



FAQs

Cycling Strategy Implementation Plan

1. What can the City of Stonnington do to improve cycling infrastructure on arterial roads?

Arterial roads are owned and managed by the State Government. The City of Stonnington is responsible for the operation and maintenance of local roads, and therefore, cannot implement any changes to arterial roads.

The City of Stonnington has been actively advocating for improvements to these roads, particularly the roll-out of protected bike lanes through the implementation of the Strategic Cycling Corridors.

2. What are Strategic Cycling Corridors?

Strategic Cycling Corridors ([SCCs](#)) are main routes in the cycling network, similar to how arterial roads are the main routes of the vehicular network. SCCs include the most important routes for cycling that connect to key destination of metropolitan and regional significance, including key employment areas, activity centres and railway stations.

The following roads form part of the SCCs in City of Stonnington:

- Malven Road
- Chapel Street (managed by Council between Toorak Rd and Dandenong Rd)
- Orrong Road (between Toorak Rd and Dandenong Rd)
- Glenferrie Road
- Tooronga Road
- Waverley Road
- Belgrave Road.


3. What are shimmy routes?

The City of Stonnington is committed to improving cyclist safety and encouraging more people to ride more often. We have identified a network of local streets called 'shimmy routes' to draw cyclists away from major arterial roads to local street alternatives where traffic speeds and volumes are lower and therefore safer for cycling.

The shimmy route network is being rolled out through the installation of sharrows, traffic calming devices, and supported by speed limit reductions. Sharrows have been installed in the western suburbs of Stonnington where speed limits have already been reduced and more traffic calming treatments are in place. On the eastern side of the city, we have recently applied for speed limit reduction to support installation of sharrows and we have installed sharrows where operational speeds are low. Wherever possible shimmy routes are planned where there are existing crossings of arterial roads or where Council is actively advocating for new crossings.

4. What are sharrows?

Sharrows (share + arrow) or share lane markings are used to reinforce a local, low traffic road as a shared space for cyclists and motorists and are often used on streets where there is not enough room for a dedicated bike lane. Sharrows can also highlight to cyclists where they should ride away from parked vehicles to avoid dooring accidents and serve as a reminder to motorists and cyclists that this is a shared space.



In accordance with the [guidelines](#) provided by the Victorian Government, the City of Stonnington installs sharrows on streets that have low operating speeds and have existing traffic calming devices. These have no impact to on-street parking.

5. What is the City of Stonnington’s plan to address the safety issue in Chapel Street?

The Chapel Street corridor has the highest crash rate in Stonnington, particularly fatal and serious injury crashes in the Council-managed section between Toorak Road and Commercial Road. Chapel Street is a priority project in the Cycling Strategy Implementation Plan which outlines the preferred treatment is removal of on-street parking to provide space to install a protected kerbside bike lane on each side of the road to address the identified risk factor of car-dooring. This proposed treatment also provides potential for wider footpaths. As the Chapel Street Transformation Project is currently underway, any changes will be more fully explored and implemented as part of that project.

6. Is there any a plan in place to reduce car dooring incidents involving cyclists?

Car dooring involves a person riding a bike colliding with an open door of a vehicle. Most dooring incidents occur in arterial roads managed by the State Government and the Council-managed section of Chapel Street. The City of Stonnington has been strongly advocating for the State Government to implement the [SCCs](#) which will provide protected cycling infrastructure to improve cyclist safety and the preferred treatment for Chapel Street addresses car-dooring.

On local streets, the City of Stonnington installs sharrows or shared pavement marking treatments which guide cyclists away from parked vehicles to avoid dooring accidents, in accordance with the Victorian Government’s [Guidance on Treating Bicycle Car Dooring Collisions](#). Stonnington’s Active Travel Behaviour Change Program also plans for the design and delivery of a road safety behaviour change campaign targeting car drivers on Chapel Street to reduce incidents of car dooring of bike riders.

7. What is the City of Stonnington’s plan to address significant barriers along the borders of Stonnington, i.e., Dandenong Road and Punt Road?

City of Stonnington is proposing a new connection across Punt Road at Fawkner Street linking to Pasley St North by amending the existing signalised intersection. There are also opportunities to better promote the existing signalised intersection at Union Street which provides cyclist only access through to St Kilda Road and the connection across Dandenong Road via Bruce Street. We have also been working with neighbouring local government areas to improve walking and cycling links to and from Stonnington. Council continues to advocate to the State Government to addressing missing crossings and the lack of safe cycling infrastructure on arterial roads.

8. The report claims that replacing parking with bicycle lanes on Chapel Street provides the highest benefit to cost outcomes. Is there any evidence supporting this claim?

The multi-criteria analysis used to prioritise projects considered improvements in safety, mode-shift, inclusivity and placemaking compared to capital costs and impacts to parking, waste collection, and traffic flows. The assessment found that the benefits outweighed the costs and impacts in the case of Chapel Street, which was also the number one ranked project. There are also other benefits not specifically considered including improved health and wellbeing and reduced air pollution and carbon emissions as more people are able to safely ride and there are fewer vehicle kilometres being driven.

Local studies of other Melbourne suburbs such as Carlton (Lee and March, 2010) found considerable economic benefits to supporting shoppers to ride as opposed to driving. In this study it was found that each square metre allocated to bike parking generated \$31 per hour, compared to \$6 generated for a car parking space. In Stonnington, surveys in 2022 for the Place-led Economic Development Strategy found walking was the most common way people access all our activity centres and that visitors who walk and ride spend more than those who drive.



9. Why will the implementation plan deliver low-ranked projects in FY2023/24?

Delivery of projects is staged over the five-year period with consideration to budget allocation and preparatory works that need to be completed prior to construction. Projects to be delivered in FY2023/24 are already in the advanced design stage due to work undertaken in previous financial years.

10. What is the City of Stonnington's plan in terms of speed limit reduction?

Reducing speed limit is relevant to cyclist safety but is a core action of Stonnington's Road Safety Strategy. We have successfully implemented permanent 40 km per hour speed zones in the western side of Stonnington, and we have requested approval from the State Government to implement the same in several other precincts. Once Stonnington receives approval, these will be delivered through the installation of signage and traffic calming devices.

11. Has the City of Stonnington investigated potential sites for protected intersection designs or protected roundabout treatments similar to other local government areas?

These treatments require a considerable amount of road space that Stonnington's local road network does not have. These are better implemented at arterial roads intersections which are managed by the State Government.