse's off-road path network. Off-road paths including Koonung Creek and Gardiners Creek, provide the lowest level of stress. Linking off-road paths strengthens the attractiveness of the low stress network and provides for improved recreation cycle opportunities.

Improving connections to off-road paths will decrease the level of detouring, as well as improve accessibility, safety and convenience.

## Guiding principle 6: Improve high stress routes

High stress routes (LTS 3 and LTS 4) are a major barrier to the creation of a permeable, low stress network. The City of Whitehorse includes a relatively large network of LTS 3 and LTS 4 roads.

While the strategy aims to link the areas of low stress, high stress barriers still require improvement in order to benefit those cyclists who are sufficiently confident to use them.

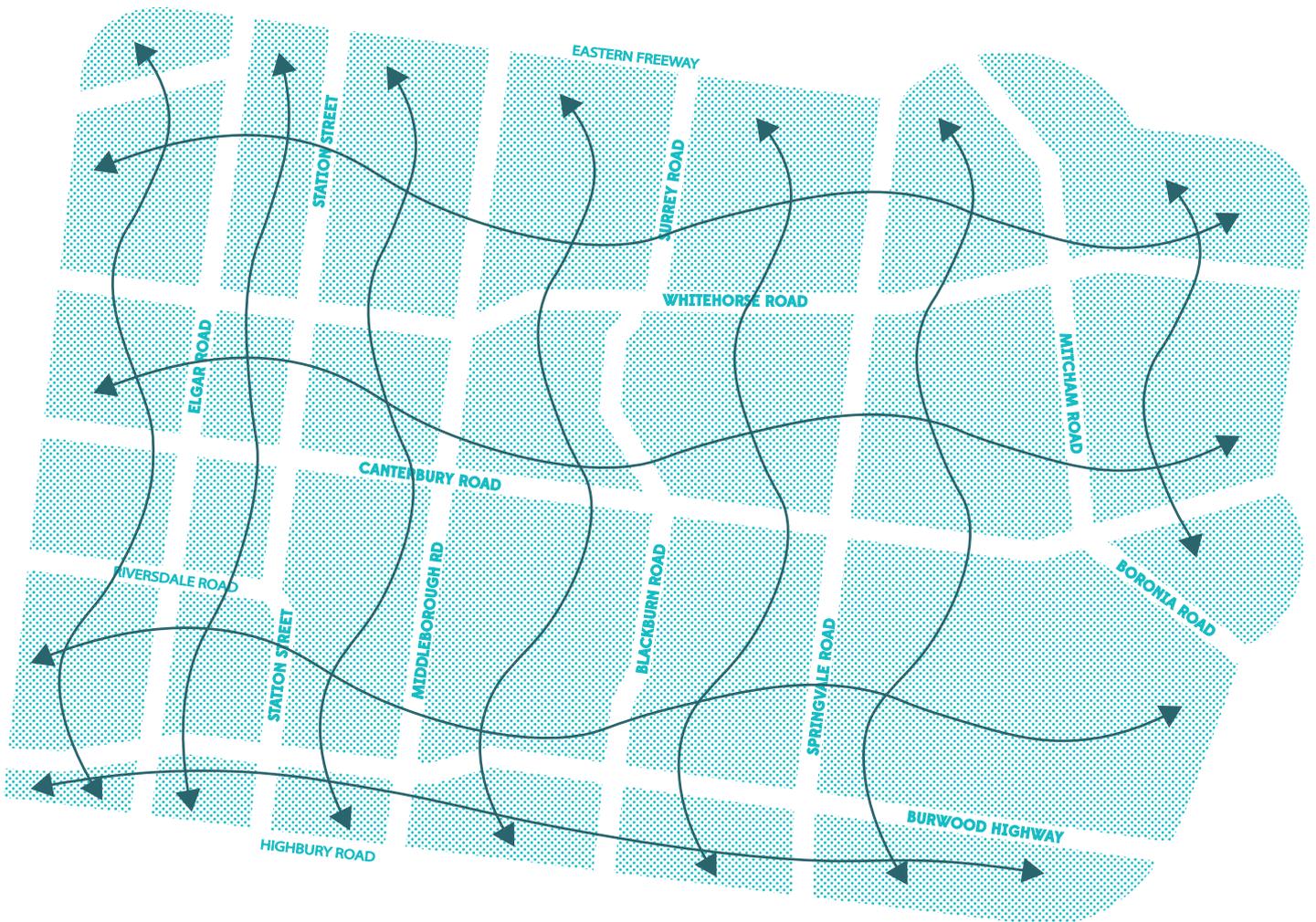
Where possible, a guiding principle of the strategy is to identify measures to reduce stress levels by one or more. The majority of high stress routes are along arterial roads, therefore Council's role is to advocate to the state government for improvements.

## Proposed Cycle Network

The cycle network to be delivered through this strategy consists of a permeable network of low stress routes, accessible to riders of all abilities, which utilise local roads and off-road shared paths and trails. High stress barriers need to be traversed by appropriate crossing facilities linking the islands of low stress.

The strategy includes examples of Easy Ride routes which provide a legible network of north-south and east-west routes through the municipality, linking the islands of low stress.

The plan below provides examples of the general vicinity where Easy Ride routes could be considered. Council will work to identify these routes as a key action of the strategy.



**Examples of Easy Ride corridors (routes not specific). This map is indicative to provide understanding of the low stress islands and high stress barriers**



General vicinity of where low stress routes could be considered to link the 'islands'

# Education, Advocacy and Leadership

## Shared Path Etiquette

Shared path users are responsible for maintaining safe conditions through their actions. All users need to adhere to relevant road rules and respectfully share the space with other path users.

Council will conduct a range of education and advocacy campaigns to:

- Encourage pedestrians on shared paths to be aware of, and provide space for, overtaking cyclists;
- Encourage people who ride on shared paths to take care and cycle at a speed appropriate to the conditions, taking into account pedestrians (including families, people with limited mobility and dogs); and
- Encourage pedestrians on shared paths with dogs to keep their pets under control at all times and on leashes unless in a designated off-leash area.

## Behaviour Change

Cycle training is key to developing skills and confidence to encourage community members to select transport modes and recreation activities that are safe, sustainable and active.

Council will continue to deliver education programmes for children and adults that:

- Teach techniques for safe cycling;
- Encourage cycling for health and environmental benefits;
- Encourage the 'interested but concerned' community, particularly females;
- Inform the community about relevant state and local laws relating to cycling and travelling near cyclists; and
- Work with a wide range of professional and community stakeholders to meet the needs of cyclists and other road and path users.

## Advocacy and Leadership

In working towards a low stress cycling environment, it will be critical for other levels of government to support and provide funding for cycling infrastructure in Whitehorse. The arterial road network and regional off road paths are the responsibility of the state government and Council will play an advocacy role to campaign for improvements to cycling services and infrastructure that are the state's responsibility.

Key stakeholders assisting to achieve a low cycling stress network include:

- VicRoads;
- Department of Economic Development, Jobs, Transport and Resources;
- Active Transport Victoria; and
- Sport and Recreation Victoria.



# Making It Happen

## Resources

The strategy will be implemented subject to resources available through Council's planning cycle and may include partnership resources through state government and community organisations such as:

- VicRoads;
- Sport and Recreation Victoria;
- Active Transport Victoria;
- Transport Accident Commission; and
- RoadSafe Eastern Metro.



## Coordination

Establishing cycling in the City of Whitehorse as a legitimate form of transport, sport and recreation requires a whole of Council approach. Council will coordinate the implementation of this strategy across a wide range of Council departments, including:

- Engineering and Environmental Services;
- Arts and Recreation Development;
- Planning and Building;
- Health and Family Services;
- Built Infrastructure;
- City Works;
- ParksWide;
- Community Development;
- Compliance; and
- Communications.

Council will work to increase awareness of the principles of the strategy within Council and the community with the aim of further developing a cycling aware culture.

## Targets

Council will measure the success of the strategy against the following targets. The targets set are considered SMART in the context of cycling in Whitehorse today.

- **Specific** – the targets are relevant to the vision, objectives and goals of the strategy
- **Measurable** – the targets utilise available quantitative data sets such as VISTA and Census data
- **Achievable** – the targets take into account what could be achieved in a middle ring municipality
- **Realistic** - the targets take into account what has been achieved previously and the current situation
- **Timebound** – the targets take into account the 10 year lifespan of the strategy.



## Whitehorse Cycling Strategy 2016 Targets

Target	Justification	Source
1 By 2026 increase the percentage of all journey to work trips made by bicycle from 0.7% to 2%.	Journey to work mode share gives a good indication of the overall level of cycling within Whitehorse.	ABS Census data
2 By 2026 increase the percentage of journey to work trips by bicycle, which start and end in Whitehorse, from 1.1% to 3%.	A large proportion of Whitehorse residents who live and work in Whitehorse drive to work (over 60%), even though these journeys are likely to be relatively short given the size of the municipality. An increase in the number of residents who live and work in Whitehorse cycling to work will help demonstrate the success of the Strategy in delivering infrastructure which is considered more convenient than the car.	ABS Census data Victorian Integrated Survey of Travel and Activity (VISTA)
3 By 2026 increase the total percentage of females riding within Whitehorse to from 14% to 30%.	High female ridership is considered a good indicator of the presence of low stress cycling infrastructure. This target will help determine the relative success in delivering a low-stress network accessible to all.	Regular cycle counts
4 By 2026 increase the number of short distance bicycle trips (1-5 km) by 7.5%.	An increase in short trips made by bike will indicate the relative success in providing a bicycle network which is considered convenient.	Victorian Integrated Survey of Travel and Activity (VISTA)
5 By 2026, decrease the number of cyclists who are killed or injured on roads by 15%	A well planned and utilised network of low stress cycling routes aims to have safety benefits for cyclists.	VicRoads 'Road Crash Information System' data

### Monitoring, Evaluation and Review

Regular monitoring and evaluation of the Whitehorse Cycling Strategy is required to ensure the vision, objectives and goals of the strategy are being met.

It is recognised that at times strategies need to evolve and change in order to respond to changes in internal and external conditions including changes in state and federal policy. Two opportunities for review of the strategy have been included within the action plan.



### Action plan

The actions required to deliver the strategy are listed in the following pages. Each action also includes:

- **Lead responsibility** – Council department responsible for overall action delivery;
- **Support** – Supporting Council or external organisations to assist with action delivery;
- **Timelines** – Identified as short (1-3 years), medium (4-7 years) or long term (8-10 years);
- **Estimated cost** – Identified as low, medium or high; and
- **Link to Council Plan 2015-2019** – Shows how the action within the cycling strategy will help to achieve the referenced actions with the Council Plan.

## Infrastructure Actions

Ref	Action	Lead Responsibility	Support	Timelines Short (1-3 years) Medium (4-7 years) Long (8-10 years) Ongoing	Estimated Cost \$ (under \$20,000) \$\$ (\$20,000-\$75,000) \$\$\$ (over \$75,000)	Link to Council Plan 2015-2019
1	Construct a shared use path along the Melbourne Water Pipe Track from East Burwood to Mitcham.	Engineering and Environmental Services	VicRoads Melbourne Water	Short-medium	\$\$\$	2.1.1 2.2.2
2	Identify, map and prioritise 'Low Stress Easy Rides' throughout the municipality.	Engineering and Environmental Services	VicRoads	Short	\$	2.1.1
3	Consider funding and commence a program of improvements for the 'Low Stress Easy Rides' on the local road network (eg linemarking and wayfinding signage).	Engineering and Environmental Services		Medium-long	\$\$\$	2.1.1
4	Identify key arterial road crossing points and other physical barriers to creating 'Low Stress Easy Rides'.	Engineering and Environmental Services		Short	-	2.1.1
5	Advocate to the state government for improvements to the identified key arterial road crossing points and other physical barriers.	Engineering and Environmental Services	VicRoads VicTrack	Medium-long	-	2.1.1
6	Implement high priority actions from Council's review of cyclist safety at existing traffic management devices.	Engineering and Environmental Services		Short	\$\$	1.1.10 2.1.3
7	Expand the skate/ BMX facility in Box Hill South.	Arts and Recreation Development		Short	\$\$\$	1.1.1 1.1.3 1.1.5 1.1.6
8	Continue to advocate for the appropriate design and construction of the Box Hill to Ringwood shared use path.	Engineering and Environmental Services	VicRoads	Short	-	2.1.1 2.1.2 2.2.2
9	Identify opportunities to improve connections to off road shared paths, particularly north-south connections to the Box Hill to Ringwood shared use path. Consider funding for the projects.	Engineering and Environmental Services		Ongoing	\$\$\$	2.1.1
10	Advocate for the timely construction of a shared path on the former Healesville Freeway Reservation.	Engineering and Environmental Services	Arts and Recreation Development Planning and Building DELWP	Short	-	2.1.1 2.1.2
11	Work with land developers to ensure cycling infrastructure and services are appropriate in new major developments.	Planning and Building	Engineering and Environmental Services	Ongoing	-	1.1.9
12	Ensure Council's major development projects include appropriate cycling end of trip infrastructure and services e.g. Nunawading Community Hub.	Major projects Built Infrastructure	Engineering and Environmental Services	Ongoing	\$\$	1.1.3

Ref	Action	Lead Responsibility	Support	Timelines Short (1-3 years) Medium (4-7 years) Long (8-10 years) Ongoing	Estimated Cost \$ (under \$20,000) \$\$ (\$20,000-\$75,000) \$\$\$ (over \$75,000)	Link to Council Plan 2015-2019
13	Document the location of current end of trip bicycle facilities on Council properties. Identify gaps and consider funding for the installation.	Engineering and Environmental Services	Built Infrastructure	Long	\$	1.1.3
14	Consider options for improving accessibility, safety and convenience for cyclists utilising service lanes parallel to arterial roads. Advocate to VicRoads, where required, for improvements to service lane connections.	Engineering and Environmental Services	VicRoads	Long	\$\$\$	2.1.1
15	Design, construct, inspect and maintain on and off road cycling infrastructure in accordance with the Road Management Plan.	City Works ParksWide Engineering and Environmental Services	Arts and Recreation Development	Ongoing	\$\$\$	2.1.3
16	Ensure that new road and path infrastructure considers the needs of all users including cyclists, pedestrians and vehicle occupants. Consider lighting, visibility, rest facilities, signage, separation of road users if appropriate, accessibility for users of all abilities and convenience.	Engineering and Environmental Services Arts and Recreation Development	City Works ParksWide	Ongoing	\$\$\$	1.1.1 1.1.3 1.1.5 4.1.6
17	Work with the state government and neighbouring municipalities to ensure relevant network improvements provide connectivity, accessibility and safety throughout the eastern region. Prioritise relevant actions from the Melbourne East Regional Sport and Recreation Strategy.	Engineering and Environmental Services Arts and Recreation Development	Neighbouring municipalities VicRoads Sport and Recreation Victoria	Ongoing	\$	1.1.9 4.1.5
18	Work with the state government to review and update strategic documents relevant to Whitehorse. e.g. Principle Bicycle Network, Bicycle Priority Routes, Strategic Cycling Corridors, Metropolitan Trail Network.	Engineering and Environmental Services	VicRoads	Ongoing	-	1.1.9 4.1.5
19	Advocate for improved access and increased cycle parking at key sites within Whitehorse. e.g. Train Stations (particularly Blackburn and Heatherdale), Box Hill Public Transport Interchange, appropriate tram stops, shopping centres, primary, secondary and tertiary education facilities.	Engineering and Environmental Services	Public Transport Victoria Public transport operators Shopping centres Education facilities	Medium	-	2.1.2 4.1.5
20	Review Council's Domestic Animal Management Plan to understand the effectiveness of dog off leash controls in the vicinity of shared paths.	Compliance	Arts and Recreation Development	Short	\$	1.1.9 1.1.11

Ref	Action	Lead Responsibility	Support	Timelines Short (1-3 years) Medium (4-7 years) Long (8-10 years) Ongoing	Estimated Cost \$ (under \$20,000) \$\$ (\$20,000-\$75,000) \$\$\$ (over \$75,000)	Link to Council Plan 2015-2019
21	Review on-road cycle lanes where vehicle parking is permitted. Assess if improvements can be made that accommodate the needs of cyclists and drivers.	Engineering and Environmental Services	Compliance	Short	\$	1.1.3 2.1.1
22	Investigate options to identify sections of the shared path network where reduced speed limits would improve pedestrian and cyclist safety and implement appropriate advisory signage.	Engineering and Environmental Services	Arts and Recreation Development	Medium	\$	2.1.1
23	Investigate safety improvements that can be made to the local road network that currently have a Level of Traffic Stress rating of 3 or more.	Engineering and Environmental Services		Medium-long	\$\$	1.1.11 2.1.1
24	Develop an 'Easy Ride Signage and Wayfinding Strategy' to identify consistent, legible, and practical signage and linemarking to be implemented across the network.	Engineering and Environmental Services	Arts and Recreation Development	Medium-long	\$	2.1.1 2.1.3
25	Continue to review Green Travel Plans submitted to Council to ensure they align with the Whitehorse Cycling Strategy 2016.	Engineering and Environmental Services	Planning and Building	Ongoing	-	2.1.1 2.1.4 2.1.7
26	Advocate to the state government for appropriate cycling conditions as they plan and deliver major transport and recreation projects.	Engineering and Environmental Services	Arts and Recreation Development	Ongoing	-	2.1.1



## Education Actions

Ref	Action	Lead Responsibility	Support	Timelines Short (1-3 years) Medium (4-7 years) Long (8-10 years) Ongoing	Estimated Cost \$ (under \$5,000) \$\$ (\$5,000- \$10,000) \$\$\$ (over \$10,000)	Link to Council Plan 2015-2019
27	Continue to implement cycling education programs for school aged children that encourage safe cycling as a healthy and sustainable mode of transport and recreation. e.g. BikeEd, Bike It, Transit, Bike Skills School Holiday Program, Ride to School Day.	Engineering and Environmental Services	RoadSafe Eastern Metro	Ongoing	\$\$	1.1.5 1.1.6 1.1.7 1.1.11
28	Continue to implement education programs for adults to encourage bike riding for transport and recreation. Particularly encourage females and community members who are 'interested but concerned'. e.g. CycleWise.	Engineering and Environmental Services	RoadSafe Eastern Metro	Ongoing	\$\$	1.1.5 1.1.7 1.1.11
29	Develop and implement a publicity campaign to raise awareness that parklands and reserves are for the enjoyment and use of a variety of users, and therefore need to be respectfully shared by cyclists and pedestrians.	Engineering and Environmental Services	Arts and Recreation Development Compliance Communications Amy Gillett Foundation	Short	\$\$	1.1.9 4.1.1
30	Develop and implement a publicity campaign that promotes the respectful sharing of roads by drivers and cyclists. Continue to use resources from campaigns such as the Amy Gillett Foundation's 'It's A Two Way Street' and 'A Metre Matters'.	Engineering and Environmental Services	Communications Amy Gillett Foundation	Short		1.1.9 4.1.5
31	Host community cycling and promotional events that encourage new riders and congratulate existing riders e.g. Ride to Work Day, Ride to School Day, Whitehorse Spring Festival, community bike rides.	Engineering and Environmental Services	Arts and Recreation Development Bicycle Network Deakin University Box Hill Institute	Ongoing	\$\$	1.1.7 1.1.9 1.1.11 4.1.5
32	Provide information and maps in a variety of accessible formats that promote cycling routes and programs and allow cyclists to select routes that are suitable for their skill level. Consider regional publications rather than municipal. Work with community groups and retail outlets to distribute the information.	Engineering and Environmental Services	Arts and Recreation Development Communications Neighbouring municipalities Bicycle retail outlets	Medium	\$\$	4.1.1

Ref	Action	Lead Responsibility	Support	Timelines Short (1-3 years) Medium (4-7 years) Long (8-10 years) Ongoing	Estimated Cost \$ (under \$5,000) \$\$ (\$5,000- \$10,000) \$\$\$ (over \$10,000)	Link to Council Plan 2015-2019
33	Support, where feasible and appropriate, cycling campaigns and events conducted by external stakeholders and community groups.	Engineering and Environmental Services	Community cycling groups RoadSafe Eastern Metro TAC VicRoads Bicycle Network Amy Gillett Foundation RACV	Ongoing	\$	1.1.9 4.1.5 1.1.10 1.1.11
34	Promote respectful driver behaviour through enforcement of parking regulations in locations where illegal parking causes safety issues for cyclists. Liaise with Victoria Police regarding other Road Rules that are outside the enforcement authority of Council.	Compliance	Engineering and Environmental Services Victoria Police	Ongoing	-	2.1.1
35	Develop an 'Easy Ride' brand. Run a promotional campaign for each new Easy Ride route following implementation, including households along the routes, visitors to major destinations along the routes and the general community.	Engineering and Environmental Services	Communications	Short	\$	4.1.1



## Leadership and evaluation actions

Ref	Action	Lead Responsibility	Support	Timelines	Estimated Cost	Strategic link to Council Plan 2015-2019
				Short (1-3 years) Medium (4-7 years) Long (8-10 years) Ongoing	\$ (under \$5,000) \$\$ (\$5,000-\$10,000) \$\$\$ (over \$10,000)	
36	Participate in relevant regional and state committees to increase knowledge and advocate for improved services and infrastructure within Whitehorse.	Engineering and Environmental Services Executive Management Team	Eastern Transport Coalition Metropolitan Transport Forum Melbourne East Regional Sport and Recreation Project Steering Group Eastern Region Mayors and CEOs Forum	Ongoing	\$\$\$	4.1.4
37	Review and update internal policies (e.g. Green Travel Plan) and procedures to raise Council officers awareness of cycling issues and enable a culture of promoting safe, healthy and sustainable transport and recreation.	Engineering and Environmental Services		Ongoing	-	4.1.4
38	Encourage cycling amongst Whitehorse Council staff through the development of tailored programs and promotions.	Engineering and Environmental Services		Ongoing	\$	4.1.4
39	Regularly review cycling data e.g. ABS Census data, VISTA, bicycle and traffic counts, school travel data, crash statistics.	Engineering and Environmental Services		Ongoing	\$\$\$	4.1.4
40	Monitor trends in use of various types of bikes, including electric bikes, tandems, recumbents and hand bikes. Plan for infrastructure, education and advocacy actions as required.	Engineering and Environmental Services		Ongoing	-	1.1.5
41	Annually evaluate key programs and projects and report to Council the progress of implementing this strategy.	Engineering and Environmental Services	Internal Council departments External professional and community stakeholders	Ongoing	-	1.1.5
42	Conduct a review of this strategy at the midpoint and end of its term.	Engineering and Environmental Services	Internal Council departments External professional and community stakeholders	Medium-Long	\$\$	1.1.5
43	Form a group of community cyclists and non-cyclists to assist with the strategic implementation of the Whitehorse Cycling Strategy 2016.	Engineering and Environmental Services	Community cyclists and non-cyclists	Short	-	2.1.1





## ACKNOWLEDGEMENT OF COUNTRY

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In the spirit of reconciliation, Whitehorse City Council acknowledges the Wurundjeri people as the traditional custodians of the land. We pay our respects to their Elders past and present.

## CONTACTING COUNCIL

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## SUSTAINABLE AND PROUD OF IT

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Publication no. 260716160