



Melbourne Bicycle User Group Survey Response

What should the budget for bike facilities be over Melbourne City Council's next term (in the current financial year Council is spending \$5.6 million)?

We are spending \$5.6 million on bike lanes this year, which will extend the network in and around Melbourne. My first priority in relation to cycling is safety.

At the end of this survey we list the improvements to the bicycle network that Melbourne BUG recommends should be achieved in the next term of Council. Without committing to individual decisions on particular roads, do you support this level of progress over the term of the next Council?

We have a Bicycle Plan that applies to Melbourne City Council's next term. The plan involves significant improvement for cyclists and we will continue to work with the range of relevant stakeholders, including Victoria Police, VicRoads and BUG.

Do you support transfer of space from cars to bikes where necessary to achieve a road network that is safer for bikes? This could be loss of travel lanes (as in the LaTrobe St project under way this year) or loss of parking (eg Exhibition St under way this year).

We've come a long way since painted bike lines. Cyclists are more than 11% of vehicles travelling into the city and we want to see that increase to 15% by 2016. We need to get the balance right between cyclists, pedestrians and vehicles. That is about smart and innovative design. Examples include Albert St in East Melbourne and Swanston St in the city. LaTrobe St is next.

Do you support this transfer of space even when there will be a decrease in the capacity of the road network for cars or a decrease in on-street parking?

In some cases this will be necessary to achieve our plans for making the city more attractive and safer for cyclists. For each proposed change to road lanes or parking, we will assess the potential benefit of the bike way against the impact on existing road users and networks, but safety first.

Do you support 30km/h speed limits, and the removal of through traffic, in sensitive areas such as shopping strips, near schools and other areas of high pedestrian density?

Last month I announced 40km speed limits throughout the municipality, with the exception of Swanston St which has a 30km speed limit. This will improve safety for drivers, pedestrians and cyclists without affecting congestion.



Do you support an exemption from helmet laws to allow Melbourne Bike Share to function effectively?

Melbourne BikeShare is a state government initiative, and the government has introduced new ways to help users buy helmets, as well as encouraging them to bring their own. I don't support an exemption from helmet laws.

Do you support the building of the east-west freeway connecting the Eastern Freeway and City Link?

The East-West Link is vital to reduce congestion. The State Government has not announced the route. I will oppose any reduction in parkland as part of the project and lobby for the provision of replacement bike routes if any are lost in the process.

What is your vision for the Little Streets?

Our Bicycle Plan fills in the gaps in Melbourne's bike networks and creates seamless travel for cyclists across the city. It will see an extra 15km of bike paths built in the city over the next year, and currently we have more than 120km of bike lanes and paths. We are revolutionising the way cyclists can move around the city. Our bike plan proposes almost fifty large and small scale projects to strengthen the bike network, on and off road, over the next four years. As per the 2012-16 Bike Plan we will consult on the use and amenity of "little streets" for all those who use them, in conjunction with our key stakeholders including Vic Roads, Victoria Police and BUG.