

## Melbourne Bicycle Users Group

### Priority works for 2012–2013 City of Melbourne budget

#### 1. CBD

Build separated kerbside lanes in **Latrobe St** from Spring St to the Docklands bridge

Build separated bike lanes along **Exhibition St**, full length from Flinders St to Latrobe St

Build bike lanes (of any description, but of sufficient width) along **Flinders Street** to relieve the shared Yarra paths of conflict.

Bike lanes in **Wellington St** from Spring St to Punt Road to connect with Flinders St and Spring St bike lanes, and existing wide kerbside lanes in Bridge Road (Cotu pf Yarra).

Treat intersection at Victoria St and **Nicholson St** to make it cyclist friendly. This intersection sees significant commuter bike traffic but leaves bikes stranded

Make the following improvements to **Spring St**:

Fix disappearing bike lanes in Spring St, particularly at **Bourke St** intersection. Fixing bike lanes on Spring St from Victoria St to Latrobe St is a particular priority if separated bike lanes are to be built in Latrobe St. One possibility is two-way separated bike lanes (Fitzroy St style) along Spring St from Latrobe St to Bourke St on the western side, ending at the Bourke st traffic lights with provision for south-bound bikes to use intersection lights to continue south along Spring St.

Fix the dangerous Spring-Nicholson slip road, which allows fast moving north-bound cars to turn left (i.e. continue ahead up Spring St) to cut off bikes that are moving straight forward. This is an accident waiting to happen.

Build separated **William St** bike lanes

Fix the intersection at the corner of **Elizabeth** and Victoria Street to make it cyclist friendly. Cyclists crossing Victoria St from the Queensberry Street direction have to merge across two left turning lanes to go straight ahead.

#### 2. CBD fringe

Commence plans for a separated bike lane in **St Kilda Road**

Complete **Albert St** bike lanes to Spring Street (crossing Nicholson St) to join the CBD grid, but consider upgrading the new sections to Swanston St style separated lanes.

Build separated kerbside lanes in **Grattan St** from Flemington Rd to Rathdowne St

Make the following improvements to **Rathdowne St**:

separated kerbside lanes from Victoria Pde to Carlton St/Grattan St  
traffic light controlled right turns for bicycles leaving Rathdowne St towards Canning St

Move traffic lights at Queensberry/Rathdowne St north to include the exit at the western end of the Museum reserve road and make it safe for bikes to move across to Queensberry St

Alter traffic light cycle to make it safe for bicycles to turn right from Queensberry into Rathdowne St

Carry out proposed improvements to existing motor vehicle road along the southern boundary of the **Museum Reserve**

Duplicate the **shared path between Swan St and Birrarung Marr** to separate pedestrians and bikes, and reduce conflicts, especially when events are on at the Tennis centre.

Build separated bike lanes from **Elizabeth St** to Haymarket roundabout to join with Victoria Street lanes

Improve **Haymarket roundabout**. One option is to separate cycle the path from motor traffic around entire perimeter of the roundabout, standing next to pedestrian crossings at each motor vehicle entrance/exit and sharing the same traffic light cycles as pedestrian crossings. This will require realignment of the motor carriageways.

Make improvements to **Johnston/Elgin St**

Fix the intersections at Elgin/Nicholson streets and Elgin/Brunswick streets in Fitzroy. Currently the bike lanes disappear and the road is too narrow.

Fix the intersection at Lygon and Elgin Sts, where bicycle lane disappears and bikes are squeezed into parked cars near car park entry

Fix the Johnston/Elgin St lane, which inconveniently disappears between Lygon and Cardigan Street

### 3. **Crossing the Yarra**

Continue the **Queensbridge St** bike lanes past the casino and across the Yarra Provide access and traffic light phase for bikes to get to Flinders St via the **bit of road leading directly to Market St**, that is currently only used by buses.

This eliminates the need for bikes to use the dangerous twisting lanes used by cars to get to Flinders St there.

Build separated kerbside lanes from the top of **Cecil St**, along Whiteman St to Clarendon St.

Build two-way separated kerbside lanes on the west side of **Clarendon St** from Whiteman St to Flinders St, using space currently occupied by the kiss & ride car driveway outside the Melbourne Exhibition Centre, and using the existing footpath on the Clarendon St Bridge, diverting pedestrians to the existing covered walkway that runs along the western side of the bridge.

### 4. **Dudley St, Footscray Rd, Dynon Rd**

*Dudley St*

The current TravelSmart map published by the City of Melbourne shows on-road bike lanes in this part of **Dudley St** which do not in fact exist. There was a shared path on the northern side of Dudley St. The evidence of this is the bicycle lights along pedestrian signals at the intersection of Adderley St on the north side of its intersection with Dudley St.

Access to the bicycle lanes in **Adderly St** when crossing Dudley St from the south (heading north) is obstructed by the lack of a kerb crossing — this needs to be rectified.

### *Footscray Rd*

Upgrade the **Footscray Rd** to address serious safety issues:

-Redesign **Shepherd's Bridge** over the Maribyrnong River at the western end of the Footscray Road path. The current 'shared path' (ie footpath) on the bridge is a major safety concern due to:

Being dangerously narrow and unable to safely handle current (far less any increased) levels of cycle traffic  
Particular safety risks for cyclists riding against the flow of peak hour cycling

Rough and poorly maintained surface

Location immediately adjacent to traffic lanes with significant numbers of heavy trucks.

Wind buffeting, exacerbated by the narrowness.

High drop-off from the path to the roadway surface.

(NB the Baillieu government has recently failed to commit to funding an upgrade that Labor had committed to. See: <http://bit.ly/u3aTWT>)

Redesign all road crossings along the **Footscray Road** path to improve safety, particularly (but not limited to) Harbour Town and the top of the new flyover bridge just west of City Link. Cycle priority at all slip roads and associated realignment of current unnecessary 90 degree turns. This should include:

Reinstating the ground level section of path removed when the flyover bridge was constructed. This would necessitate installation of a cycle and pedestrian only level crossing below the flyover, thus removing the significant safety risks introduced by the conflict between cyclists and trucks at the crest of the bridge. It would additionally provide an alternative to an unnecessary grade

Speed humps and bike priority over motor vehicles on the slip road at the western end of the new flyover, where the shared path crosses the slip road. Ensuring the whole surface is smooth and gutter free – as per a motor vehicle carriageway.

Redesign of the Footscray Road bridge over the Moonee Ponds Creek. Similar to the Shepherd Bridge, the current 'shared path' is in effect a narrow, rough and poorly maintained footpath. It needs to be widened, and better aligned

where the path crosses Pearl River Road.

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Provide speed humps and bike priority over motor vehicles on the slip road at the western end of the new flyover, where the shared path crosses the slip road. Ensuring the whole surface is smooth and gutter free – as per a motor vehicle carriageway.

#### *Dynon Road Path*

Concurrent with the Footscray Road upgrades, additional measures are recommended to improve the **Dynon Road Path**, including:

- Widening and resurfacing of the currently rough section between Lloyd Street and the Maribyrnong River

- Construction of a new path along the southern side of Dynon Road, removing the need for westbound cyclists to twice cross this busy arterial

- Removal/realignment to avoid traffic light poles and other street furniture at the Dynon Road and Lloyd Street junction.

- Ensuring the surface is smooth and gutter free, as per a motor vehicle carriageway

#### **5. Kensington**

Redesign the **Arden Street** railway bridge to incorporate a ramp. This is a significant link for cyclists from the Cities of Maribyrnong and Moonee Valley heading east towards North Melbourne, Parkville and the inner north. Steep steps make this extremely difficult to cross with a bike.

Allow bikes to run contra flow to the one-way designation in **Elizabeth Street and Chelmsford Street**, Kensington. This would provide legal northbound access to the informal bike route following the Craigieburn Rail line towards Flemington and Moonee Ponds. It would also pave the way for connection to the proposed 'Craigieburn Rail Corridor Cycling and Walking Route' (See Action Package 2 in [MVCC Draft Walking and Cycling Strategy](#))

#### **6. North and West Melbourne**

Increased parking hoops at Elizabeth St frontage of **Queen Victoria market**

Rectify gap in on-road lane along **Peel St** between Victoria St and Dudley St roundabout

The northern end of **Leveson St** is cut off from bike lanes in Courtney St by a kerb in Courtney St, forcing a bicycle to use the footpath illegally. Just south, before crossing Arden St, Leveson St has a temporary barrier with 'no entry, no bicycles excepted.' However, motor vehicles frequently park here, blocking bicycle access. The City of Melbourne should introduce parking restrictions to preserve this convenient connections for cyclists

## 7. **Parkville and Royal Park**

Redesign the chicanes recently introduced to **Gatehouse St** with a separated cycle path to remove the need for bicycles to merge with motor traffic at each chicane.

Redesign the pedestrian crossings on the perimeter of roundabouts in **Queensberry St** to include bicycle circulation separated from motor traffic, crossing the exit/entry points alongside the pedestrian crossings

Bike lanes have recently been introduced to **Elliot Ave**, which are welcome. Introduce clearer markings to the cycle path (actually a shared path) that follows the tram line around the western perimeter of the Zoo, where it passes through car park at the Zoo's western entrance

Improve signage for bike routes through **Royal Park**. For example, routes from the Upfield bike path towards Errol Street or towards the Moonee Ponds Creek should be clearly marked through the park.

Bikes should be allowed to run contra flow to the one way designation at the southern end of **The Avenue**, Parkville.

## 8. **Promotion and education**

Run an **advertising campaign** to get people to ride bikes. This could be done with outdoor poster ads, for example on the tram stop,s with messages like 'Melbourne is making it better to ride a bike – give it a try' and pictures of people in ordinary clothes riding looking comfortable and relaxed, etc.

Introduce an **international cycling policy conference** aimed at harvesting the best infrastructure and design ideas from around the world, similar to Kickstand for Halifax [[copenhagenize.com/2012/01/kickstand-for-halifax.html](http://copenhagenize.com/2012/01/kickstand-for-halifax.html)]

## 9. **Wayfinding**

Improve **signage through Royal Park** to North Melbourne. The route involves going through the car park at the rear entrance of the Zoo. This is part of the route that follows the tram line through the park, but it's hard to know where the bike lane is as it gets lost in the Zoo car park. There are no signs at either end to indicate whether this route goes.

Build an **online tool** integrating 12 council TravelSmart maps, which should be phone accessible and capable of incorporating feedback about routes, and suggestions for parking or other improvements. This could be funded with assistance from state government and other councils.

**10. Bike parking and facilities**

Build more bike parking facilities – further locations as per Bicycle Victoria Bikescope survey

**11. Prioritising cycling**

Allocate more money from parking levy

Close Flinders Lane to motor vehicles between Elizabeth and Swanston St and identify other 'little streets' that may be closed to motor traffic in 2012–13

Make a commitment to removing on-street parking on one or more 'little streets' and creating a counterflow lane for bicycles

Work with Victoria Police to increase driver awareness of cyclists in the CBD, and to penalise drivers who endanger cyclists by breaking the law

Identify areas that need traffic calming measures and commit to implementing some traffic calming infrastructure in key locations in 2012–13