

# ITEANZ - On Your Bike

**Melbourne Cycling: A Match Made in Heaven; so why aren't more people cycling?**

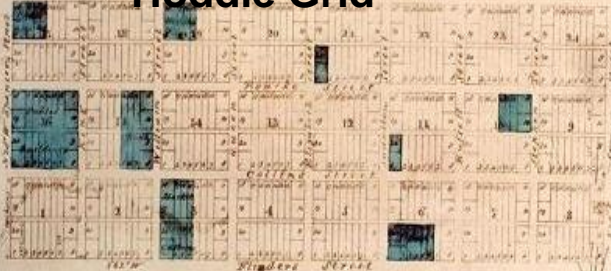
Cr Jackie Fristacky

**Councillor, City of Yarra: Australia's  
Premier Cycling City**

**Presentation: RMIT 24 July 2018**

# Why our cycle mode should be high

Hoddle Grid



- ▶ Flat, wide streets
- ▶ Mild weather
- ▶ Students, young
- ▶ Fashionable + fun
- ▶ 50% trips under 5 kms
- ▶ Congestion
- ▶ Cycle organisations
- ▶ Low cost, efficient sustainable
- ▶ \$2.68 return for every \$1



# Melbourne bike paths/cycle lanes



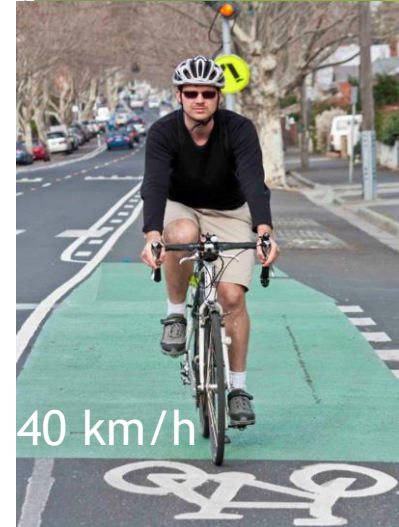
Cycle priority light  
+ signage

St Kilda Road



40 km/h

Swanston Street



40 km/h

Nicholson Street



St Kilda Road



40 km/h

Swanston Street

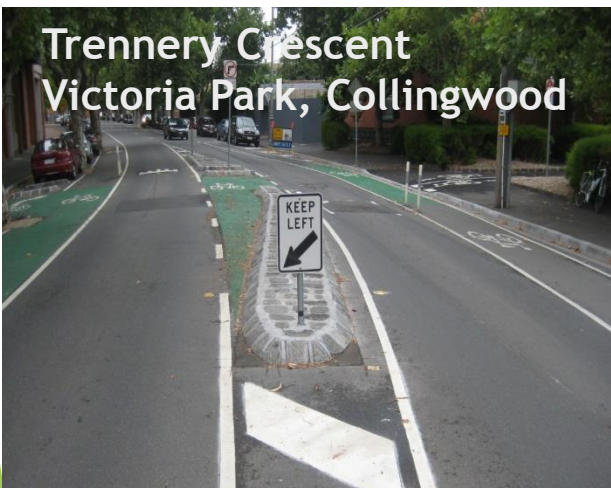


LaTrobe Street

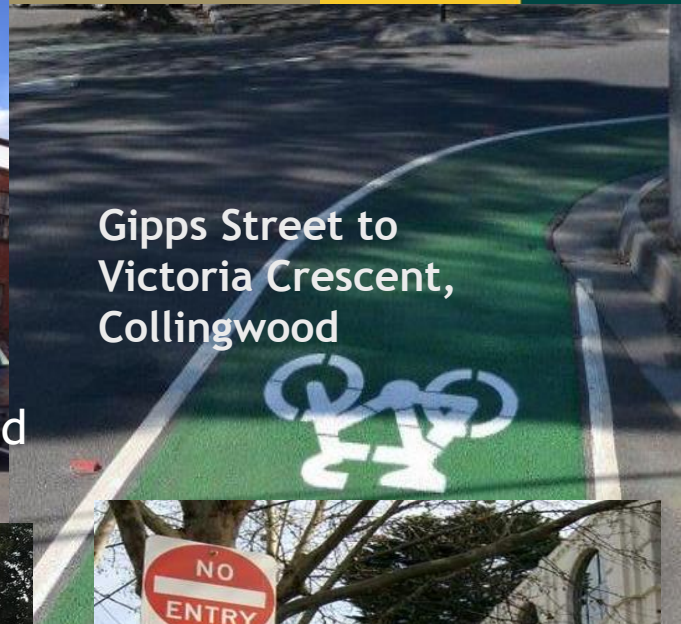


# Green paint at potential vehicle conflict points

Trennery Crescent  
Victoria Park, Collingwood



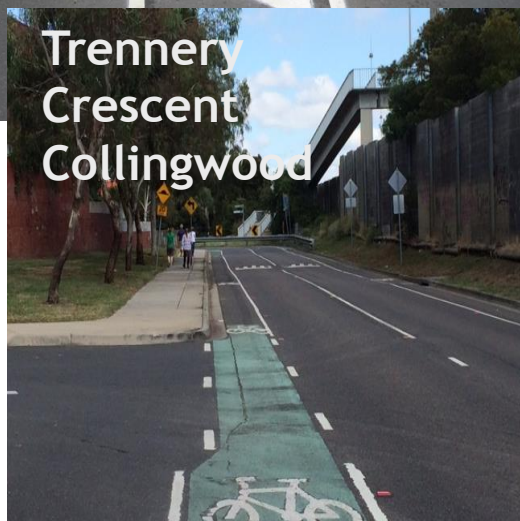
Gipps Street to  
Victoria Crescent,  
Collingwood



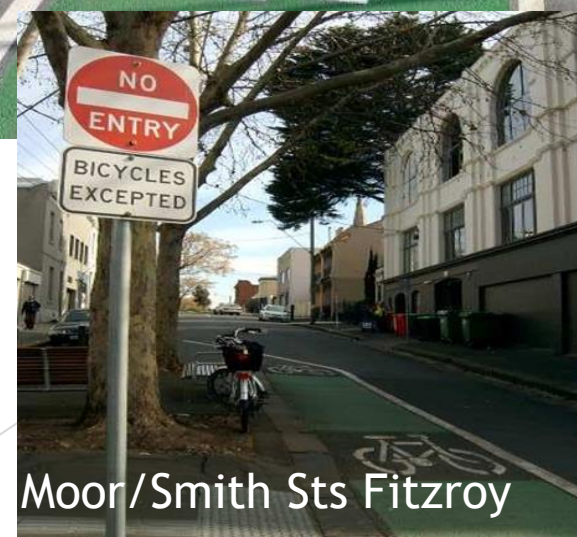
Wellington Street, Cwood  
Separated Bike Lane



Trennery Crescent  
Collingwood



Moore/Smith Sts Fitzroy





# Constrained spaces: 2 way bike lanes on one way streets



Bike Sharrows

# Off-road cycle path networks



**Main Yarra Trail**

**Former inner circle rail line**

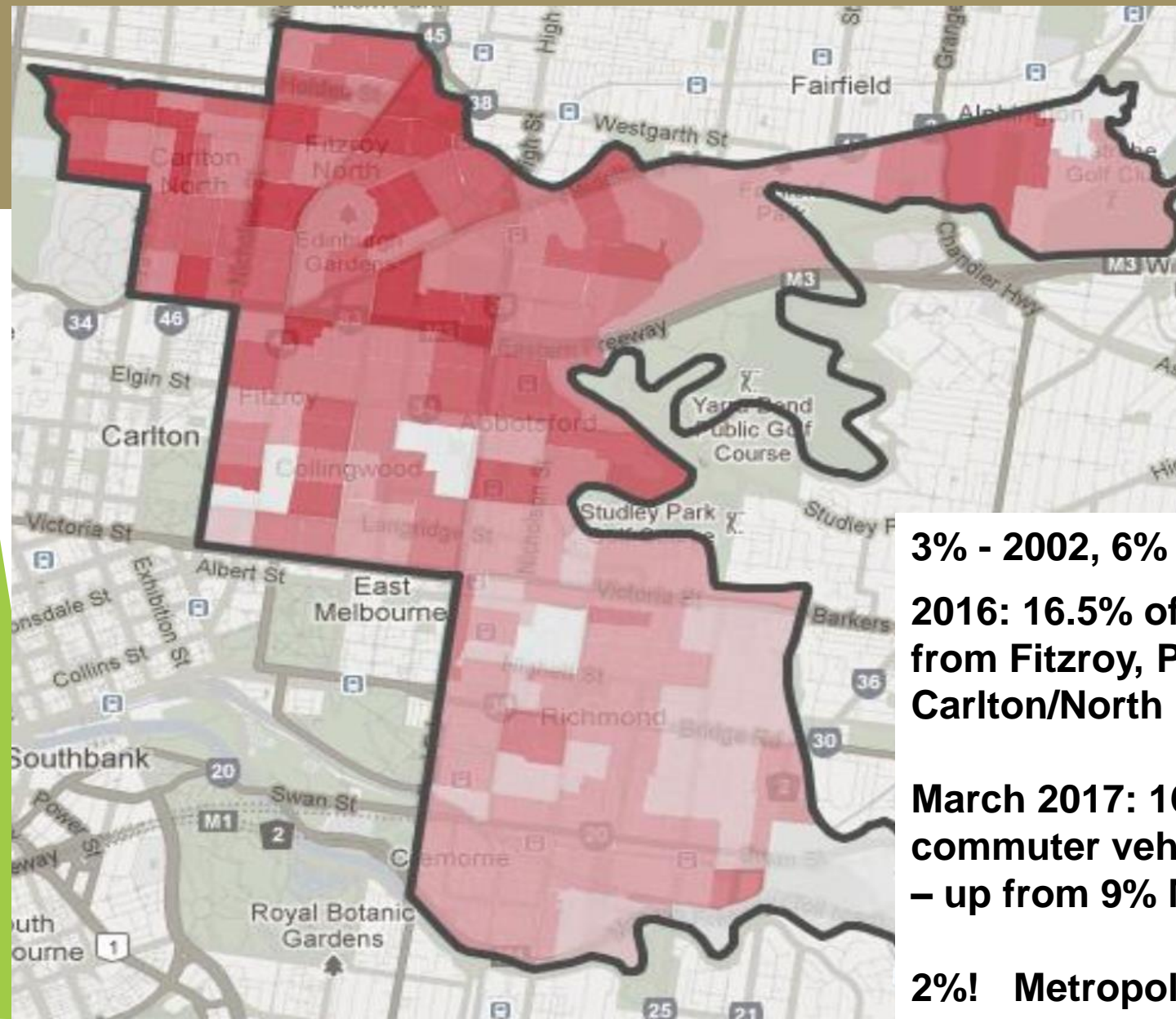


**Darebin Creek Trail**





# Census ride to work data



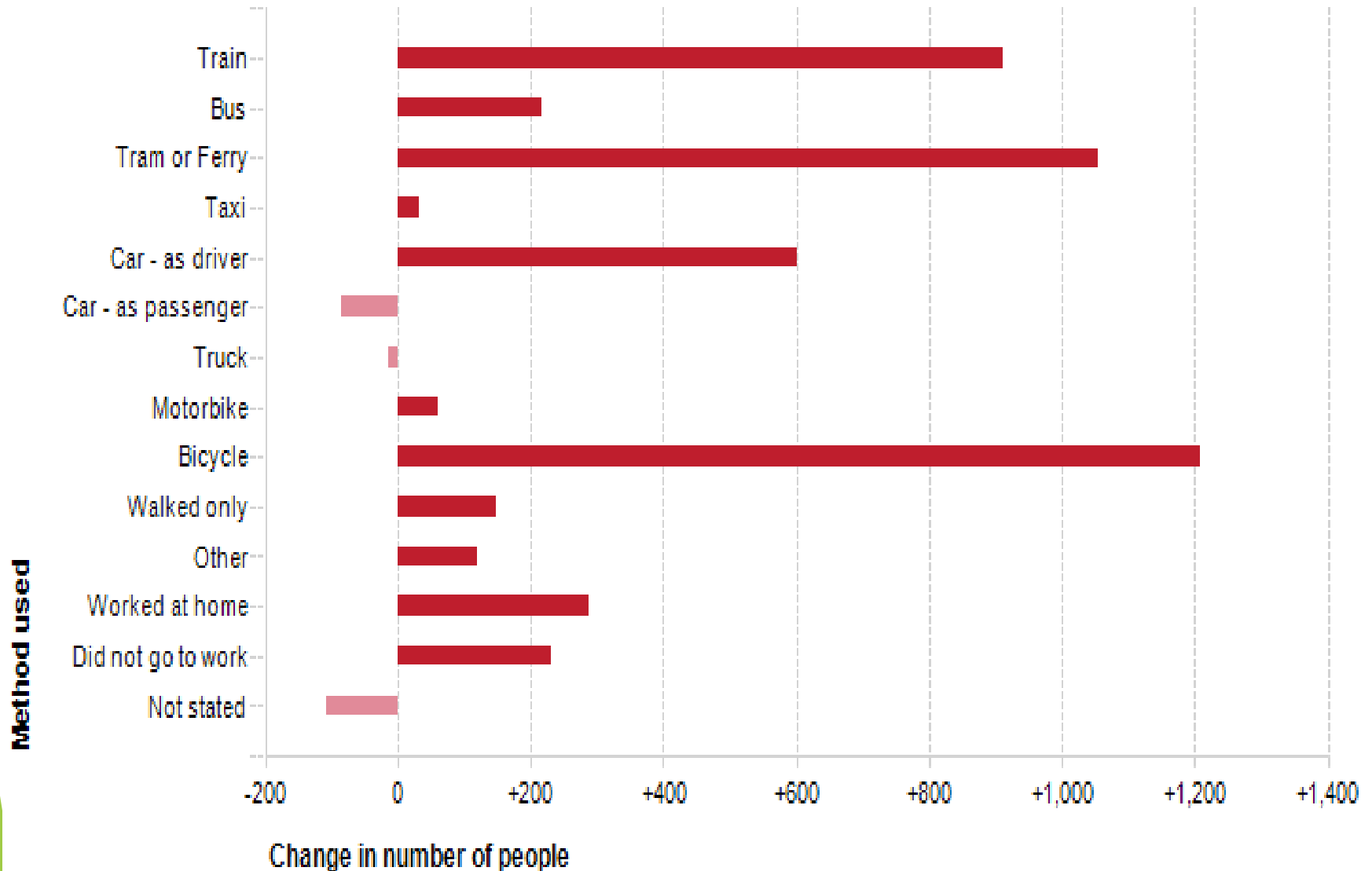
**3% - 2002, 6% - 2006, 8.5 - 2011**

**2016: 16.5% of work journeys from Fitzroy, Princes Hill, North Carlton/North Fitzroy**

**March 2017: 16% of morning peak commuter vehicles entering CBD – up from 9% March 2008**

**2%! Metropolitan Melbourne**

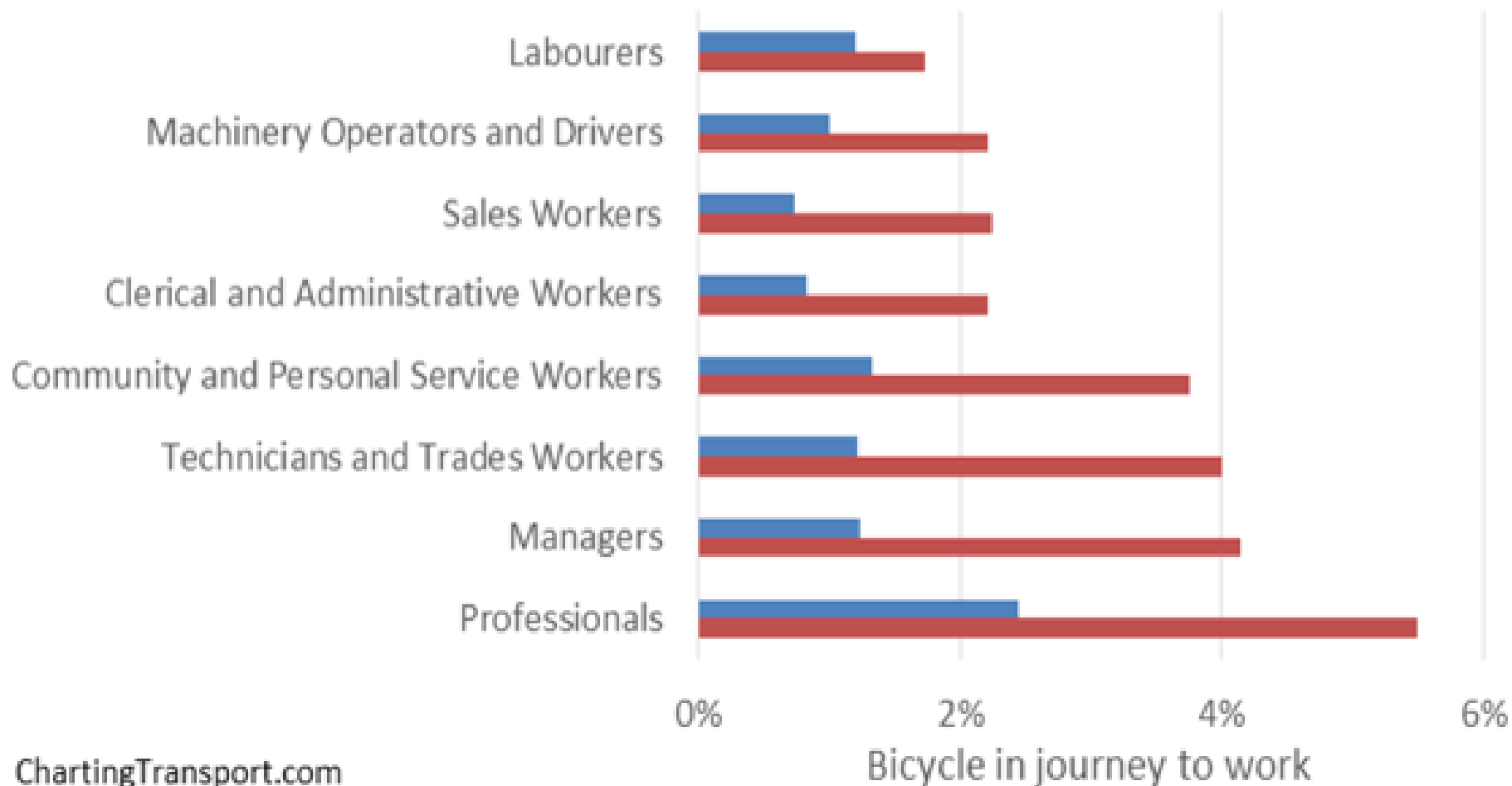
# Yarra: cycling fastest growing journey mode





# Bicycle mode share of journeys to work by profession, 2011

■ Australia ■ Employed in central melbourne



# Recent Survey findings 2018

(Independent Taverner Research of Sydneysiders)

- **72%** support separated cycleways & want bike networks built faster.
- **66%** agree bikes help cut congested roads, PT
- **60%** back bike networks even if means longer car journeys
- **50%** of non-riders would consider cycling if safe bike networks existed



# So why is cycling mode not far higher across Melbourne???

- ▶ Strategies on paper; limited Federal, State funding
- ▶ Local government funding insufficient
- ▶ Few segregated lanes or cycle connectivity
- ▶ Limited arterial intersection treatments
- ▶ Cycling catering to “strong & fearless”
- ▶ Bicycles treated as on-road vehicles - token bike paths
- ▶ Fines: eg no lights/helmet \$201; motor bike \$161
- ▶ Bike Share not embraced: MBS token
- ▶ Departure of O-bike, Ofo, Ready Go; Mobike interest?



## **Bike Crashes – the stats**

**42.8% at intersections!!**

**36.4% on roads with vehicles**

**20.9% vehicles not involved**

**Majority of CBD crashes at intersections:**

- **Collins Street**
- **LaTrobe Street**
- **Elizabeth Street at Lonsdale & Latrobe intersections**
- **Queensbury Street**

**81.4 % when fine weather**

**70.7% on flat terrain**



# Levels of Bike Strategies in Australia

- ▶ **Federal: National Cycling Strategy 2011-16**: vision: double cycling by 2016  
**Policy without funding** – largely limited to ad hoc black-spot projects
- ▶ **State** policies vary in each State:
  - **NSW** removed \$5M College St cycleway; mandatory ID cycling down 27%
    - **Sydney Draft Cycling Strategy and Action Plan 2018–2030**
  - **Victoria: Cycling Strategies 2009; 2013; 2018-2028**
    - 6 directions: improve ‘understanding’ of cycling!!! 2016
    - Active Transport Victoria -: \$115M; Limited funding, except major projects
    - Victorian Bicycle Advisory Council disbanded 2010
    - Proposals for a Bike Share Advisory Council 2017
- ▶ **Local Government**:
  - LG key source of infrastructure funding for local roads
  - Advocacy to State & Federal governments
  - Promotion: Ride 2 Work day, schools, bike parking
  - Limited funding for significant infrastructure

# Seriously supporting cycling

- ▶ Needs significant funding
- ▶ Segregated network
- ▶ Intersection treatments
- ▶ Head start signals
- ▶ Parking at rail stations
- ▶ Re-assess road rules



Netherlands Intersections



Rail station parking



Lygon Court Drummond St  
Parking for 54 bikes



Segregated bike paths