



Candidate Survey

City of Melbourne elections 2012

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 **9.00am Wednesday 3 October 2012** to leave us time to disseminate your answers. The survey should take about **half an hour** 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.

About Melbourne BUG

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.

Survey questions

1. **What should the budget for bike facilities be over Melbourne City Council's next term?** N.B. in the current financial year Council is spending \$5.6 million.

Council's current financial year spending on bike facilities is in fact a decrease on spending in some previous years. If Shanahan-Chamberlin for Melbourne is elected we will restore funding to previous levels and if necessary increase it. The amount of funding will be determined in consultation with user groups and the wider community but will be in excess of \$5.6 million.

2. 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?**

If elected Shanahan Chamberlin for Melbourne would support the level of progress identified. We see this level of progress as a minimum. If elected we would focus on determining

appropriate individual projects in consultation with user groups and the wider community but the level of progress would be equal to or exceed that set out in the list of improvements.

3. 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:

- a) **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 underway this year) or loss of parking (e.g. Exhibition St underway this year).**

If elected Shanahan Chamberlin for Melbourne would support a transfer of space to bikes where appropriate to achieve a road network that is safer for bikes. We consider the safety of cyclists to be a high priority.

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

The lead councillor candidate on the Shanahan Chamberlin for Melbourne ticket, Kevin Chamberlin, has a proud history in this area. He was one of the councillors who implemented the initial proposal to close Swanston Street to cars and to create the Bourke Street Mall which at that time was open to cyclists. If elected Shanahan Chamberlin for Melbourne would support council fully considering each project in an open and transparent manner with adequate public consultation.

4. 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.

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?

Shanahan Chamberlin for Melbourne considers the safety of all road users and pedestrians to be a critical issue. Our lead council candidate has a strong track record in this area. As a councillor Kevin Chamberlin implemented a reduced speed limit along Lygon Street, Carlton with the support of residents, road users and business owners. If elected

Shanahan Chamberlin for Melbourne is committed to considering reduced speed limits in sensitive areas in consultation with the community.

5. 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. Brisbane's scheme is similarly underused. 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. 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.

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.

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

Shanahan Chamberlin for Melbourne strongly supports an exemption from helmet laws to allow Melbourne Bike Share to function effectively.

6. 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.

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

Shanahan Chamberlin for Melbourne opposes the building of the east-west freeway. One of the reasons for the formation of the Shanahan Chamberlin for Melbourne group was to address the failure of the current council to oppose the east-west freeway. Our lead councillor candidate, Kevin Chamberlin, as a member of the Ministerial Advisory Committee

rejected the initial proposal for the east-west freeway. We believe that the proposal for the East-West tunnel is inappropriate and should be stopped.

Kevin also has a strong track record in relation to stopping drill holes in inappropriate locations. As a former Chairman and current member of Protectors of Public Land, Kevin has been in negotiation with the Linking Melbourne Authority regarding the location of drill holes and the adverse impact on residential amenities, parklands and bicycle lanes. This group has been successful in having the location of drill holes altered, one of which was a site of indigenous significance which was at serious risk of being damaged by the drill holes. We are outraged that the Melbourne City Council supported these drill holes in appropriate locations.

7. 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.

What is your vision for the Little Streets?

Shanahan Chamberlin for Melbourne fully supports an investigation into making Little Streets more pedestrian and cyclist friendly and we agree that they have tremendous potential. Kevin Chamberlin has a strong track record in relation to Little Streets. As a Melbourne City Councillor Kevin was instrumental in successfully opposing the Melbourne Widening of Streets proposal which would have led to the widening of some of our most treasured Little Streets. Kevin has consistently supported Little Streets including the restriction of traffic on Little Collins Street between the Town Hall and Queen Street. Shanahan Chamberlin for Melbourne sees the Little Streets of Melbourne as being a key part of the character of this city.

Melbourne BUG capital works list

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

Physically separated lanes

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

On road lanes:

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)