

## Submission – Cycling Strategy Implementation Issues

Item 3. Cycling Strategy and Action Plan 2007-2017: Implementation Update

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### Introduction & issues

BIKEast commends progress with the implementation of the Strategy and the contents and the recommendations of the Item 3. reports.

Two inter-related issues arise that need to be kept in mind and be carefully and actively addressed

1. The ambitious, but highly desirable, 10% of trips by bicycle target for 2016; with a 20% target for trips within villages
2. Correlation of Cycling Strategy and PC&TC works programs – 40km/h speed zoning

### Background & discussion

It is wonderful to see the well over 100% increase in the use of streets by cyclists along which cycleways have recently been opened – Kent & Union Streets and Bourke Road.. These are part of the regional route system.

However, a note of caution needs to be raised in use of these figures because of the low start-base. The 2011 Census figures, on which negative media sources will tend to concentrate when out in mid 2012, will not necessarily show such a glowing picture and add to criticism by those whose direct interests have been affected or are disinterested or even opposed to Council's overall objectives for changing travel patterns.

When the Strategy was being developed, it was known that raising trip share from 2% to 4 or even 5% would be relatively easy. This is why complementary actions, particularly utilising divers 'enabling factors' to mobilise peoples behaviour change is most important to achieving the 10% - 20% targets over the next 6 year period. Getting mums and dads riding with and allowing kids to ride on local access streets will be essential to even getting close to the final target points.

Very important 'enabling factors' are potentially works under various Village Pedestrian, Cycling & Traffic Calming programmes. This is where improving neighbourhood amenity and the safety of pedestrians and cyclists is the main aim. To achieve this, it is vital that the 40km/h speed zoning is fully implemented ASAP and traffic is effectively slowed down. The problem is that many longer streets within villages already subject to 40 km/h zoning have the 85<sup>th</sup> percentile speeds up around 45 – 48km/h. This is not safe, particularly where traffic may be well below 1000 vehicles per day.

Noticeably, many of the projects going to the Traffic Committee seem works easy to implement, rather than those most critical to slowing traffic and aiding crossing by pedestrians and cyclists.

This means, that the PC&TC works should be so prioritised so as to slow traffic and aid crossing at the same time. Perhaps lessons from NY may be applied where implementation difficulties arise by using low-cost paint as temporary measures to help slow traffic.

### Recommendation

Direct that PC&TC program projects give priority to works that help achieve the 40km/h speed along local access streets, where the 85<sup>th</sup> percentile speeds are currently excessively high.

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BIKEast's web page: <http://www.bikeast.org.au>