



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      [Response from Gary Singer-John So Melbourne Living](#)

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.

\_\_\_\_ [Without providing a specific number, the budget to be spent over the next 4 years will be to achieve the objectives and outcomes of the Council's Bicycle Plan. The expenditure will be for additional bike lanes including separation and green markings, better linkages and more bike parking facilities. Something like 5% of the annual capital budget as a minimum. Must be sufficient to encourage people to ride or walk.](#)

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?**

\_\_\_\_ [Looking at the list provided, we support most of them. Some involve other Council's agreement. We also believe that some will have to undergo broad consultation with](#)

stakeholders. Linking up of bike routes is very important. We will also need to consider that linkages need to be also safe and appropriate for all road users before implementation..Some roads, especially arterial roads, should not become key bike routes to reduce conflicts.

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).**

\_\_\_For some roads, we fully support this idea. With a reduced 40 kmh speed limit in the city, the impact on travel times would be minimal. However, the transfer of space should only be done for roads that ensure that safety of the cyclists and other users can be assured. Not all roads are suitable for these changes. The part of Exhibition Street between Collins St and Flinders St is very steep and can increase cycling speed heading into an intersection which can be quite dangerous. A better link would be via Spring Street which is not a high traffic road.

- 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?**

Where the outcome is a better and safer network, we support a transfer of capacity with a provision that key arterial roads should not be handled in this way. Decrease in on-street parking can possibly be replaced with affordable other on-street or off-street parking through use of the parking levy, which Council only receives a small percentage of the total collected.

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?**

At this point, we believe that 40 kmh is a proven limit in shopping strips and schools. In the CBD areas, with the high level of mix uses including trams, cyclists, pedestrians and cars, we believe that more important aspect of safety is mutual respect by all users for all other users. Education and awareness are the key tools, supported sometimes by enforcement is a better prevention approach. To reduce to 30 kmh, we prefer to see other evidence and research completed.

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?**

Support this for the scheme within the Melbourne Capital City Zone covering the CBD, Southbank and Docklands and up to the University precincts.

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?**

We believe that the Melbourne does need an east-west link for both passenger and freight movement, reducing the level of congestion and pollution through the Alexander Parade area. A tunnel would be a better option than an overpass like the Bolte Bridge approach. If possible, a rail link to Doncaster should also be implemented for commuters to travel into the city reducing city-bound commuter car traffic. Should an East-West link/tunnel be implemented, we would not support disruption of our parklands and residential amenities.

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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?**

For the Little Streets, we support more pedestrianisation to activate these streets. The concept of 2-way bike traffic will require further study and stakeholder consultation with retailers, residents, pedestrians and other users. We are not sure that our bicycle culture and pedestrian behaviour is at this stage yet. If a study shows positive results, we would be happy to support a trial implementation in one Little Street first.

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## **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)