

## Pedestrians

Pedestrians include walkers, wheelchair users and mobility scooter users.

## Footpath

A footpath is a place where pedestrians have priority. Under Victorian Road rules, cyclists are not permitted to ride on the footpath unless they are either:

- 12 years old or younger, or
- Accompanying someone who is 12 years old or younger.

Footpaths do not include shared path signs or line markings. Cyclists can only ride on roads and paths marked as shared paths.

## Cyclists

### Advanced cyclists

Advanced cyclists feel confident riding with cars, often on roads with high traffic volumes. They are willing to ride long distances and often reach high speeds of between 25 km/h and 50 km/h.

In many ways, the infrastructure needs of these cyclists are similar to car drivers – they demand a high quality road surface and lanes that clearly inform other road users of their presence.

Providing infrastructure for advanced cyclists will improve the experience for people who ride, but it is less likely to encourage new people to ride on-road than will providing education, information and facilities specifically catered to beginner cyclists and children.

### Beginner cyclists

Beginner cyclists are less confident riding on roads and seek routes with little or no car traffic. They are more willing to ride on roads where traffic volumes and vehicle speeds are low (40 km/h or less), but are unwilling to ride on busy, high-speed roads.

To ride on-road, these cyclists require bicycle lane treatments that physically separate them from motorists, or else quiet, back-street alternatives to main road routes.

Back-street routes or bike paths on traffic-calmed roads can be difficult to navigate. Suitable beginner routes need to include clear direction signs.

Routes catering for beginner cyclists should also include cyclist specific intersection treatments to minimise cyclist crash risks, enhance visibility and safety, and give priority to cyclists.

Most adults who make the decision to start riding will be beginner cyclists. Building cycling facilities that meet their needs will help ensure they have a positive first riding experience, which will encourage them to continue riding.

### Children

Children need to develop road skills in safe environments, riding under adult supervision. They need to learn to ride away from vehicle traffic. Having an extensive off-street shared path network is an important learning environment, as well as specific off-street cycling facilities, such as velodromes.

Road rules that allow families with children to ride on the footpath provide opportunities to learn how to ride with other traffic. Bicycle education programs through cycling clubs and schools will help develop better road skills, as will programs encouraging students to ride regularly to school on quiet back streets.

## Cycling Facilities

### Off-street shared path

These off-street routes cater for cyclists and pedestrians, and are physically separate from the road network. Off-road shared paths include such facilities as the Merri Creek Trail and Upfield Shared Path. Off-street shared paths include path line-marking and signs that clearly identify the route as a shared by both pedestrians and cyclists.

### On-road bicycle lane

On-road bicycle lanes provide road space for cyclists using line-marking. The Victorian Road Rules require cars to stay out of bike lanes, leaving the space for cyclists. These routes sometimes include treatments to improve cyclist safety at intersections, such as at Glenlyon Road.

### Road reserve

The road reserve is land including a road within it and also the road pavement, the kerb and channel drainage infrastructure, footpaths and nature-strips.

### Shared path in the road reserve

Shared paths in the road reserve are upgraded footpaths, suitable for both pedestrians and cyclists, and running parallel to an existing road.

Other roads intersect the path, and the route may include intersection treatments, such as give-way signs and speed humps, to tell motorists that cyclists and pedestrians have priority. The best example of a shared path in the road reserve is the OHea Street path.

### Signed routes

Some back streets provide a link for cyclists but do not require bicycle-specific infrastructure. These routes have low traffic speeds and volumes and provide a safer way for cyclists to travel around their city. To encourage cyclists to use these backstreet routes, Council has installed direction signs.

Roads on a signed route may include Local Area Traffic Modifications (LATM), such as speed humps, to reduce vehicle speeds and volume, as well as *bicycles excepted* short cuts across parks. Examples in Moreland include the Union Street link between the Upfield Shared Path and the Moonee Ponds Creek Trail.

### Wide kerbside lane

Multi-lane roads with wide kerbside lanes provide an informal on-road cycling space for confident cyclists. These roads include a lane for motorised traffic and space for on-street parking.

As the kerbside lane fills with parked cars, it forces motorised traffic to the inner lanes and creates a gap about 1.5m to 2.0m wide where cyclists can ride in relative safety. Cyclists in this lane face the hazard of being *car-doored*; that is, colliding with a motorist opening a door on the roadside to exit a parked car.

Most roads with wide kerbside lanes are also tram routes, such as Melville Road.

### Shimmy

A shimmy is an on-road bicycle facility via back streets that acts as an alternative to an arterial road. The route often includes short detours to connect roads heading in a similar direction. Facilities to support a shimmy route include direction signs, bicycle crossing intersection treatments, and on street line marking to advise motorists that the street is popular with bike riders.

## Traffic management

### **Local Area Traffic Management (LATM)**

Changes to the road network intended to create a more comfortable environment for walkers and cyclists by reducing motorised traffic speeds and volumes. Treatments can include changes to lane widths, kerb outstands and speed cushions and are usually installed as group to slow traffic speeds over several nearby streets.