

6. St Kilda Rd Bicycle Lanes

The City of Port Phillip has proposed that Melbourne's grand St Kilda Road boulevard should be the next major commuter route into the city to benefit from separated bike lanes.

Council is seeking State Government funding of \$12 million to provide greater safety and comfort for bike riders, who make 1.2 million bike trips annually along St Kilda Road.

St Kilda Road is one of the widest streets in Australia and has been ear-marked for Copenhagen style-lanes for many years. Under the plan, a 2m-wide bike lane would be built in each of the service roads in the space currently used for parking. The bike lanes would run from Southbank, to Carlisle St, St Kilda.

The RACV has announced its support for the proposal. VicRoads manages the boulevard and the proposed changes are in accord with agency policy for the corridor. The Council says that traffic capacity would not be affected. Off peak there would be three lanes of traffic each way, but during peak there would be four lanes of traffic each way.

The City of Port Phillip proposal is based on a cost benefit analysis which found:

- A positive benefit cost ratio – each \$1 spent on the project would deliver 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.
- A reduction in collisions of up to 28 per cent. The annual economic value of these avoided crashes per annum is between \$1.2 million (in 2018) and \$2.1 million (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.

unChain hopes that the candidates and their parties will declare their support for the St Kilda Rd bicycle proposal.