Conclusions

• What do you want Australian cities to look like in 2060?
• Transport is a *Gas*, not a *Liquid*
• ‘*Doing more with less*’
• ‘Solving congestion’ is not possible and we should stop trying to do the impossible
• People don’t make transport decisions in isolation
• Cars are big, and big things don’t fit in small spaces
• Road space allocation towards cycling, from cars is inevitable
Fun facts

• Cars 2\textsuperscript{nd} most expensive item most people will ever buy
• Sit idle 96\% of time
• 1 car needs 4 – 8 spaces across the city
• Peak hour occupancy = 1.1 people per vehicle
• 40\% of car parking space in new residential developments sits empty
Road deaths

- Pedestrians: 18 (50%) increase from 2018 to 2019
- Cyclists: 7 (250%) increase from 2018 to 2019
- Motorcycles: 17 (71%) increase from 2018 to 2019
- Cars: 29 (46%) increase from 2018 to 2019

Source: TAC
Melbourne at 8 million by 2051

If it doesn’t scale, it doesn’t matter
If you want to make enemies, try to change something

- Woodrow Wilson
High Street Greenway
Trams 28% quicker
9,600 people per hour

↑ reliability
↓ frustration

↑ cycling
↑ safety
How local traders thought people travelled to High Street, Croxton

How people actually travelled to High Street, Croxton
Cycle Planning
The Dutch cycle a lot

Australia's here
Near market research results

Mid-block lane:
- Protected: 83% confident
- Painted lane: 22% confident

At intersection:
- Protected: 73% confident
- Unprotected: 16% confident

Source: City of Melbourne, 2019
The best bicycle plan is a car management plan + A land use management plan
Principles of Network Design

1. Cohesion
2. Directness
3. Safety
4. Comfort
5. Attractiveness
In Practice

• If cars and bikes have to mix – 30km/h max
• Above 30km/h – separate infrastructure
• Vehicle movements within cities are restricted and bicycle movements prioritised
• ~30% of households are in 15km/h streets
• When conflicts exist, Dutch planners don’t remove the conflict, but redesign to make the negotiation safe.
People do not make transport decisions in isolation
Bike Use Propensity Index
Objective

To provide a spatial tool to understand where latent demand for cycling is highest
Methodology

1. Residential population density, measured as people per hectare
2. Employment density measured as number of people working per hectare.
3. Density of young adults measured as number of people working per hectare.
4. Low motor vehicle ownership measured as number of households with zero or one cars per hectare.
5. Bicycle use - origin measured as number of people riding to work per hectare.
6. Bicycle use – destination measured as number of people riding to work per hectare.
7. Short car trips– destination measured as number of people driving to work between 0 and 7 km per hectare.
Conclusions

• What do you want your city to look like in 50 years?
• Einstein’s definition of insanity…
• A former PM once said…
• We need a Transport Strategy
• We need to make tough, evidence based decisions
• Density, speed, vehicle access restrictions, parking policy and bicycle infrastructure
• The best time to start was 20 years ago
Thanks

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