

Professor Greg Bamber of Monash University on the \$12m plan for St Kilda Rd to extend the bike lanes the length of the boulevard; *go to:*

<http://www.news.com.au/national/victoria/m-plan-for-st-kilda-rd-will-extend-bike-lanes-the-length-of-the-boulevard/story-fnii5sms-1227015895556>

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Cyclists Georgie Fyfe-Jamieson, Port Phillip mayor Amanda Stevens and Greg Bamber (right) support the new bike lanes plan for St Kilda Rd Picture: Norm Oorloff *Source:* News Limited

THE Victorian Government will consider a \$12 million plan to have separated bike lanes down the entire length of St Kilda Rd.

JOHN MASANAUSKAS

MELBOURNE'S premier boulevard — St Kilda Rd — would have separated bike lanes down its entire length under a \$12 million plan by an inner-city council.

Two vehicle lanes would be lost for most of the day, but the City of Port Phillip said traffic capacity would not be affected and the project would boost safety and have big health benefits.

Under the plan, a 2m-wide Copenhagen-style bike lane would be built in each of the service roads in the space currently used for parking.

Parking would be moved to one of the vehicle lanes on each side, but the lanes would become available for traffic during peak times.

Melbourne City Council copped a backlash from motorists last year when it removed a city-bound car lane on Princes Bridge to create a dedicated bike lane. But cyclist and Monash University academic Professor Greg Bamber said action was urgently needed on St Kilda Rd to protect riders. "I cycle up here daily and I've had lots of near misses," he said.

Port Phillip Mayor and keen cyclist Amanda Stevens said there were 117 reported bike crashes along St Kilda Rd from 2008-12.

“When you are riding ... you have to be on the ball to avoid collisions,” she said.

Cr Stevens said that a cost- benefit analysis done for the council showed that dedicated bike lanes would lead to a 28 per cent reduction in collisions, representing an annual economic value of more than \$1 million.

“It also reduces congestion, it reduces the number of people catching public transport, and there are health and well- being benefits,” she said.

RACV manager of roads and traffic, Dave Jones, said he supported the concept proposed during peak periods because all traffic lanes were retained while enhancing cyclist safety. “However we believe all traffic lanes should be retained throughout the day.”

Port Phillip wants the State Government to pick up the \$12 million installation cost and \$40,000 a year in ongoing maintenance.

The bike lanes would run from Linlithgow Ave, South- bank, to Carlisle St, St Kilda.

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774 ABC Melbourne, Melbourne, Breakfast, Red Symons

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Interview with Prof Greg Bamber, Professor of Business and Economics, Monash University, regarding plans to have a dedicated bike lane throughout all of St. Kilda Road. Bamber says the 'Copenhagen' style bike lane is safer for a livable city, which Melbourne has a reputation of being. He says at the moment the bike lanes are not clearly demarcated, meaning that taxis, police cars and service vehicles will park in them, and people get knocked off their bikes and end up in the emergency department at hospital....