



Candidate Survey

MORGAN ELLIOTT TEAM RESPONSE

This is the Melbourne Bicycle User Group (Melbourne BUG) survey for candidates in the City of Melbourne elections. We will use the answers to inform voters of candidates' bike policies and may give you a score at the end.

Please complete the survey by to leave us time to disseminate your answers. The survey should take about to complete. Those who don't meet this deadline will be recorded as not having responded. If there's anything you are not sure about, please contact us on 0412703483 and we can provide more detail.

Melbourne BUG is the local bicycle user group for bike riders who reside, work in, and visit the City of Melbourne (there are similar BUGs for each local council area). Melbourne BUG's vision is for a city where our mothers, grandmothers and children feel safe riding on the streets. While we love and participate in many forms of cycling, our advocacy is focused on bike riding as a mode of transport, rather than simply a sport or recreational activity. Melbourne BUG is a member of the City of Melbourne's Bicycle Reference Group and the Road Safety Action Action Group — Inner Melbourne.

N.B. in the current financial year Council is spending \$5.6 million.

[A good start! Much more to be done eg re-locating bike lane from Albert St to plantation in Victoria St/Victoria Parade which will link better with La Trobe St. We will also push another 'conduit' bike lane through Wellington Parade East Melb to Docklands.](#)

At the end of this survey we list the improvements to the bicycle network that Melbourne BUG recommends should be achieved . Without committing to individual decisions on particular roads,

Moving people on bicycles takes up less space than moving the same number of people in cars. Other relative advantages include less pollution, less noise and danger to other road users (including pedestrians), and reduced health costs due to people getting more exercise.

In light of this:

'Bikes for transport' not just 'recreation' should be the objective – we should highlight the wider economics of bike transport eg. Dutch statistics indicate demonstrable cost savings in community health They call it ACTIVE transport there .

Australia's urban speed limit is high by international standards. Chances of fatality and serious injury reduce dramatically from 50km/h to 40km/h, and they again reduce dramatically at 30 km/h. Lowering speeds not only dramatically decreases the real danger to cyclists and pedestrians, it makes the urban environment feel safer and more human, encouraging cycling and walking.

Vehicle's travelling at lower speeds is obviously good – BUT the key is actually severely fining those drivers who inevitably exceed the speed limit.

Melbourne's bike share has languished at less than one trip per bike per day, with the main reason being the inconvenience of mandatory helmets. This is despite heavily subsidised helmets, which add to the financial loss.

Actually the numbers have increased year after year. (see The Age Sept 20 2012) – up by 30% in the year to June. (16,000 rentals in Jan 2012 compared to 10,000 in 2011). Check with Alta people. The overall increase in bike usage seems to be by 'commuter users' not so much 'across town' users – and commuters naturally use and like their own bikes.

There would be less financial loss if they advertised more on the bikes like they do in Paris and Munich. Try to get business to sponsor fleets with advertising. We note that the RACV is planning to do this soon.

Brisbane's scheme is similarly underused.(measurements?) In comparison, other cities around the world have had enormous success and an excellent safety record despite low or zero helmet use. Dublin, for example, has poorer riding conditions than Melbourne or Brisbane and averages over 10 trips per day per bike. Other successful schemes exist in Montreal, Barcelona, Paris, London and many more.

There are many more aspects or determinants to consider than just helmets. Eg. lack of promotion and poor location of stands. And people here have high bike ownership,

The cities of Sydney, Adelaide, Perth and Fremantle have all called for exemptions from helmet law to enable bicycle use, and bike share in particular, to flourish.

Not sure how adequately you have defined "good riding conditions" – are you actually factoring in things like car speeds, congestion levels , commuter distances, etc

The share bikes have a lower risk profile largely because they are heavier and slower. In London, where the share bike scheme has been in operation for two years, there has been only one serious injury for 14 million journeys, which is statistically safer than

private bikes. A recent joint study between the Monash University Accident Research Centre and Alfred Hospital drew a strong link between speed and likelihood of head injury, with riders exceeding 30 km/h having five times the relative risk compared to riders doing under 20 km/h. The share bikes are slow — getting one up to 20 km/h is not easy.

Bicycle helmets are non-negotiable. Wind in your hair is not so much fun if you sustain a brain injury.

There is simply too much evidence that helmets prevent serious head and facial injuries. Yes - they can be uncomfortable but the design is improving all of the time and initially seat belts were a source of complaint.

Aside from the substantial misdirection of funds that could be used for sustainable transport, the proposed East-West freeway connecting the Eastern Freeway and City Link will push more cars onto city roads, making City of Melbourne streets a less pleasant place to live, walk and ride a bike in. Further, preliminary drill holes are located at Royal Parade, which is a well-used bike route, and Melbourne BUG is concerned at the possibility that there may be off ramps onto Royal Parade that will impact on the bike lane. For these reasons, Melbourne BUG believes the East-West freeway will be harmful for bike transport in the City of Melbourne.

We are concerned about exit ramps too!

Melbourne BUG believes the Little Streets have tremendous potential as people-friendly urban treasures and slow cycle routes, and that they are wasted as backstreets for deliveries or shortcuts for through traffic. The Council has committed to investigating possibilities for making the Little Streets more pedestrian and cyclist friendly in its 2012-16 Bicycle Plan. We would like to see the restriction of traffic to local-only traffic and deliveries (in set periods), two-way for bikes and possibly a 20km/h speed limit for all road users.

We believe that the whole issue of freight, delivery and service vehicles of all kinds should be parked in or under buildings ie wherever possible off the streets including the 'little' streets. It is now a congested mess in Melbourne.

MELBOURNE BUG CAPITAL WORKS LIST

Melbourne BUG's proposed works programme for the next term of Council includes:

St Kilda Rd all the way to St Kilda Junction
Flemington Road
Royal Parade
Clarendon St north of Whiteman St, and Spencer St
Flinders Street

Albert St completed from Punt Rd to Spring St

Upgrades to Footscray Rd and Dynon Rd bike lanes, including better conditions on bridges at Maribyrnong River and Moonee Ponds Creek.

Spring St or Exhibition St from Flinders to LaTrobe

Bike lanes from the corner of Spring St and Latrobe St through Carlton Gardens to Canning St, alternatively a safe link from Canning Street to Albert St.

William St permanent bike lanes

Grattan St

Connections from Brunswick St, Napier St, Smith St and Wellington St (Collingwood) through to Albert St.

Bike lanes in Wellington Parade (East Melbourne — probable loss of a travel lane both ways or some parking)