

# **Minutes**

## **City of Yarra Bicycle Advisory Committee**

14 March 2017

Collingwood Town Hall, 6.30–8.00pm

Wurundjeri Room

Attendees: Graeme Cross, Richard Young, Thijs van der Heijden, Bruce Echberg, Tim Barker, Steve Barnett, Alyson Macdonald, Troy Parsons, Simon Exon, Peter Eckersley, Marcus Coghlan, Cr Amanda Stone, Cr Jackie Fristacky, (part) Chair: Simon Exon

### **1. Acknowledgement to Country**

### **2. Dockless Share Bikes Parking Report**

Some concerns were raised about Council's response to the emergence of dockless share bikes, specifically:

- The current approach has produced clutter on local streets and a negative image of cyclists.
- There was disappointment that dedicated parking areas were not provided
- Report was been drafted by BAC which seeks to legitimise dockless bike share through the proposed provision of dedicated spaces in 12 strategic locations around the Council area. BAC members endorsed the report.

It was noted that Council is in the process of negotiation with other bike share operators. It was noted that 1 BAC member present is subscribed to O-Bike and occasionally uses a dockless share bike.

**ACTION:** Crs Stone, McEvoy and Fristacky will follow up on the endorsement with a delegates report by the end of March.

### **3. Richmond High School/Coppin Street**

Concerns were raised that Coppin Street is not part of the Bike Strategy Refresh 2016. A proposal to improve cycling would be to construct a full/semi-road closure like on Canning Street was put forward. It was noted that there is a general need to improve access by sustainable transport modes for new students to the high school in a holistic manner rather

than incrementally and ad hoc. Currently only 20% of students are dropped off by car while the remaining 80% use active transport modes to get to/from the new school. It is a State Government issue and multiple discussions have already occurred with the Department of Education about it.

There is currently a live Council Report being made on improving safety and active transport for school children which will be made public shortly. The Strategic Transport team are also currently engaging with the school on behaviour change initiatives.

#### **4. Planning Scheme Subgroup**

The success of last month's Transport Policy workshop in which the subgroup were able to achieve most of its goals was acknowledged. The results of the workshop will be reported back to BAC once revisions have been made to the planning scheme.

#### **5. Station Street Closure**

Council voted by a minor majority to divert the issue to be considered in the next LAPM so that wider impacts on traffic and local streets can be ascertained.

#### **6. Richmond Wiggle**

Concerns were raised that the completed works were unsatisfactory due to missing linemarkings and signage.

**ACTION:** Peter will follow up and do a site visit with Tim B.

#### **7. Coulsen Reserve Ramp**

The 3-metre concrete shared user path at Coulsen Reserve is now complete.

#### **8. Wellington Street Stage 2**

Tenders for the cycleway came in over the \$1 million threshold so Council requires a planning permit before construction may begin. The permit process will take at least 6 months.

#### **9. Monash University Bike Parking Pod Prototype**

Cr Fristacky and Peter were invited to inspect a new bike parking prototype developed by Monash University in collaboration with Public Transport Victoria. Feedback was given that the pod is not functional for bike riders due to the narrow width between hoops. It was also visually bulky and may impede sightlines between street users, which would make it

inappropriate for local streets. Modifications to the design would have to be made before it could be potentially trialled outside a selected train station in Council.

### **10. Super Tuesday Count**

Counts were taken on March 6 and Council is waiting for the report on the results.

### **11. Freestyle Bike Ride**

The 'Stop Fining Healthy Transport protest ride' against mandatory helmet laws will be taking place along the Capital City Trail on Saturday 17 March between 11am and 1pm. The meeting point will be at 815 Nicholson Street on the corner of Park Street in Carlton North. It is a great opportunity for bike riders to get involved. Participants have the choice to wear a bike helmet or not on the day.

It was noted that the movement has been progressing in recent times. The group has been lobbying the State Government and was also involved in a parliamentary inquiry several years ago.

### **12. Ride2School Day**

National Ride2School Day is on Friday 23 March. It was advised to contact Bicycle Network for more information on events happening at schools in the Council area.

### **13. Cycling Infrastructure**

Concerns were raised about the quality of materials used for linemarking of bike lanes, the deterioration of bike lanes outside construction sites and faded bike lanes. It was also added that there are bike lanes that end before intersections with VicRoads-owned roads. The Gipps/Hoddle Street intersection for example was left incomplete due to the recent streamlining project. It was noted that car-orientated guidelines require 3-metre car lanes at intersections with arterial roads which impede the implementation of adequate bike lanes. Council also requires the approval of VicRoads on local streets that intersect with arterial roads.

### **14. Canning Street Bike Boulevard**

Melbourne Water will be replacing a 140-year old water pipe on Nicholson Street with a new one that will run down the eastern side of Canning Street. It represents an opportunity to redesign and upgrade the cycling infrastructure on Canning Street once works are complete and the street is resheeted. A proposal was presented and discussed to convert Canning

Street into a 'Bike Boulevard' (see Annex 1). It was noted that more than 90% of bike riders travel the full length of Canning Street without turning left or right.

The proposed design included the following interventions:

- Bike lanes widened to 2.8 metres and relocated next to the tree-lined median
- Cars give way to bikes at roundabouts and all intersections which will be reinforced with signage and linemarkings
- Thru-traffic from side streets allowed
- Reconstruction of road closures
- New widened ramp on Park Street onto Capital City Trail
- New northbound crossing at Princes Street

The advantages included:

- Prioritisation of bike riders
- Bike riders would be safer due to full separation from moving and parked vehicles
- Easier left-in/left-out movements for cars
- Easier right-hand turns for bikes
- Easier car parking
- Wider swept paths for right-turning vehicles
- Deterrence of thru-traffic

The disadvantages included:

- Possible increased conflict for U-turning vehicles doing AM drop-offs at Carlton North Primary School
- Possible increased conflict with vehicles for left-in/left-out bike riders

Other proposed interventions included:

- 30 km/h speed limit
- Stop signs and linemarking to replace Give Way signs on all side streets
- Raised intersections

**ACTION:** Peter will organise a bike ride during the AM peak for interested BAC members to identify risks and opportunities for a bike boulevard.

**ANNEX 1**

