
2009 – 2013 KINGSTON CYCLING AND WALKING PLAN



Prepared by Kingston City Council
August 2008



Foreword

1. The Kingston Cycling and Walking Plan 2009 - 2013 provides a snapshot of the current status of the Kingston cycling and walking facility network and raises opportunities for further enhancement of the network. It also details strategies and actions that Council can examine over the coming five years to ensure that the network is progressing in accordance with state and federal objectives for cycling and walking facilities, as well as local needs and demand.
2. The Plan is consistent with federal and state policies of relevance to cycling and walking facilities and initiatives. The Plan has the following overall vision for cycling and walking facilities in Kingston by 2013 - *A safe, accessible and appropriate network of well connected cycling and walking facilities.*
3. The Kingston Cycling and Walking Plan 2009 - 2013 includes an implementation plan and provides details of other related strategies – as prepared by the City of Kingston and other levels of government.
4. The Kingston Cycling and Walking Plan 2009 - 2013 replaces the 2003 – 2008 Kingston Bicycle Strategy.

City of Kingston – August 2008.

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This Plan is built upon a review of the 2003-2008 Bicycle Strategy and Capital Works Plan (undertaken by Council's Leisure Planning Team). This work was undertaken in 2007.

The work of the former Cities of Springvale, Moorabbin and Chelsea which amalgamated to become the City of Kingston in 1995 in the development of their respective bike plans is also acknowledged. Parts of these plans have been incorporated in the 2009-2013 Cycling and Walking Plan.

The significant contribution made to the development of the Plan by survey respondents and individuals and organisations that provided valuable feedback in response to the draft document is also recognised.

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1 Introduction

Study Area

Located in Melbourne's south east, the City of Kingston is one of Victoria's most dynamic and diverse municipalities and is located within 15 kilometres of Melbourne's CBD. It combines substantial residential areas, significant open space and a strong industrial sector, including one of the largest and most concentrated manufacturing regions in Australia.

Covering 91 square kilometres the municipality is bounded by the City of Monash and the City of Glen Eira to the north, the City of Greater Dandenong to the east, the City of Frankston to the south and the City of Bayside and Port Phillip Bay to the west. The municipality covers the suburbs of Moorabbin, Highett, Cheltenham, Clarinda, Oakleigh South, Braeside, Mentone, Clayton South, Dingley Village, Heatherton, Parkdale, Mordialloc, Aspendale, Aspendale Gardens, Edithvale, Chelsea, Chelsea Heights, Bonbeach, Carrum and Patterson Lakes.

Kingston offers extensive opportunities for both cycling and walking, with 13 kilometres of coastline, open space corridors, internationally recognised wetlands, parklands and close proximity to the city. It is not surprising that cycling and walking are popular activities within Kingston as modes of transport and recreational activities. Kingston also attracts a great number of cyclists from other municipalities who enjoy Beach Road, the coastal bike path, and inland cycling routes.

Kingston's positive attributes which favour cycling and walking include:

- relatively flat terrain;
- the largest metropolitan bay side boundary;
- a network of quiet, residential streets;
- significant bicycle paths and wide kerbside lanes;
- 13 kilometres of Port Phillip Bay side beaches;
- internationally recognised wetlands and impressive parks and gardens;
- local and regional recreational reserves; and
- easy cycling access to and along the bay.

Whilst the municipality has many positive attributes favouring cycling and walking there are some constraints. These constraints include:

- barriers created by major roads e.g. Nepean Hwy, Boundary Rd;
- heavy traffic volumes and high speeds on main roads;
- narrow secondary arterial roads;
- limited traffic calming measures; and
- minimal bicycle parking and end of journey facilities.

Kingston boasts magnificent cultural and recreational opportunities including world class golf courses, 13 kilometres of Port Phillip Bay beaches, internationally recognised wetlands and impressive parks and gardens. Beach Rd, a stretch of which is located within Kingston's boundaries and which is Australia's premier cycling training route, carries more than 7,000 cyclists each weekend. Many ride singularly or in groups of up to five

or six, although there are also packs that number over 150 riders. Before 10.30am each weekend there are more bicycles than motor vehicles passing Black Rock on Beach Rd.¹

2 The Existing Network

The Kingston Bicycle Network comprises both on and off road trails of which there are four elements – the Bay trail; the Principal bicycle network (PBN); the Metropolitan trail network (MTN); and the Local bicycle network (LBN).

The Principal bicycle network (PBN) is the network of arterial on road bicycle routes managed and developed by VicRoads. Within the City of Kingston, Traffic Engineering is responsible for liaising with VicRoads on the development of this network.

The Metropolitan trail network (MTN) is the network of recreational bicycle routes (which includes the Bay Trail). The majority of routes are off-road but there are some road reservation links. Parks Victoria has primary responsibility for managing the implementation of this network in partnership with local councils and Vic Roads (where links include the PBN).

The Kingston City Council Leisure Planning Department is responsible for managing the internal processes supporting the implementation of this network. Off-road construction and maintenance of this network is the responsibility of the Parks & Urban Design Unit. The construction and maintenance of trails within road reserves are the responsibility of the Roads and Drains Unit.

The Local bicycle network (LBN) is also referred to as the Municipal Bicycle Network. It is the local network of road reservation and off-road trails that provide local links between the MTN and PBN. These routes are managed and implemented by local council.

Figure 1 illustrates the existing on and off road cycling and walking network.

3 Glossary of Terms

Accessibility - the ease with which cyclists or pedestrians can use or participate in the employment, shopping, education, health, entertainment, social and other activities available in an area.

Cycling and walking facilities – Infrastructure that is cycling/walking specific, such as on road lanes, paths and bicycle parking; a general term which refers to all facilities of relevance to cycling and walking, as listed in this glossary.

Cycling and walking network – the arrangement or system of cycling and walking trails, paths and lanes which exists in Kingston.

End of Trip facilities – amenities which support cyclists and pedestrians at the end of their trip including safe access, bicycle parking, seating, water, and toilets (location dependent).

On road lanes - A lane marked on a road with a cycle symbol, which can only be used by cyclists.

Shared path - An off road path (usually constructed from brown concrete) provided for use by both cyclists and pedestrians.

Shared trail – An off road trail (usually constructed from granitic sand) provided for use by both cyclists and pedestrians.

Supporting amenities - amenities which support cyclists and pedestrians during their activity and which add to the enjoyment and/or safety of their experience including shelter, seating, water, information provision and signage.

¹ Bicycle Victoria, www.bv.com.au

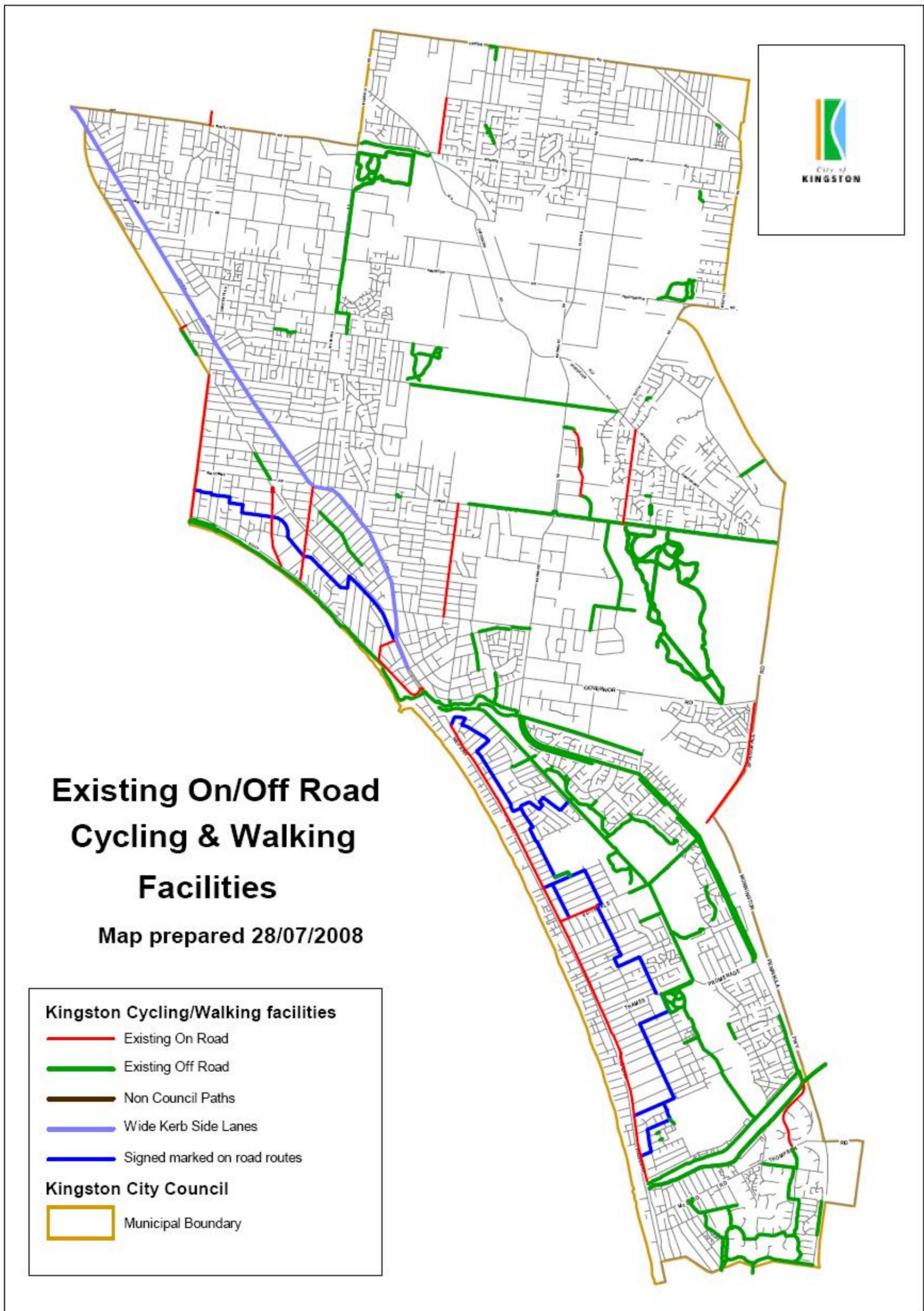


Figure 1 – Map of existing on and off road cycling and walking facility network

Off road shared trails/paths – includes Bay Trail, Longbeach Trail

The general purpose of a shared path is to offer both cyclists and pedestrians a facility that does not involve the safety risks and atmosphere of sharing a road with motor vehicles. Off-road shared paths are often used for recreational cycling and walking, and given that they often don't provide the most direct route between locations, they rarely offer direct access to city centres (commuter destinations).

On road lanes - (Principal Bicycle Network (PBN)/Local Bicycle Network (LBN)

On-road lanes are commonly used to connect residential areas with off-road shared paths, and as commuter routes into city centres. On-road lanes are specifically for cyclists, not pedestrians and require significant road space. They are generally used by more confident and experienced cyclists as a more direct route to a destination.

4 What will the Kingston Cycling and Walking Plan Achieve?

4.1 Vision/Goal

The vision for the 2009-2013 Cycling and Walking Plan is 'a safe, accessible and appropriate network of well connected cycling and walking facilities.'

There are extensive benefits associated with an increase in cycling and walking. An increase in cycling and walking will bring health related benefits to the community through increased physical activity and as both are sustainable forms of transport they each have the potential to assist Council in its efforts to reduce local traffic congestion and greenhouse gas emissions if car trips are replaced by bicycle/walking trips.

While the Cycling and Walking Plan will aim to make local cycling and walking conditions safer, more accessible and more appropriate for existing cyclists and pedestrians, it is also intended to increase the actual numbers of cyclists and pedestrians, particularly amongst those groups who cycle and/or walk less frequently in Kingston such as women, and school children.²

Although attracting new cyclists to the network is a key ambition of the Cycling and Walking Plan, sustaining the involvement of any new cyclists and/or pedestrians is also seen as a key aspiration. The standard of journey experienced by all users of the Kingston cycling and walking facility network will be of great importance to Council's ability to maintain and increase the levels of facility usage.

4.2 Aims/Objectives

The aim of the 2009-2013 Cycling and Walking Plan is 'To provide an informed framework that will guide the development and enhancement of cycling and walking facilities in Kingston over a five year period.'

4.3 Principles

The *Vision* and *Aim* for cycling and walking facilities in Kingston will be supported by a set of guiding principles, as follows:

- Kingston City Council has a genuine responsibility to enhance the local cycling and walking facility network and promote the health and environmental benefits of increased usage of such facilities.
- Providing for cycling and walking in Kingston requires internal collaboration between Council Departments, and external partnerships with all appropriate government agencies, stakeholders and the community.
- Council will do all that is possible to provide a safe, positive experience for all who elect to participate in cycling and walking.
- Cycling and walking opportunities are cost efficiently integrated into all appropriate projects and activities across Kingston.
- Cycling and walking promotion targets existing, lapsed and new participants with the purpose of increasing participation by people of all abilities and encouraging greater use of existing facilities.

² BikeScope Survey Results, prepared by Bicycle Victoria for Kingston City Council

4.4 Objectives

To fulfil the *Vision* for cycling and walking facilities in Kingston seven objectives have been interpreted from the data collated as part of the development of the Plan including internal and external consultation; literature and data review; and Council Officer professional knowledge.

In no particular order or priority, the objectives for cycling and walking in Kingston are:

Objective 1 - A quality network of cycling and walking routes which enhance access to local activity hubs

Objective 2 - Integrated policy and practice that facilitates cycling and walking

Objective 3 - Effective coordination and monitoring of Plan implementation

Objective 4 - Provision of well located end of trip facilities

Objective 5 - Improved safety for bicycle riders and pedestrians

Objective 6 - Improved maintenance and management of existing facilities

Objective 7 - Effective encouragement and promotion of cycling and walking

4.5 Priority Areas

The data and consultation findings has also highlighted the need for Council to give priority to the following areas when developing the local cycling and walking network over the coming five years:

Priority Area 1

Links to and from Neighbourhood Activity Areas including schools, activity centres, Reserves

Priority Area 2

Major trails and on-road lanes

Priority Area 3

Cross Municipal Access Routes including East-West Links/North-South Links and LGA boundary linkages

Priority Area 4

Supporting Network Infrastructure including bicycle parking and signage

5 Previous Studies

The most recent Bicycle Strategy developed for the City of Kingston was prepared in 2002. This Strategy was developed to consolidate existing plans developed by individual Councils prior to amalgamations (including parts of the cities of Chelsea, Moorabbin, Mordialloc, Oakleigh and Springvale), and to identify a network of bicycle routes and paths for the newly formed City of Kingston. The 2003-2008 capital works plan associated with the Strategy identified a range of trail, pathway and on-road line marking projects that were to be completed over the course of the five year Strategy term, and allocated each project a cost and timeframe for completion.

The Strategy also identified a broad set of principles to guide the development of the network between 2003 and 2008. These included:

- An integrated approach to planning and development of the network;
- The future planning and development of Continuous Accessible Paths of Travel (CAPT), to ensure the network is accessible to people of all abilities;
- Design and construction that at minimum meets Australian Standards;

- o Ensuring environmental management principles are addressed and potential impacts minimised;
- o Developing a bicycle network that provides links between residential areas, community services, public transport, schools, village shopping precincts, open space networks, recreation reserves and the foreshore; and
- o Promotion of the health benefits for all forms of cycling.

The 2003 Bicycle Strategy proposals for on road and off-road treatments are summarised in the 2003-2008 Bicycle Strategy Review (Appendix 1) and also contains details about the current status of each project identified in the 2003 – 2008 capital works plan.

In March 2006 (the mid way point of the Strategy's five year term) Council's Leisure Planning Department presented a report to Council which provided information about the status of the capital works plan including details about the challenges which had been encountered whilst attempting to complete the identified projects. As a result of this report, it was recommended that Leisure Planning match the highest priorities of the capital works plan with the available implementation budget, and that the Strategy be reviewed in anticipation of a new guiding document being developed for 2009-2013.

Council has not previously completed a Walking Strategy or Plan.

6 Review of the 2003-2008 Bicycle Strategy

Prior to commencing the development of the 2009–2013 Strategy, a review of the 2003–2008 Bicycle Strategy was completed. This review assessed the successful implementation of the Strategy in accordance with the identified objectives and capital works projects. Figure 2 over page provides an illustration of the projects which were proposed across the network as part of the 2003-2008 Strategy; Figure 3 represents those projects which were able to be completed.

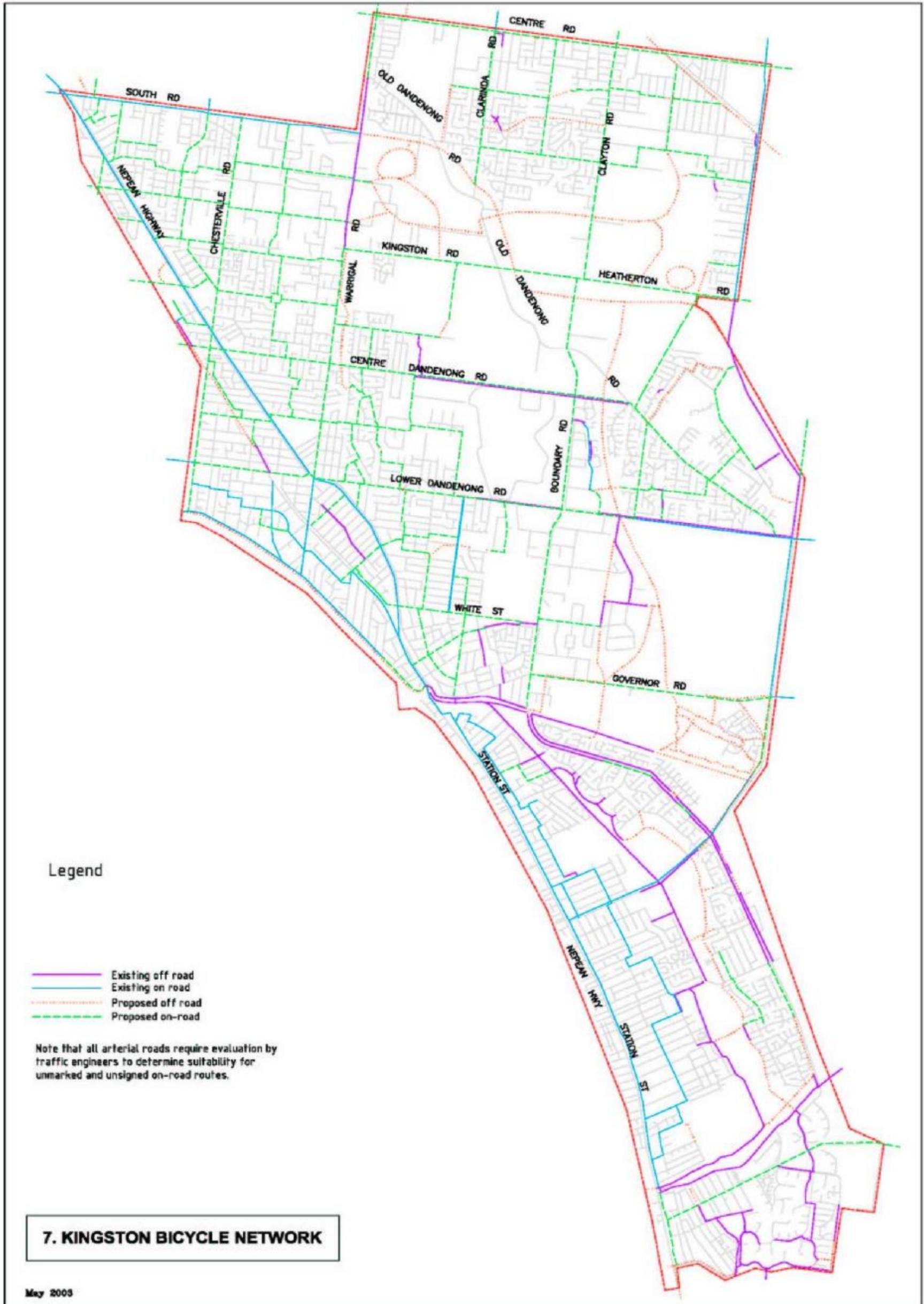


Figure 2 – Map of existing and proposed on and off road cycling and walking facility network (2003-2008 Bicycle Strategy)

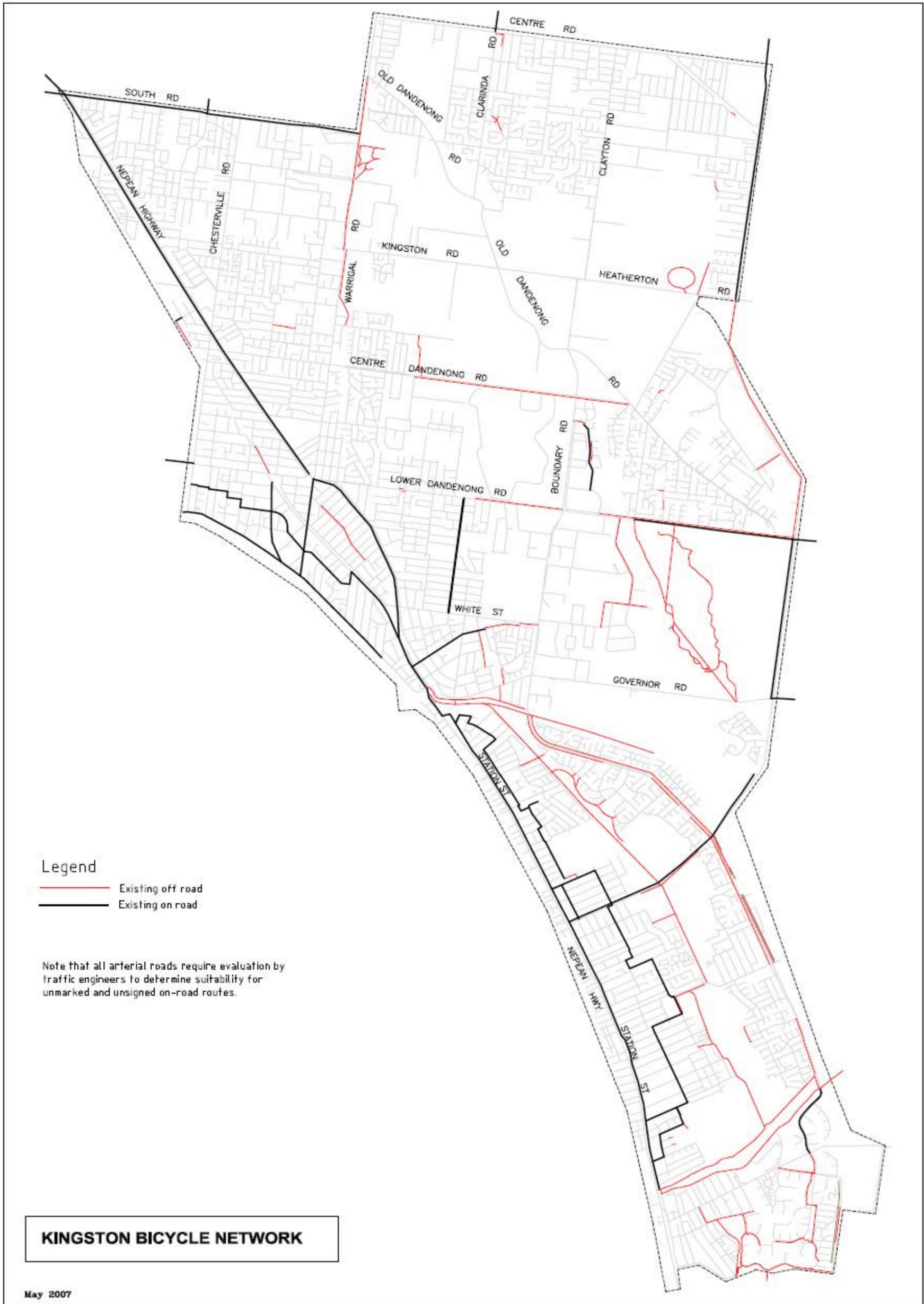


Figure 3 – Map of Kingston network at completion of term of 2003-2008 Bicycle Strategy

Review of the 2003-2008 Bicycle Strategy (cont.)

At the conclusion of the term of the 2003–2008 Strategy, a total of 17 projects out of the original 49 identified projects (35%) will have been completed totalling 7933 metres in length. As well as those projects completed as part of the Strategy, the opportunity to complete 6 projects that were not identified in the Strategy totalling 8970 metres in length were also realised.

The review explored a variety of factors which influenced the success of the 2003-2008 Strategy including availability of funding; collaborative implementation across Council; facility maintenance; risk management practices; accountability and reporting; priority setting and feasibility of identified network improvements; on road Vs off road facilities and the distinct needs for each; and Bay Trail Integration. The following table provides a summary of the major findings and recommendations of the Review:

<i>Issue identified in 2003 Bicycle Strategy Review</i>	<i>Recommended Action</i>
Funding	<ul style="list-style-type: none"> § Ensure the new Strategy considers the most appropriate funding structure for implementing the capital works plan § Ensure the new Strategy considers and outlines an approach to seeking funding for Bicycle Strategy projects from sources other than Council's annual budget § Ensure the new Strategy considers and outlines an approach to the completion of the Bicycle Strategy Capital Works Plan via methods other than external funding sources. § Review all projects which the 2003-2008 strategy earmarked for completion post 2008 to determine their relevance to the current and forecast needs of the Kingston community.
Collaborative Implementation Of Strategy	<ul style="list-style-type: none"> § Ensure the new Strategy considers the development and functions of a Bicycle Network Management Group comprising representatives from a range of relevant Council Departments and external stakeholders.
Maintenance	<ul style="list-style-type: none"> • An agreed level of service for all shared trails should be determined and included in the new Strategy including the allocation of responsibilities for maintenance to appropriate Departments across Council. Additionally, Council's Asset Management Plan should include sealed and un-sealed off road trails as well as on road bike lanes as a component of the Transport and Streetscapes and/or Recreation Facilities modules.
Risk Management	<ul style="list-style-type: none"> • Develop a proactive system for addressing risk management including a mechanism for recording/responding to/actioning community requests in a coordinated manner.
Accountability And Reporting	<ul style="list-style-type: none"> § Ensure a mechanism for bi-annual community reporting on Strategy outcomes is built in to the new Strategy and that responsibility for same is clearly defined.
Priority Setting	<ul style="list-style-type: none"> § Undertake a literature review which identifies the impact that existing strategic work may have on the development of a new Strategy.

Issue identified in 2003 Bicycle Strategy Review	Recommended Action
Project Feasibility	<ul style="list-style-type: none"> • Ensure the new Strategy defines an appropriate method for project management of individual capital projects e.g. identify need, determine feasibility, design, cost estimate, construction.
On Road Vs Off Road Bicycle Paths	<ul style="list-style-type: none"> • As part of the development of the new Strategy investigate the different requirements of people who ride for recreational purposes, and people who ride as a means of transportation, and ensure that the proposed objectives of the new Strategy reflect the discrete nature of each. • Give consideration to broadening the new Strategy to incorporate purpose built walking paths and facilities (not footpaths) as well as cycling paths and facilities.
Bay Trail Integration	<ul style="list-style-type: none"> • Ensure the new Strategy considers the Bay Trail as an important part of the Kingston Bicycle Network.

It is imperative that the 2009-2013 Cycling and Walking Plan draws on the recommendations of the 2003 Bicycle Strategy Review and translates these recommendations in to workable actions that further enhance the Kingston Cycling and Walking facility network.

NB: All projects which remain incomplete at the conclusion of the 2003-2008 Bicycle Strategy term will be reassessed against current 2009-2013 Objectives and Priority Areas (as per the Annual Capital Works planning process).

7 Strategic Context

A review of relevant documentation was undertaken as part of the development of the Strategy and as shown below, outlines the relevant strategies at federal, state and local level. The Commonwealth and Victorian Governments have produced a number of documents that support the enhancement of cycling and walking facilities at a local level, as well as the development of a sustainable transport network that promotes the use of walking and cycling as alternatives to vehicles. The City of Kingston also has a number of policy documents and plans that recognise the importance of providing cycling and walking facilities within the municipality for leisure and recreation purposes. Objectives and Recommendations from such documents were used to inform the context for the development of the Cycling and Walking Plan. The review highlighted a number of key points and issues presented within each document, and the most relevant strategies are summarised below:

7.1 State and Federal Policy & Strategic Frameworks

Policy / Legislation	Summary	Recommendations
Cycling Survey of Australian Local Governments, The Australian Bicycle Council, 2007	This report assesses local governments in Australia and their commitment to cycling within their municipality. The results obtained were collected from surveys sent	<ul style="list-style-type: none"> • Liaison with key stakeholders in the preparation of planning for cycling infrastructure and activities e.g. BUG and schools. • Promotion of cycling through existing infrastructure and activities e.g. local government's

Policy / Legislation	Summary	Recommendations
	<p>to each local government, with a response rate of 194 surveys returned.</p>	<p>websites, mayoral columns and existing community activities.</p> <ul style="list-style-type: none"> • Development of maps and promotional material for local cycle paths. • Local and regional input into state and territory integrated cycling network plans.
<p>Meeting Our Transport Challenges, Department of Infrastructure, 2006</p>	<p>Meeting Our Transport Challenges is designed to highlight the government’s commitment to enhancing public transport within Victoria, assessing the needs of community members and the future trends of the population.</p> <p>The report outlines 10 action points, each identifying several objectives, which are either currently being undertaken/researched or that, have been scheduled to occur.</p>	<ul style="list-style-type: none"> • Increase the number of pedestrian signals • Construct refuge islands • Add fencing to walkways and other pedestrian facilities • Improve access to public facilities • Build better connections between walk and cycle routes. Increase signage.
<p>Linking People & Open Spaces Strategy, Parks Victoria, 2002</p>	<p>This strategy focuses on Melbourne’s open spaces and their development, with a key focus on linking people and open space. The strategy focuses on the benefits of establishing open space linkages within a community. The strategy “splits” Melbourne into regions of inner, west, north, east and south east.</p>	<ul style="list-style-type: none"> • Link the bay trail to Bentleigh Station along Elster Creek, and link the trail at Bentleigh Station to the Dingley Freeway Trail. • Complete the gaps along the Bay Trail between Seaford and Frankston and from Mornington and Point Nepean. • Create a continuous open space link developing a trail from Karkarook Parklands to Langwarrin Flora and fauna Reserve via Braeside Park, the Edithvale-Seaford Wetlands and the Pines Flora and Fauna Reserve. • Link the Eel Race Drain trail to the bay at Carrum. • Develop a trail along the proposed Dingley Freeway in order to link Karkarook Parklands to Westall Road • Link Mordialloc beach to the Dandenong Creek trail along the Mordialloc Creek. • Close the gaps in the Bay Trail at Mordialloc Beach and Launching Way, Carrum

Policy / Legislation	Summary	Recommendations
<p>2005-2010 Australian National Cycling Strategy, AustRoads, 2005</p>	<p>The Australian Transport Council (ATC) provides advice to governments on the coordination of all transport and road policies. This 2005-2010 Strategy identifies the responsibilities of various governments and their role in encouraging and facilitating cycling in Australia.</p> <p>The report highlights strategies, actions, timeframes and resources that can be utilised to ensure continued growth in the use of bicycles.</p>	<ul style="list-style-type: none"> • Continue to develop cycling initiatives that will help achieve the vision of the strategy. • Incorporate cycling transport and land use policies, strategies and planning instruments, ensuring the needs of cyclists are considered • Encourage the health benefits of cycling • Create integrated, effective and safe cycling networks within urban and rural communities • Encourage the incorporation of end-of-trip facilities • Develop policies and procedures that consider the needs of cyclists during construction and/or maintenance of all new and/or existing roads • Support the development and implementation of community education programs that encourage more people (esp. adults) to cycle for transport, recreation and health • Establish links to state, territory, and local Travel Smart programs in order to promote cycling as a travel alternative to motor vehicle use
<p>Metropolitan Cycling Workshop, Victorian Bicycle Advisory Council, 1999</p>	<p>This report was undertaken after consultation with members of the metropolitan area including local councils, VicRoads, Victoria Police, Parks Victoria, Bicycle Victoria and the bicycle industry.</p> <p>The workshop sought input from the abovementioned agencies regarding metropolitan Melbourne's requirements for cycling facilities.</p>	<p>High Priority Directions</p> <ul style="list-style-type: none"> • Completing gaps in existing network • Developing Bicycle Precinct Projects • Developing Continuous Bicycle Routes • Upgrading Existing Cycling facilities • Provide a cycling facility on Nepean Hwy from Warrigal Rd to Humphries Rd (No. 15) • Provide a cycling facility on Beach Rd from Port Melbourne to Mordialloc (No 16)

7.2 Municipal Policy & Strategic framework

Local governments play a key role in delivering cycling and walking facilities to their communities. Through productive working relationships, they can develop a unique understanding of local cycling and walking needs. This 'local knowledge' enables the provision of bicycle planning and infrastructure best suited to the local environment.³

Development of the 2009-2013 Kingston Cycling and Walking Plan recognises Council as a key stakeholder in delivering outcomes for local cycling and walking opportunities. It must be acknowledged however that there are a range of stakeholders who must collaborate to ensure the local network is enhanced via a strategic approach including VicRoads, Parks Victoria and neighbouring LGAs.

Policy / Legislation	Summary	Recommendations
Kingston City Council 2005 Open Space Strategy Evaluation	The City of Kingston Open Space Strategy is a highly detailed study of the open spaces (including parks, sports grounds, reserves and special areas) that serve the residents of Kingston and its visitors.	<ul style="list-style-type: none"> • Develop further trails along linear open spaces. • Create a hierarchy of trails to serve cycling, skating, running, wheel chair users and children's activities (small wheel toys and learn to ride/skate) • Create perimeter circuits around larger parks. • Create a safe connection to an off-road trail within approximately 400m of every house. • Create circuits for exercise by linking existing off-road paths, open spaces and corridors, and consider the need for footpaths in new residential development. • Create activity hubs as destinations for people who may wish to drive to the path, or as rest stops for those on longer rides/walks (e.g. along the Bay Trail and eventually the Chain of Parks)
Leisure Needs in Melbourne 2030 Activity Centres	In order to better provide for residents in the City's main activity areas, Council commissioned this study to provide an understanding of the implications that M2030 and its designated Principal and Major Activity Centres will have on the way people choose to utilise their leisure time in the future.	<ul style="list-style-type: none"> • Cheltenham - Enhance and promote major pedestrian & shared trail connections between Southland and Cheltenham Railway Station. • Chelsea - Enhance pedestrian access connecting the beach, Bay Trail, Bicentennial Park, primary school, community centre and civic facilities and the highway shopping strip; Improve pedestrian amenity between shopping centre and Station Street • Mentone - Enhance pedestrian and bicycle access from Mentone Railway Station, retail precinct and the beach. • Mordialloc - Create off-road trail circuit to connect beach/foreshore, sports grounds/clubs,

³ Queensland Transport Strategy, pg 7

Policy / Legislation	Summary	Recommendations
		<p>skate park and the Mordialloc Creek / Bay Trail.</p> <ul style="list-style-type: none"> • Moorabbin - Improve off-road cycling & walking trail connections from the activity centre to the beach, Bay Trail and foreshore; Facilitate pedestrian access to the railway station and improve transport connections between the activity centre and Waves Leisure Centre; Construct off-road trail circuit connecting Moorabbin Reserve to the railway station, Nepean Hwy & other community recreation facilities.
<p>Kingston City Council Municipal Public Health Plan 2006-09</p>	<p>This report outlines strategies Council will adopt to enhance residents' health and well-being.</p>	<ul style="list-style-type: none"> • Road Safety Implementation Program • Continue the implementation of the Road Safety Strategy including a series of actions to be undertaken by council and key partners relating to: <ul style="list-style-type: none"> • Coordination & leadership; • School road safety and transport, traffic management; • Young children and their families; • Older people and people with disabilities; • Pedestrian and bicycle safety; • Safer drivers and vehicles; • Promote and facilitate physical activity and active recreation opportunities for families; • Local area walking groups; • Explore a range of options to promote community participation in walking; • Walking Trail improvement and expansion; • Including development of new trails; • Connectivity; • Expansion of original trails; and • Signage (distance & land marking).
<p>Kingston City Council Community Plan 2006-2010</p>	<p>Produced in the main art by the community, this Plan makes specific recommendations regarding local</p>	<ul style="list-style-type: none"> • Cheltenham - Improve traffic congestion and safety in Charman Rd shopping strip • Dingley/Heatherton - Improve safety on local roads; Pursue Department of Sustainability

Policy / Legislation	Summary	Recommendations
	planning areas within the municipality.	<p>and Environment to continue implementation of the 'Chain of Parks' strategy;</p> <ul style="list-style-type: none"> • Mentone, Parkdale and Mordialloc - Improve the tourist appeal of Beach Rd with an extension of the Kingston Bay Trail; • Moorabbin and Highett - Kingston and Bayside Councils will work together with residents to develop a structure plan guiding future development of the Highett area. This will include shared pathways for bicycle and pedestrians in the Gasworks redevelopment in Highett. • Patterson Lakes and Carrum - Improve commuter and leisure cycling opportunities through extension of current paths and road-marking; Improve recreational walkways and access to Carrum shopping centre for wheelchair users and prams.
Local Government Customer Satisfaction Survey	A survey of Kingston residents identifying perceptions of Council's performance via a rating system where 5 = excellent and 1 = needs a lot of improvement. Assists to gain an understanding of the performance of Kingston City Council in a variety of areas.	<ul style="list-style-type: none"> • Recreation facilities had an average response rate of 3.7, with 16% of residents indicating that these recreation facilities were excellent, with a further 52% claiming they were good. • 3% indicated that the fixing/improving sections of unsafe roads were poor.
PLAN project	Local area plans are <i>visions</i> that provide a strategy to guide the future development of a particular area.	<ul style="list-style-type: none"> • Moorabbin, Cheltenham, Mentone, Parkdale – indicative access routes have been proposed as part of local area structure plans. These should be referred to when considering cycling and walking access within these areas.

7.3 Neighbouring LGA Bicycle and Walking Strategies

Council	Objectives	Strategies/Actions
Bayside City Council	<ul style="list-style-type: none"> • Create a physical environment and community spirit that makes cycling the mode of choice for more people, on more journey's, more often across more of Bayside. • Make Bayside more cycle friendly. 	<p>Improve the cycle network – infrastructure/planning works:</p> <ul style="list-style-type: none"> • Develop plans to improve cycling connections on existing cycle routes across major roads – such as Bluff Road, Bay Road, Hampton Road, Nepean Hwy and St.Kilda St • Install pedestrian/cycle refuge on Park Road (west of railway line) • Improve access across railway from Heather Grove towards Southland • Develop & obtain funding for extending bay trail to the east of Cromer Rd Beaumaris

Council	Objectives	Strategies/Actions
	<ul style="list-style-type: none"> • Make Bayside a more sustainable community. 	<ul style="list-style-type: none"> • Develop cycle route along Wickham Rd, Hampton east to include cycle lanes and safe crossing facilities for cyclists at intersections • Improve directional signage for on and off-road paths • Ensure needs of cyclists are incorporated into all new roads • Improve conditions and usage of beach road • Cycle links along and across railway line within State Government Gas and Fuel land & Kingston City Council • Promote Cycling - Produce and distribute cycling maps; Promote a greater awareness of the benefits of cycling • Educating the community on cycling rights and safety issues • Driver Educational program • Improving cycle provisions in activity centres and at other key destinations. • Improve end of trip facilities at public transport nodes, workplaces and schools
Glen Eira City Council	<ul style="list-style-type: none"> • Define a well-connected set of priority cycling routes, both on and off-road. • Identify actions that will improve the safety of cyclists. • Identify ways of increasing the number of cyclists in Glen Eira and their enjoyment of cycling. • Ensure that the proposed actions contribute to the aims of the National Cycling Strategy 	<ul style="list-style-type: none"> • Improve the education and encouragement of cyclists and actively promote new cycling facilities as they are completed. • Give due considerations to cyclists when undertaking and design or construction activities, or when reviewing proposals for works that may affect cyclists. • Bicycle lanes are present on East Boundary Road to South Road. • Wide kerbside lanes are present on South Rd. • Regularly maintain bicycle facilities within the city and be receptive to issues raised by cyclists • The intersection of South Rd and Nepean Hwy has a poor bicycle accident record. • The intersection of Jasper Rd and Patterson Rd has a poor bicycle accident record. • Off-road bicycle path on the western side of Nepean Hwy between North Rd and South Rd. • Advocate and encourage increased cycling within the city. • King George VI Memorial Reserve – a small section of off-road path is proposed between

Council	Objectives	Strategies/Actions
		East Boundary Rd and Chesterville Rd.
City of Greater Dandenong	<ul style="list-style-type: none"> Identify a set of priority on road and off road cycling routes 	<ul style="list-style-type: none"> Work with schools to develop Bike Education Programs and provide appropriate support Include bike and ride stations in all new bus route development planning. Produce maps and brochures showing existing and proposed routes and trails throughout the City of Greater Dandenong Adopt the Scoresby and Dingley Bypass freeway trails as significant links in the City of Greater Dandenong trail network. Include local trails in all future land development proposals. Proposed on road bike lanes at: <ul style="list-style-type: none"> Thompson's Rd Hutton Rd Proposed Off-road route at: <ul style="list-style-type: none"> Pillars Rd – along Mordialloc Creek Springvale Rd – connecting at Mordialloc Creek Lightwood Rd/Queens Ave – connecting at Westall Rd Proposed signed service road route along Princess Hwy
Frankston City Council	Na	<ul style="list-style-type: none"> Does not have a current Bicycle or Walking Strategy in place. LGA is in the process of beginning one.
Monash City Council	Na	<ul style="list-style-type: none"> Does not have a Bicycle or Walking Strategy in place

Council should give consideration to the Recommendations and Objectives that have previously been adopted by other levels of government, relevant agencies, neighbouring LGAs as well as existing Kingston policies and strategies when determining how best to enhance opportunities for cycling and walking in Kingston.

8 Cycling and Walking Data

Data of relevance to cycling and walking levels and routes across Kingston has been accessed from a variety of sources. This data provides an indication of path and road user activity; determines highly utilised routes, motivations for walking and cycling; and assists in determining the demands and route choices of existing cyclists and pedestrians.

8.1 Cycling

The 2006 Australian Census figures show that²:

- 458 male Kingston residents ride to work and 64 female Kingston residents ride to work
- Of these, 219 Kingston residents ride to work destinations in the City of Kingston from:

Melbourne – 46	Monash – 44	Bayside – 35	Greater Dandenong – 26
Glen Eira – 17	Port Phillip – 12		
- A further 269 Kingston residents ride to work destinations outside City of Kingston to:

Bayside – 62	Monash – 56	Glen Eira – 37	Greater Dandenong – 33
Boroondara – 9	Frankston - 9		
- 521 people in total ride to work destinations in the City of Kingston
- 252 of these came from outside Kingston

Important elements of the data relating to bicycle usage includes the evidence that significant numbers of people ride in to and out of Kingston as commuter cyclists on a daily basis. Consequently the need to ensure that accessible linkages across our municipal boundaries are in place is important as well as advocating to local work places to provide adequate end of trip facilities e.g. showers, bicycle parking, lockers. The data also reveals that male cyclists out number female cyclists almost 8 to 1. It is suggested that particular emphasis be placed on encouraging and promoting cycling to females during the term of the new Strategy.

8.2 Walking

The 2006 Australian Census figures show that⁴:

- 620 male Kingston residents walk to work
- 655 female Kingston residents walk to work

By comparison, the 2001 Australian Census figures show that:

- 526 male Kingston residents were walking to work
- 467 female Kingston residents were walking to work

The Census data above reveals that walking is a popular form of travel to work amongst both males and females; however it is not possible to ascertain whether such travel takes place on footpaths or off road trails.

9 How will the recommendations be achieved (Implementation of the Plan)

Following completion of the 2003 Bicycle Strategy Review, various issues were identified which had impeded the implementation of the Strategy over the course of its term. To guarantee Council every possibility of successfully implementing the 2009-2013 Kingston Cycling and Walking Plan these issues must be addressed and solutions

⁴ Australian Bureau of Statistics, www.abs.gov.au, 2008

proposed. The following section provides information about the proposed solutions and makes recommendations about their inclusion in the 2009-2013 Kingston Cycling and Walking Plan.

9.1 Stakeholder Collaboration

In order for Council to successfully progress the Plan, coordination is required between Council departments as well as a range of external stakeholders including VicRoads, Parks Victoria, Melbourne Water, Department of Infrastructure and adjacent councils.

To ensure there is an integrated, whole of Council approach to implementation of the 2009-2013 Kingston Cycling and Walking Plan, development of a Cycling and Walking Management Group should be initiated by the Leisure Planning Department comprising representation from the following Departments:

- Leisure Planning;
- Strategic Planning;
- Parks & Urban Design;
- Roads & Drains;
- Traffic and Engineering;
- Engineering Design;
- Maintenance Contracts;
- Environmental Planning;
- Media and Communications; and
- Human Resources (Occupational Health and Safety)

NB: Industry professionals and external stakeholders should be involved on an as-needed basis, in particular with annual capital works program planning.

It is recommended that there be a designated role for supporting the Cycling and Walking Management Group. Ideally this role would become the focal person for all cycling and walking matters within Kingston and would facilitate the activities of the Cycling and Walking Facility Management Group. Ideally this role would be known as the Cycling and Walking Management Group Support Officer and would be responsible for:

- Overseeing and facilitating the implementation of the 2009-2013 Kingston Cycling and Walking Plan;
- Internal and external liaison for any cycling and walking issues raised internally or by the community and/or stakeholders;
- Identification of maintenance requirements and infrastructure improvements including a suitable method for recording such matters;
- Identification of alternative funding opportunities;
- Identifying opportunities to improve cycling and walking infrastructure as part of any urban, road or park proposals;
- Review of any proposed infrastructure and landscaping projects initiated by Council or others to ensure cycling and walking access/opportunities are enhanced where possible;
- Promotion of cycling and walking in local newspapers, Council newsletters and updating the Council cycling webpage;
- Creation of partnerships with neighbouring LGAs, appropriate agencies and Bicycle User Groups.

The role of the 2009-2013 Kingston Cycling and Walking Management Group should be determined by the Group but as a guide shall include Annual Capital Works Planning; project management of cycling and walking facility improvements including financial management; lifecycle planning for all cycling and walking trails/facilities; monitoring and auditing safety and risk management issues; and promotion of relevant facilities and opportunities.

9.2 Annual Capital Works Planning

In order to increase the flexibility of the 2009-2013 Plan and Council's ability to address the rapidly changing and diverse needs of the community as well as emerging safety issues, it is recommended that in consultation with the community and key stakeholders, the new Plan involves an annual capital works program which allows capital works projects to be determined in accordance with the vision and objectives of the Plan on an annual basis. The annual capital works program would be endorsed by the Kingston Cycling and Walking Management Group with input from the community.

The Annual Capital Works Plan will be divided into the following priority areas as identified throughout consultation, usage data review, and a review of municipal and external agency objectives:

Priority Area 1 - Links to and from Neighbourhood Local Hubs including schools, activity centres, open space areas

Priority Area 2 - Major trails and on-road lanes

Priority Area 3 - Cross Municipal Access Routes including East-West Links/North-South Links and LGA boundary linkages

Priority Area 4 - Supporting Network Infrastructure including bicycle parking and signage

The research and consultation phase of the Plan development identified a variety of suggested improvements to the Kingston cycling and walking facility network that Council could investigate and assess as part of the Annual Capital Works planning process. An extensive list of potential projects is included in Attachment 1; the feasibility of each has not yet been assessed. This list should form the basis of the capital works project pool and should be added to as appropriate e.g. via the public comment period for this Plan, and subsequently on an annual basis when the Annual Capital Works planning process is undertaken.

Annual submissions will be invited and accepted from the community and stakeholders including Village Committees and key stakeholder groups, and should be assessed against the priority areas as detailed below. These Project proposals will be prioritised as high, medium or low based on the following criteria:

- Contribution to the completed cycling and walking facility network – actions that provide a 'missing link' will be given a higher priority than a relatively unconnected link;
- Creation of east-west and/or north-south access routes;
- Establishment of a connection between one or more Activity Hubs (as detailed in Strategies and Objectives);
- Estimated future demand/sustainable network development;
- Creation of a link across the Kingston municipal boundaries;
- Establishment of supporting facilities, including secure parking and signage, that contribute to the usability of the network; and
- Increased safety.

Prior to committing projects to the Cycling and Walking Plan's Annual Capital Works Program it is imperative that the necessary background work is undertaken by the Cycling and Walking Management Group to determine the feasibility of each project. Consequently, the feasibility of all project proposals received via the Annual Capital Works Submission process will be determined prior to their inclusion in the assessment process.

The responsibility for determining an appropriate assessment method for the Annual Capital Works Planning process should sit with the Cycling and Walking Management Group however it is suggested that the following types of factors be considered during the assessment phase:

Feasibility

- Is the proposal a feasible project for the suggested location? Is it a reasonable response to an identified issue?
- What space requirements does the proposal have and what site opportunities exist? Will there be broader site impacts?

- If the proposal is a program or service, can it be accommodated at an existing venue; can an existing body provide it?

Cost

- What is the likely cost of the proposal and what are the implications to other desired actions/projects?
- What are the ongoing maintenance and management implications for Council - financial and human resources?
- Can the proponents of the proposal assist in achieving and sustaining it or is there external funding available for completion of the proposal?

Demand/Priority

- To what extent does the proposal meet/contribute to achieving the principles and objectives of cycling and walking facility provision as set out in the Plan (and other related Council plans and strategies)?
- What group or groups in the community will the proposal serve and to what extent i.e. who will benefit from completion of the proposal? If scaling can apply, what is the minimum level of provision needed to provide a worthwhile experience/outcome and can that be achieved by another means?
- Is the proposal a 'fad'? What evidence can be collected about the proposal from other sources that might support or reject it?
- What are the implications of not completing the proposal?

Proposals assessed by the Cycling and Walking Management Group as feasible, high priority projects which respond to 'real' need will then be thoroughly scoped and submitted to Council for approval. Concept designs and realistic cost estimates should be developed prior to seeking Council approval.

Implementation of the recommendations within the Annual Capital Works Program must recognise the likely level of available funding per annum through Council's own resources (historically this has been \$150,000) and partnerships with other agencies. To ensure that the implementation plan is manageable within likely budget constraints it is envisaged that only projects allocated a *high* priority during the Annual Capital Works Planning process will be achieved over the five year term of the Plan. Other projects will remain on the Annual Capital Works Program Planning register and will be re-assessed on an annual basis against new submissions. This will enable them to be reconsidered annually against other proposals, old and new, and affords each proposal the opportunity to prove itself as worthy eg. a project may appear more attractive during assessment two years after it was first raised as a result of a residential development within a particular area that has meant there is greater demand in the area now than there was two years ago.

Other proposals which were considered feasible as part of the Annual Capital Works Planning and Assessment process but not included in the Annual Capital Works Program, may be implemented within the lifetime of the Plan if further funding becomes available through Councils budget or external partnerships.

9.3 On Road vs. Off Road Facilities

The 2003-2008 Kingston Bicycle Strategy considered bicycle use at both a commuter and recreational level. It is important to acknowledge that in general an individual's motivation for using off-road and on-road bicycle facilities are distinctly different; typically on-road bicycle lanes are used as a means of transportation with such cyclists wanting to take the most direct, and speedy route between their origin and destination. In Kingston off-road paths and trails predominantly provide recreational value for both cyclists and pedestrians as a leisure option and users tend to value aesthetics, safety, and supporting amenities.

Whilst commuter travel must continue to be enhanced through the completion of on-road line marking projects, and the creation of missing links in the network that can not be achieved off-road, from a recreational perspective an increased emphasis will be placed on the provision of shared paths, which promote and allow both recreational cycling and walking.

The Cycling and Walking Plan must consider these two distinct functions and ensure that the annual capital works planning process reflects the discrete nature and needs of each. It is also recommended that consideration be given to the demand for use of shared paths for the purposes of horse-riding/relocation. In areas where there is a particular local need for such use eg. Heatherton, it is suggested that equestrian access be considered in the creation or redevelopment of shared trails which meet the objectives of the Plan.

9.4 Safety and Risk Management

The need to monitor risk issues across the network is crucial and at present this monitoring is undertaken in an uncoordinated manner. Throughout the term of the 2003-2008 Bicycle Strategy those responsible for maintenance were relied on to report risk management issues as well as receiving feedback from users of the network regarding areas they deemed unsafe.

The 2009-2013 Kingston Cycling and Walking Plan must make provisions for the development of a formal process for reporting and recording safety and risk management matters. Further, a consistent method for resolving such matters should also be determined and implemented across Council.

It is also unclear what signage exists across the network advising users about safety matters e.g. cyclists dismount points, shared path etiquette etc. It is each cyclist's/pedestrian's responsibility to equip themselves appropriately (in accordance with Victorian Law) with regard to safety helmets, bicycle lights, reflective clothing and other, however Council can work in partnership with other advocacy organisations e.g. Bicycle Victoria to extend this message to the Kingston community.

9.5 Lifecycle Planning

Projects determined both feasible and a high priority which are subsequently included in the Annual Capital Works Program are likely to require significant planning and design work prior to commencement of construction. It is anticipated that the majority of projects will be staged over two years – Year One will include investigation and design work whilst Year Two will involve construction.

The investigation and design phase must include consideration of a project's total life cost and at a minimum should include:

- Investigation/Concept Planning (inc. Project Feasibility and Risk Management assessment)
- Designs – draft and final
- Construction
- Maintenance
- Management

Additionally, Council's recently prepared Asset Management Plan should include sealed and un-sealed off road trails as well as on road bike lanes as a component of the Transport and Streetscapes and/or Recreation Facilities modules. This will assist with whole of life planning for cycling and walking facilities and will ensure they are adequately maintained, managed and replaced.

9.6 Maintenance

Repair and replacement of existing cycling and walking infrastructure is currently undertaken as needed and in previous years no budget has been specifically allocated to maintenance as part of the Strategy budget. As such, required maintenance activities are often unable to be undertaken until such time that funding becomes available, which in certain cases involves re-allocating funding from within the Strategy budget which is ultimately to the detriment of another project identified for completion.

The current lack of a specific maintenance program potentially exposes Council to liability issues and claims. Accordingly, it is recommended that an agreed level of service for cycling and walking facility network maintenance should be determined and allocation of responsibilities for maintenance should be made to appropriate Departments across Council. Audits should be used as a proactive tool to determine specific maintenance requirements for Kingston cycling and walking facilities as well as identifying appropriate allocation of funding toward maintenance works. It is anticipated that key maintenance activities will include:

- Re-surfacing of uneven/broken trails, paths and on-road lanes;
- Replacement of signs and surface markings including removal of graffiti;
- Trimming overhanging vegetation and removal of surface vegetation;

- Replacement/relocation of end of trip facilities;
- Clearing pathways and bicycle lanes of loose material;

Specific standards and levels of service should be determined by the Cycling and Walking Management Group, and necessary budget provisions made annually.

9.7 Funding and Partnerships

Underpinning the successful implementation of the 2009-2013 Kingston Cycling and Walking Plan is the ability to secure adequate funding.

Different forms of cycling and walking facilities have varying costs associated with them. For instance signage is relatively inexpensive to implement whereas an off-road shared path will require significantly more financial resources.

Although Council is one source of funding, there will be limitations on Council's ability to implement the Plan if it relies solely on internal funding. It should be acknowledged though that whilst other funding opportunities are available, it is likely that Council will be the largest financial provider as most external funding opportunities still require a contribution from Council. It must also be considered that Council will become responsible for ongoing maintenance and management of new facilities once they are constructed, all of which contributes to the whole of life cost of a project.

A variety of funding sources exist that may be accessed to assist in the development and expansion of cycling and walking facilities within Kingston exist and are summarised below:

VicRoads - MTN and PBN Funding: VicRoads will consider 100% funding for VicRoads roads, or 50/ 50 with Council on local roads.

Sport and Recreation Victoria (SRV) - SRV is a government body that aims to increase the involvement of the Victorian community in sport & recreation. A wide variety of projects will be considered for funding including addressing gaps in facility provision identified through a strategic planning process; broadening community access & increasing or maintaining opportunities for participation; improving access to sport and recreation opportunities for traditionally disadvantaged groups.

Parks Victoria (DPCD) - Commonly responsible for the development of off-road paths on the principle bicycle network (PBN). Parks Victoria will consider dollar for dollar matching funding to local Councils for the construction of off-road paths that meet program guidelines.

Department of Infrastructure (DOI) Local Area Access Program (LAAP) - Suitable for projects that provide a link to a Railway Station or a major intersection, or to fund end of trip bicycle storage facilities at Railway Stations, shopping centres, schools. Connecting Transport Services Program (CTSP) can be accessed for installation of bicycle facilities at Railway Stations.

Private Developers - All new developments should include provision for cyclists and pedestrians. In this way cycling and walking facilities can be incorporated in developments in the early stages.

Developer Contributions – Council should seek to gain a contribution to the development of local cycling and walking facilities from major developments occurring within the municipality. Such monies can then be directed in a strategic manner to the most appropriate locations across Kingston.

Sponsorship – Council's Grants and Sponsorship Coordinator should be consulted regarding opportunities to gain sponsorship of local cycling and walking facilities.

The Cycling and Walking Management Group will be responsible for seeking additional funding for implementation of cycling and walking network projects.

9.8 Integration of all elements of the network (Bay Trail)

The Bay Trail project is a significant component of shared trail provision within the municipality and is noted by Bicycle Victoria as one of Melbourne's top ten cycling experiences. Whilst formalisation of the Bay Trail was listed as a high priority project requiring completion within the term of the Strategy this project was not fully completed. Further to this, planning, management and maintenance responsibilities for this important aspect of the bicycle network were not included most probably as a result of the informal nature of the existing trails. Whilst internally,

the new Bay Trail project is being planned and managed separately to the rest of the bicycle network, it is probable that the community and visitors who use this important stretch of trail do not make the same distinction.

It is suggested that Council attempt to improve the integration between the Bay Trail and the broader Kingston cycling and walking facility network. At a minimum the Plan should note the existing informal trails along the bay as well as any associated management and maintenance systems. Further, any capital works programmed for the Bay Trail should be listed in the 2009-2013 Capital Works Plan with a view to incorporating the completed trail in the Plan when it is next reviewed. In doing so, cycling and walking access to and from the Bay Trail e.g. connectivity, can be addressed during the Annual Capital Works Planning process.

NB: Council's Strategic Planning Unit is undertaking a review of the planning and design of the Kingston Bay Trail in 2008. The outcome of this review should be referenced in the 2009-2013 Plan.

9.9 Promotion and Advocacy

Promoting cycling and walking is a fundamental part of raising the community's awareness of each activity and of improving the perception of both cycling and walking in general.

Promotion of cycling and walking should be two fold – it should include education about the needs and presence of cyclists and pedestrians in the Kingston community in particular as users of the local cycle and walking network; it should also involve promotion of cycling and walking facilities within the municipality and of the benefits both activities can bring to individuals and the community/environment alike.

Promoting the presence of cyclists and pedestrians and their requirements could be achieved by highlighting the needs of each in local media and Council's bi-monthly newsletter, Kingston Your City. Increased infrastructure for each activity, either paths and/or lanes, or improved signage will also alert other road users to the possible presence of cyclists and pedestrians.

Consultation has revealed a desire from users of the local cycling and walking network for the creation of a user friendly map of existing facilities. Creation of cycling and walking pages on Council's public website would also be a useful tool for providing relevant and up to date information about facilities, programs and the status of the 2009-2013 Kingston Cycling and Walking Plan.

10 Key Recommendations

Provided below are the details of the applicable strategies and actions which should be applied to realise the Vision of the 2009-2013 Kingston Cycling and Walking Plan.

Objective	Strategy	Action	Responsibility
<p>1. A quality network of cycling and walking routes</p>	<p>1.1 Facilitate the planning, development, and management of cycling and walking routes for recreation and leisure purposes</p>	<p>1.1.1 Engage the following Council departments and create a Cycling and Walking Management Group to facilitate the planning and development of recreational off road shared paths:</p> <ul style="list-style-type: none"> § Leisure Planning § Strategic Planning § Parks & Urban Design § Roads & Drains § Traffic Engineering and Design § Engineering Design § Maintenance Contracts § Environmental Planning § Media and Communications § Health and Social Planning § Local Laws <p>1.1.2 Review priority areas and objectives to develop a 'scorecard' for assessing cycling and walking capital works proposals to ensure that priority areas and objectives are addressed in the determination of annual cycling and walking facility improvement projects</p> <p>1.1.3 As part of the Annual Capital Works planning process consider neighbouring LGA and Federal and State objectives of relevance to cycling and walking (as identified in Plan). This may involve the inclusion of an assessment of such objectives when assessing capital works proposals.</p>	<p>Leisure Planning, Cycling and Walking Facility Support Officer</p> <p>Cycling and Walking Facility Management Group</p> <p>Cycling and Walking Facility Management Group</p>

Objective	Strategy	Action	Responsibility
	1.2 Facilitate the planning, development, and management of the local on-road bicycle network for active transport purposes and investigate integration with other transport and infrastructure developments	<p>1.2.1 <i>Allocate responsibility for the planning and delivery of on road bicycle lanes to the Cycling and Walking Management Group</i></p> <p>1.2.2 <i>Undertake further investigation regarding the specific needs of commuter cyclists including end of trip facilities, cycling and walking access to and from public transport points such as rail stations, and specific desire lines for commuter cyclists.</i></p> <p>1.2.3 <i>Investigate and advocate to state and federal government initiatives which further integrate cycling and walking facilities with public transport in the Kingston area</i></p>	<p>n/a</p> <p>Cycling and Walking Facility Management Group/Bicycle Victoria</p>
	1.3 Ensure strategic land-use planning to improve bicycle and pedestrian amenity in new and existing urban areas	1.3.1 <i>Assign the responsibility for consideration of cyclist and pedestrian access in new and existing urban areas to Council's Strategic Planning and Building Department. Such considerations should be made in accordance with the principles and objectives of this Plan.</i>	Kingston Strategic Planning and Building Department, Kingston Statutory Planning Services
	1.4 Establish a Bicycle Network Management Group	<p>1.4.1 <i>A Cycling and Walking Management Group should be initiated by the Leisure Planning Department comprising representation from the following Departments:</i></p> <ul style="list-style-type: none"> • Leisure Planning • Strategic Planning • Parks & Urban Design • Roads & Drains • Traffic Engineering and Design • Engineering Design • Maintenance Contracts • Environmental Planning 	Leisure Planning, Cycling and Walking Facility Support Officer

Objective	Strategy	Action	Responsibility
		<ul style="list-style-type: none"> • Media and Communications • Health and Social Planning • Local Laws <p>1.4.2 <i>Appoint a Cycling and Walking Management Group Support Officer who will be the focal person for all cycling and walking matters in Kingston and be responsible for facilitating the Cycling and Walking Management Group and its activities.</i></p>	
	<p>1.5 Establish an Annual Capital Works Program Planning Process</p>	<p>1.5.1 <i>Undertake annual capital works project planning in accordance with the recommendations of the Cycling and Walking Plan. In brief this shall be completed by the Cycling and Walking Management Group and will involve collating public submissions, determining project feasibility, assessing against pre-determined criteria provided within the Plan, preparing concept designs then submitting to Council for approval.</i></p>	<p><i>Cycling and Walking Facility Support Officer, Cycling and Walking Facility Management Group</i></p>

Objective	Strategy	Action	Responsibility
<p>2.0. Integrated policy and practice that facilitates cycling and walking</p>	<p>2.1 Consider opportunities to enhance cycling and walking facilities in all urban developments, open space planning and local area structure plans</p>	<p>2.1.1 Assign the responsibility for consideration of cyclist and pedestrian access in local area structure plans, and new and existing urban areas to Council's Strategic Planning and Building Department. Such considerations should be made in accordance with the principles and objectives of this Plan.</p> <p>2.1.2 Assign the responsibility for consideration of opportunities to enhance cyclist and pedestrian access in open space areas to the Parks and Urban Design and Leisure Planning departments. Such considerations should be made in accordance with the principles and objectives of this Plan.</p> <p>2.1.3 Develop a cycling and walking checklist to be used by Council's Planning Department when considering planning applications and approvals.</p>	<p>Kingston Strategic Planning and Building Department</p> <p>Leisure Planning, Parks and Urban Design</p> <p>Cycling and Walking Facility Management Group</p>
	<p>2.2 Integrate policies that support cycling and walking into other Council strategic plans, policy frameworks and program directions</p>	<p>2.2.1 Allocate responsibility to Cycling and Walking Management Group Support Officer to advocate and educate across Council regarding integration of policies that support cycling and walking in to other strategic work. This may involve attendance at Departmental meetings.</p>	<p>Cycling and Walking Management Group Support Officer</p> <p><u>supported</u> by Cycling and Walking Facility Management Group</p>
	<p>2.3 Further develop levels of staff cycling and walking knowledge and expertise</p>	<p>2.3.1 Engage external professionals to deliver suitable training to all members of the Cycling and Walking Management Group regarding appropriate topics as determined by the Group. These should be conducted bi-annually and should be planned and facilitated by the Cycling and Walking Management Group Support Officer.</p>	<p>Cycling and Walking Management Group Support Officer</p>

Objective	Strategy	Action	Responsibility
<p>3 Provision of well located end of trip facilities and supporting amenities</p>	<p>3.1 Develop standards for provision of supporting amenities and of trip facilities including bicycle parking</p>	<p>3.1.1 <i>Using AustRoads Guide to Traffic Engineering Practice – Bicycles, Part 14, develop Kingston specific standards for the provision of supporting amenities and end of trip facilities. Consider distinct requirements of commuter vs. recreational vs. beginner cyclists as well as pedestrian requirements and consider required maintenance levels during lifecycle planning process.</i></p>	<p>Cycling and Walking Facility Management Group</p>
	<p>3.2 Increase the supply of end of trip facilities and supporting amenities</p>	<p>3.2.1 <i>Undertake an assessment of existing end of trip facilities and supporting amenities to determine adequacy and functionality. Develop a program of works and consider this program as part of the annual budget process.</i></p> <p>3.2.2 <i>Where development of new trail/path facilities occurs, include adequate end of trip facilities and supporting amenities as part of the scope of the project.</i></p>	<p>Cycling and Walking Facility Management Group</p> <p>Cycling and Walking Facility Management Group</p>
<p>4 Effective coordination and monitoring of strategy implementation</p>	<p>4.1 Establish mechanisms to effectively coordinate and facilitate the implementation of the Plan</p>	<p>4.1.1 <i>Allocate responsibility for implementation of the 2009-2013 Cycling and Walking Plan to the Cycling and Walking Facility Management Group. As part of the annual capital works assessment process investigate suitable opportunities to attract external funding for the completion of local network enhancements.</i></p>	<p>Cycling and Walking Facility Management Group</p>
	<p>4.2 Monitor cycling and walking trends and patterns</p>	<p>4.2.1 <i>Include in the Cycling and Walking Management Group roles and responsibilities a suitable mechanism for monitoring federal, state and local cycling and walking trends. This is likely to require</i></p>	<p>Cycling and Walking Management Group in partnership with external agencies</p>

Objective	Strategy	Action	Responsibility
	4.3 Establish an effective method for informing stakeholders of strategy implementation status	<i>partnerships with external agencies such as Bicycle Victoria.</i>	
		4.3.1 <i>The Media and Communications Department shall be represented on the Cycling and Walking Management Group and be responsible for coordinating a communication and community reporting process</i>	Media and Communications Department
		4.3.2 <i>Use Kingston Your City, local media, Council's public website to celebrate achievements across the network as they are completed e.g. completion of a new section of trail.</i>	Media and Communications Department
		4.3.3 <i>Include in the Cycling and Walking Management Group roles and responsibilities the task of reviewing progress of implementation of the Plan on an annual basis and determine most appropriate way of informing stakeholders of status.</i>	Cycling and Walking Facility Management Group
5 Improved maintenance and management of existing facilities	5.1 Delineate roles, responsibilities and partnerships for maintenance and management of cycling and walking facilities	5.1.1 <i>Determine a clear set of roles and responsibilities for the Cycling and Walking Facility Management Group. Clarify and if necessary allocate responsibilities for maintenance and management of existing facilities to relevant Council (and non-Council) departments. In addition, allocate necessary resources to allow this role to be fulfilled by such departments.</i>	Cycling and Walking Facility Management Group
	5.2 Refine existing Kingston based maintenance standards – minimum standards for off-road trails including provision of amenities	5.2.1 <i>The Cycling and Walking Management Group should review and determine a set of standards for maintenance of existing facilities. This should include details of maintenance frequency and minimum</i>	Cycling and Walking Facility Management Group

Objective	Strategy	Action	Responsibility
		standards.	
	5.3 Improve facility (and associated amenity) maintenance	5.3.1 Clarify and allocate responsibility for facility maintenance as prescribed by the Cycling and Walking Facility Management Group. This task should be informed by representatives from Departments which currently accept responsibility for maintenance of cycling and walking facilities e.g. requirements, standards.	Cycling and Walking Facility Management Group
6 Improved safety for bicycle riders and pedestrians	6.1 Foster safer road and shared path user behaviour and etiquette through the use of: <ul style="list-style-type: none"> Regulatory signs; Warning signs; Directional signs; and Behavioural/educational signs. 	6.1.1 Undertake an audit of existing signage to determine requirements for replacement of existing or installation of new. Develop standards for provision of signage size, type, location, and format.	Cycling and Walking Facility Management Group
	6.2 Develop safer network design, construction and management practices	6.2.1 Undertake an audit of the existing cycling and walking network to assess and identify areas which require safer network design, construction and management practices 6.2.2 A proactive system for addressing risk management matters that ensures such issues is recorded/responded to/actioned in a coordinated manner should be devised by the Cycling and Walking Management Group.	Cycling and Walking Facility Management Group Cycling and Walking Management Group with advice from Council's Risk Management
7 Effective encouragement and promotion of cycling and walking	7.1 Promote the benefits of walking and cycling to the Kingston community	7.1.1 Ensure the Cycling and Walking Management Group is adequately resourced to promote the benefits of walking and cycling to the Kingston community. Consider a variety of mediums	Cycling and Walking Facility Management Group

Objective	Strategy	Action	Responsibility
		<p><i>including Council's public website as well as external agencies.</i></p> <p>7.1.2 <i>Investigate opportunities to promote cycling and walking to the Kingston community in particular to people who participate less frequently than others e.g. women and school children. Use suitable mediums for the nominated target audience.</i></p>	<p><i>Cycling and Walking Facility Management Group, Media and Communications</i></p>
	<p>7.2 Support local cycling and walking networks and provide practical information to users</p>	<p>7.2.1 <i>Maintain contact with the Kingston Bicycle Users Group as well as local walking groups. Invite representatives to attend a minimum of two Cycling and Walking Management Group meetings per year, at strategic times e.g. capital works planning.</i></p> <p>7.2.2 <i>Provide opportunities for their involvement in Annual Capital Works planning (as above) and promotion of their activities.</i></p>	<p><i>Cycling and Walking Management Group Support Officer</i></p> <p><i>Cycling and Walking Management Group Support Officer</i></p>