

Strategic Cycling Corridor Network Frequently Asked Questions

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Frequently Asked Questions

What are Strategic Cycling Corridors (SCC)?

SCCs are the main routes of the bicycle network, similar to how arterials are the main routes of the road network. They identify the most important routes for cycling for transport¹ that connect to key destinations of metropolitan and regional significance, including key employment areas, activity centres and railway stations.

What year is the SCC network being designed to?

The SCC network covers all long-term proposals for state bicycle routes and aligns with the goals in Plan Melbourne 2017-2050 and longer term Movement and Place interchange classifications.

How do SCCs relate to the Principle Bicycle Network (PBN)?

The PBN is the network of existing and planned routes that provide facilities for people to cycle for transport, as well as for sport, recreation and fitness. The SCC network is a subset of the PBN.

Why was the SCC network reviewed and updated

Since the establishment of the SCC network in 2015, and the development of the Victorian Cycling Strategy 2018-28, our understanding of the role of cycling for transport has improved. As such, a key action from the Victorian Cycling Strategy 2018-28 was to review the SCC network, in conjunction with Councils and other stakeholders, with the purpose of ensuring the network continues to meet its intended task of cycling for transport on safer, lower stress cycling routes.

How was the SCC network reviewed?

Feedback on the SCC network was sought from external stakeholders through workshops that were held in 2018 and 2019 with all metropolitan and identified regional Councils. The first workshops sought stakeholders' ideas while the second workshops focused on feedback and refining of the SCC network. The workshops were attended by council officers, DoT (including VicRoads and Active Transport Victoria), Bicycle Network and RACV. Consultation also occurred with other parts of DoT (Public Transport Victoria, Freight Victoria, tram, bus and rail planning), VicTrack, Freight Victoria, Yarra Trams, DoT tram, bus and rail planning teams and Resilient Melbourne.

Why do only some railway stations have an SCC near them?

Recognising that the SCC network is a subset of the complete cycling network in Victoria, SCCs provide access to significant metropolitan railway stations within the Movement and Place Framework). Municipal Routes will provide important cycling links to local stations. For regional Victoria, the SCC network provides access for commuter stations.

Why are some of councils' important cycling links missing?

The SCC network is a subset of the PBN in Victoria and does not always provide for complete end-to-end cycling trips. Whilst most of the SCCs pass through residential areas, the SCCs are supported and strengthened by the Municipal Routes (C3) and Neighbourhood and Local Links (C4).

How can we access the 2020 SCC network?

The SCC network is available on the Department of Transport and VicRoads website.

Who uses the maps?

¹ Cycling for transport is defined as commuter trips (to work or education) and local trips such as to stations, shops or schools (mostly shorter trips to meet every day needs).

The maps are intended to be used by those investing in the cycling network including state agencies, and local councils. They may also be used by groups advocating for cycling investment or people who cycle for transport.

What will SCCs look like?

Investment on SCC will prioritise high quality infrastructure to make cycling on them an attractive mode of transport for people of all ages, especially interested but concerned people. This will make these corridors safer, lower-stress and part of a better-connected network

To determine the most suitable type of cycling environment for each particular SCC such as a cycleway, cycle path, shared street or a combination of these types, we will consider the users, level of traffic stress, land use, road environment, network hierarchy, natural environment and heritage factors.

User-centred pilot trials (such as using inexpensive, temporary materials for buffers) are a good way to test and validate proposed design solutions, introduce the public to new road conditions and gather evidence about the preferences of people who cycle for transport.

What would an SCC look like on a particular road or street?

The level of traffic stress varies across the cycling network depending on motor vehicle conditions (the volume of vehicles, the speed at which they move and parking activity) and whether people cycling are in mixed traffic, a cycle lane or a protected cycleway. People make their choice to cycle based on the highest level of traffic stress they expect to encounter on a route. If a section of a route is high-stress, many people (particularly interested but concerned people) will decide not to cycle.

To minimise traffic stress, protected infrastructure such as cycleways and cycle paths can be installed to separate cyclists from vehicles. Internationally, cities that have invested heavily in connected and fully protected cycling corridors have recorded the biggest safety improvements and boosts to cycling participation.

Implementing the level-of-traffic stress approach when investing in the cycling network will also improve the perceived and actual safety of cyclists.

The treatment to achieve this outcome will be considered on a street by street basis at a detailed development stage.

Will the SCC Network be further reviewed?

The update of the SCC network maps has been undertaken with stakeholders, including councils. Further planning or project development around specific links and parts of the network may refine the alignment of these links at a local level.

How will DoT prioritise the network?

The Victorian Government will prioritise investment in the strategic cycling corridors with the current and potential highest levels of demand, in essence providing arterials for people who cycle for transport.

DoT will continue to discuss SCCs with Councils as part of our regular engagement about their transport networks. This process will allow Councils to identify investment coordination opportunities and raise issues as they occur at a local level.

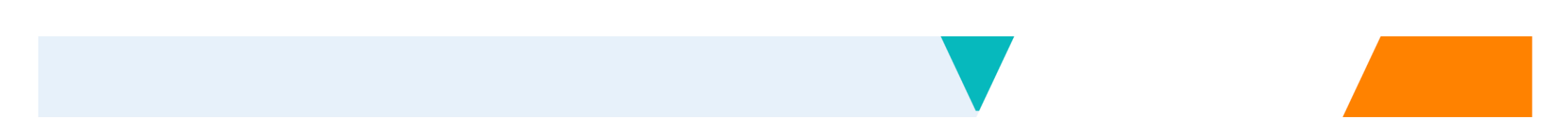
Significant upgrades to the SCC network continue to be funded through Big Build projects, including the St Kilda Road Bike project, North East Link, the West Gate Tunnel project, and 75 Level Crossing Removal Projects. These upgrades have or are delivering more than 250 kilometres of new or upgraded paths

The Transport Accident Commission (TAC) \$100 million Safer Cyclist and Pedestrian fund is continuing to deliver improvements to the SCC network, and DoT's \$14.8 million 10-kilometre shared-use path from Box Hill to Ringwood is almost completed.

Future priorities for investment will be explored by DoT as part ongoing engagements with local councils, stakeholders and the community.

Who is responsible for delivering the SCCs?

Cycling routes, including those on the SCCs network are delivered by state government, local councils and other agencies. For example, the state government is delivering the St Kilda Road bicycle upgrade project and has



delivered the Djerring Trail along the Caulfield-Dandenong rail corridor. Glen Eira City Council is now planning the SCC link between these two projects.

Why are existing cycling routes and recent investments not part of the SCC network?

The SCC network sets an investment priority to facilitate an increase in cycling for transport, in addition to cycling investment in other parts of the network such as cycling for tourism, recreation or training purposes, or as part of a 'Big Build' project that improves that part of the network for a range of modes and users. The safety of all cyclists on the road network is important and opportunities for improvement will be considered accordingly.