

**MAV State Council Meeting – 18 May 2018**

**Cyclist Safety**

**Submitted by:** Yarra City Council

**MOTION:**

That the MAV State Council seeks that the MAV:

- a. as regards on-road cycle lanes, pursues with the Minister for Roads, VicRoads, and Transport for Victoria Senior Management the need for substantially enhanced State funding to create segregated on-road cycle lanes commencing with strategic cycling corridors - highest risk corridors, to convert token on-road bike lanes to safe segregated bike lanes; and
- b. pursues with the Minister for Roads, VicRoads, Transport for Victoria Senior Management and other relevant transport decision makers, the need to redesign intersections used by cyclists as above to reduce uncertainty over use of road space, to reduce conflict points, between vehicles, pedestrians and cyclists, in line with VicRoads, TAC and Council road safety objectives of a zero harm approach, and accordingly progressively implement these through funding from the State budget.

**MAV Strategic Work Plan (SWP):**

**Indicate whether or not the subject matter of your motion is included in the MAV SWP 2017-19.**

Is the subject matter of this motion included in the SWP?	Yes
If yes, identify the following:	
Objective No.	2
Priority No.	P4
Item No.	1

**RATIONALE:**

The aim of the Victorian Bicycle Strategy 2018-2028 is to encourage more people to cycle for transport to work, school to public transport and around neighbourhoods by investing in safer, lower stress, better connected networks, that journey to work by bicycle in cities exceeds that of journey to work by bus, but the rate of cycling has receded in recent years, but that 40% of Victorians say they would be encouraged to cycle if the cycling network was safer and better connected providing a lower-stress experience, and the lack of protected cycle ways has been a barrier to the uptake of cycling.

Further, the key sources of accident and injury to cyclists are at intersections where on-road cycle lanes in Victoria invariably peter out so that cycle markings are non-existent leading to uncertainty and conflict at points of highest risk. There is a critical need to improve intersections through redesign for cyclists, integrating best practice from Dutch and Danish models, with line markings, green paint through intersections, visible protected spaces for cyclists including when turning, head start lighting and other measures to improve cyclist safety by reducing uncertainty, conflict and risk.

*\*Note: Motions must be submitted by **one** council but may be supported by other councils. The council submitting the motion will need to supply written confirmation from any council(s) listed as supporting the motion. All relevant background information in support of the motion should be included in the space provided for the rationale and not in attachments. **The motion and rationale should be no longer than one page.***