

Submission form: Victoria's draft 30-year infrastructure strategy

Your details

Name:	
Organisation (if applicable):	Streets People Love
Position (if applicable):	
Email:	
Phone:	

About you

Please tell us which best describes you:

☐ Victorian resident

☐ Victorian business owner/operator

☐ Industry professional

☒ Community organisation representative

☐ Local government representative

☐ State government representative

☐ Researcher

☐ Other (please specify): Click or tap here to enter text.

Your focus areas

Select the topics or regions you are providing feedback on (select all that apply):

Topics	Regions
☐ Across sectors	☐ Regional Victoria
☐ Circular economy	☐ Urban growth areas
☐ Cities	☐ Melbourne
☐ Climate change	
☐ Community infrastructure	
☐ Education	
☐ Energy	
☐ Freight	
☐ Health	
☐ Housing	
☐ Infrastructure for Victoria's First Peoples	
☒ Transport	
☐ Water	

Your feedback

Add as many sections as you need to provide all your feedback in this submission.

Topic/area:	Make local streets safer for children and communities
Recommendation name:	Reduce speed limits to 30km/h on local streets, starting in places that children often visit including around schools, playgrounds, childcare centres and kindergartens.
Recommendation number:	14
1. Do you support this topic or recommendation ?	☒ Yes ☐ No ☐ In part
2. Tell us why	Streets People Love is a campaign supporting and promoting the efforts of local, state and federal government to create safe and pleasant streets for people to live, work, play and move in. See this link for a list of members: Campaign members – Streets People Love Streets People Love comprises a range of community-based walking, bike riding, disability and public transport advocacy organisations who are seeking safe and pleasant streets that enable people to live fulfilling lives while safely moving through their local communities. These streets have wide footpaths, trees, traffic calming, safe routes for people on bicycles, scooters and other mobility devices and 30 km/h zones. They enable all residents to be a part of their local community, to allow their kids to walk or ride to school, to access local services and safely get to where they need to go.
3. Share any supporting evidence or examples	See below
4. Include proposed changes and improvements	This recommendation could be improved if it recommended that the Victorian Government immediately shifted all suburban streets to 30km/hr with changes applying to streets with current speed limits of 50km/h or less. We note that the shift to lower speeds can't just be speed limit signs as these are very ineffectual and needs to ensure that there is a road design response and therefore accompanying funding. See: https://www.youtube.com/watch?v=H76cNOuP22w&list=PL4ZJBLI7Y9Vo-ogDOzMgLk1RxAphs0Yv&index=3 Further, we highlight present strategic recommendations to improve cycling and micromobility planning in <i>Austrroads Guide to Traffic Management (AGTM) (Austrroads 2020a) - Research Report AP-R724-25</i>. These recommendations encompass key additions and changes to the guidance in the AGTM, as well as recommendations for future updates to Austrroads Guide to Road Design (AGRD) (Austrroads 2023). This report is the final output for the Austrroads project NEG6385 Guidance for Cycling and Micromobility Planning.

	We note that this change would see changes to allow 30 km/h speed zones when councils want to implement them in activity centres, around schools or local neighbourhoods which we support. Currently, 30 km/h is not a speed limit option that is contemplated by the Speed Zoning Policy, even though the Government Road Safety Partners (TAC, Police, and Departments of Justice, Health and Transport and Planning) agree that 30km/h is the best speed limit when vehicles mix with walkers and bike riders. A change in policy to let councils deliver safer speeds for their communities is long overdue. We would also suggest that there be a broader review whether existing speed limits are appropriate, including arterial roads speed limits and the default urban speed limit of 50 km/h.
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Topic/area:	Build safe cycling networks in Melbourne and regional cities
Recommendation name:	Continue building protected and connected cycle corridors across Victoria. Publish updates to the strategic cycling corridor network.
Recommendation number:	15
5. Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
6. Tell us why	Streets People Love is a campaign supporting and promoting the efforts of local, state and federal government to create safe and pleasant streets for people to live, work, play and move in. See this link for a list of members: Campaign members – Streets People Love Streets People Love comprises a range of community-based walking, bike riding, disability and public transport advocacy organisations who are seeking safe and pleasant streets that enable people to live fulfilling lives while safely moving through their local communities. These streets have wide footpaths, trees, traffic calming, safe routes for people on bicycles, scooters and other mobility devices and 30 km/h zones. They enable all residents to be a part of their local community, to allow their kids to walk or ride to school, to access local services and safely get to where they need to go.
7. Share any supporting evidence or examples	The Port Philip BUG published this article in their newsletter: Strategic Cycling Corridors: when will these be fit for purpose? — Port Phillip BUG it highlights that the conditions of the SCCs are currently massively unfit for purpose, and there is no plan for systemically upgrading the infrastructure.
8. Include proposed changes and improvements	The report should include the following additional recommendations: 1. The recommendation needs to contain a requirement for the Victorian Government to set targets for both design and construction of the Strategic Cycling Corridor.

	2. Construction needs to adhere to design standards that provide for separated bike lanes and are rolled out across the network to ensure a consistent design standard. 3. Wayfinding must be included throughout the corridor indicating routes and connections 4. The Strategic Cycling Corridor needs to be incorporated into the State Planning Provisions - in the <i>Environment and Planning Act</i>. To ensure that is incorporated in to land use change/development 5. Funding must be in place for at least four yearly periods - provided by the Victorian Government - i.e. should not rely on local government to fund. So that the network can be effectively rolled out – even though most road are local roads. 6. The SCC must be delivered in partnership with local governments, as half of all bike trips are under 4.2km and 25% of trips are under 1.6km (commuting trips are on average much longer), with most of these on local roads. See: https://usa.streetsblog.org/2014/09/10/build-it-for-isabella-putting-a-face-on-why-people-hesitate-to-bike 7. The strategy very briefly acknowledges the above point (local gov and local roads) on page 58 with: "To increase the benefits from this draft recommendation, Victorian and Australian governments can also give grants to councils to build safe cycling paths between local destinations and the new cycling corridors. These grants are not included in our cost estimate"
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More feedback (optional)

Tell us about infrastructure challenges, gaps or opportunities not covered by the draft strategy. This can include things you think we should add to an existing recommendation, or suggestions for a new recommendation.

Please provide evidence for your suggestions. This can include data, specific examples, cost benefit analyses, surveys, or program evaluations. Also, explain how your suggestions align with the objectives of our draft strategy (see page 11 of the draft strategy).

Suggestions for new recommendations should point towards infrastructure opportunities that can deliver long-term benefits for Victorians. They should also be areas where the Victorian Government has a leading role.

Click or tap here to enter text.

