ST KILDA ROAD SEPARATED BIKE LANES

St Kilda Road is the one of the busiest bike routes in Melbourne, yet it also has the highest incidence of car door collisions in Victoria.

The safety risks of using St Kilda Road make many cyclists avoid it, despite it being the most direct and convenient route into the city.

An increase in the number and severity of collisions has prompted Port Philip Council to investigate ways of increasing the safety and desirability of bike use on St Kilda Road.

The most effective option to enhance cyclist safety along St Kilda Road is separating bike lanes from motor vehicle traffic. This option is supported by City of Port Phillip, the RACV and other stakeholders.

It is proposed 'Copenhagen Style' bike lanes be added to the outer carriageway (service lanes) along St Kilda Road. These lanes would comprise a two-metre wide bike lane separated from parked and moving car traffic by a one metre wide raised island.

Running from Linlithgow Avenue, Southbank to Carlisle Street, St Kilda (5.29 km), the introduction of these lanes will move bike riders out of the highly dangerous 'dooring' zones and significantly reduce the frequency of accidents.

IT IS VITAL THAT KEY TRANSPORT PROJECTS WITHIN PORT PHILLIP ARE SUPPORTED TO CATER FOR OUR RAPIDLY GROWING COMMUNITY.

Key facts

- St Kilda Road is a key transport corridor, managed by VicRoads, which provides a north-south connection to Melbourne's CBD.
- In Port Phillip, cyclists make approximately 659,900 trips each year along St Kilda Road. This increases to 1,219,000 trips per year on the stretch of St Kilda Road that lies within the City of Melbourne.
- Between 2008 and 2012 there were 117 bike crashes along the St Kilda Road route.
- Car doorings (accidents caused by drivers or passengers opening their car doors onto the path of oncoming bike riders) account for 39 per cent of accidents on St Kilda Road.
- St Kilda Road was the most frequent location for car doorings in inner Melbourne between 2006 and 2010.
- On an annual basis, the average number of minor injuries in City of Melbourne is 3.2 with 0.6 hospitalisations. In City of Port Phillip, the average number of minor injuries is 14.4 with 5.2 hospitalisations. The higher accident rate in the City of Port Phillip is partly due to more cars crossing into service lanes, particularly between Queens Road and Dandenong Road.
- Research into the effectiveness of separated bike lanes in New York demonstrated a 27 per cent reduction in injuries to all street users after the first year of operation and a 29 per cent increase in bike rider patronage.

How will separated bike lanes operate?

Separated bike lanes can be installed along the service lane in the location currently allocated to car parking. Car parking can be moved further into the service lane and be restricted in peak hours to allow two through lanes of traffic during this period.

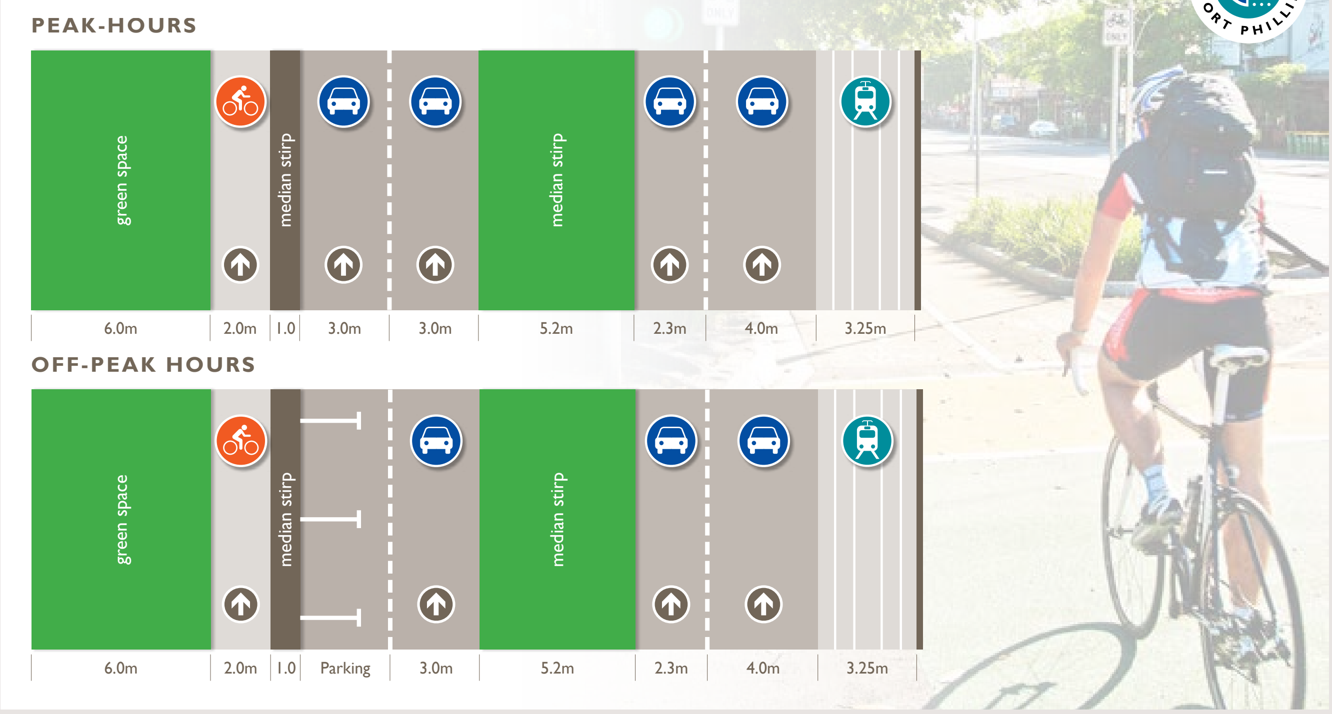
No change is required to infrastructure along the central St Kilda Road traffic lanes.

It is anticipated there will be no net reduction in vehicle capacity along St Kilda Road after the implementation of separated bike lanes. However, it is expected to significantly increase the number of cycling journeys - maximising the existing road corridor and encouraging sustainable transport choices.

The City of Port Phillip looks forward to partnering with VicRoads, Department of Planning, Transport and Local Infrastructure and City of Melbourne to do further traffic modelling to determine the optimum traffic and intersection configuration to accommodate the separated bike lanes.

PROPOSED ST KILDA ROAD LAYOUT

(Layout identical in north and south directions)



Benefits

The City of Port Phillip recently commissioned a cost benefit analysis of the 'Copenhagen Style' bike lanes. Key findings from this analysis, undertaken by independent consultants GHD, include:

- A positive benefit cost ratio - each $1 spent on the project delivers a $1.134 return. The benefit cost ratio considered travel costs or savings; savings in crash costs, health benefits from increased use of active transport; environmental benefits, vehicle operating costs, construction and operating costs, and foregone parking revenue.
- A reduction in collisions of up to 28 per cent. The annual economic value of these avoided crashes is between $1,227,219 per annum (in 2018) and $2,135,445 per annum (in 2035).
- An expected 25 per cent increase in bike riding on St Kilda Road in the first year after installation. As well as reducing congestion, this increase in bike riding contributes to a range of health benefits, estimated to be $1.05 per kilometre cycled per person.

What will it cost?

The total cost of construction is an estimated $12 million.

Ongoing maintenance costs are estimated to be around $40,000 per annum to cover the cost of repair and replacement of new signage, clearing of hazards and cleaning.

COST

$12M