

Cycling in our City Engagement Summary



Executive Summary

In August 2022, Council invited the community to provide feedback on Maribyrnong's cycling network and share their aspirations for its future. Feedback was collected via hard copy post-card and on-line questionnaire and an interactive map which allowed community members to drop a pin at a specific location and leave a comment.

Across the survey, postcards and social map tool, a total of 1,181 contributions were made, including 752 contributions via the survey/ questionnaire, over half of which were hard copy postcards, reinforcing the value our community places in this engagement tool. A further 429 comments were made on the social pin-point map.

Of the survey responses where demographics were collected, approximately two-thirds identified as existing cyclists and the remaining third as non-cyclists. A significant number of respondents (21%) identified as living outside of Maribyrnong.

For the non-cyclists, the most common reason for not cycling was around perceptions of safety, and a preference for other modes of transport such as walking or driving. When asked what would encourage respondents to either get on a bike or ride more frequently, they answered: protected bike lanes – and more of them.

In terms of both safety and connectivity, the cycling network averaged a rating of four out of 10.

This low rating was highlighted via the 'social map' tool where the vast majority of pins dropped on locations in Footscray (Hopkins and Barkly Street), Yarraville (Francis Street and Williamstown Road) and West Footscray (Barkly Street and Somerville Road) - noting similar feedback was received during specific engagements, including the Barkly Streetscape Project.

This suggests respondents may be seeking network improvements to these areas and largely find cycling in these suburbs not as safe or connected as they would like.

Common criticisms for the current network included the lack of safe north-south or east-west connections, bike paths or routes ending abruptly, and the lack of protection between high-speed vehicles, particularly trucks. This contributes to cyclists taking alternate routes they consider safer, though far less efficient, making the journey longer than necessary.

Cycling to different suburb centres – including Footscray, Yarraville, Seddon and West Footscray – is considered challenging for many respondents with no direct or well-connected route a popular comment 23% (62). It was noted while off-road cycling paths were good in some areas, they did not connect to other off-road paths, forcing cyclists to traverse through or over busy main roads without protection.

Examples of arterial roads and major connections where the lack of protected bike lanes is evident were highlighted and included Hopkins Street, Ballarat Road, Sunshine Road, Francis Street and Williamstown Road. This meant longer rides for some – who noted they would tend to ride an additional 10-15 minutes to avoid major roads and stay in areas they identified as safer for cycling.

Many took the opportunity to share their disappointment with the current cycling network – with some respondents describing it as a piecemeal collection of slow-moving projects that appeared under-funded, lacking strategic vision and commitment to support genuine cyclist safety. Others

commented the lack of protected bike lanes meant it was hard for those new to cycling who did not have sufficient places to safely learn.

A key observation was that to have a 'network' for cycling inherently required connectivity – of which Maribyrnong was significantly lacking.

Despite the critical feedback, some respondents were optimistic and provided encouraging commentary, complementing the Maribyrnong River trail, the proximity to the City and acknowledging the challenge Council faces in retrofitting bike paths in a car-centric municipality.

Many shared their vision for a future that was safer for cyclists, a future with reduced traffic and air pollution, and one that helped improve the health and wellbeing of the community and environment alike.

Over 90% of survey respondents also indicated they would support Council doing more to encourage cycling, the clear preference again being for protected bike lanes over painted, even if some residential parking was removed to achieve this objective.

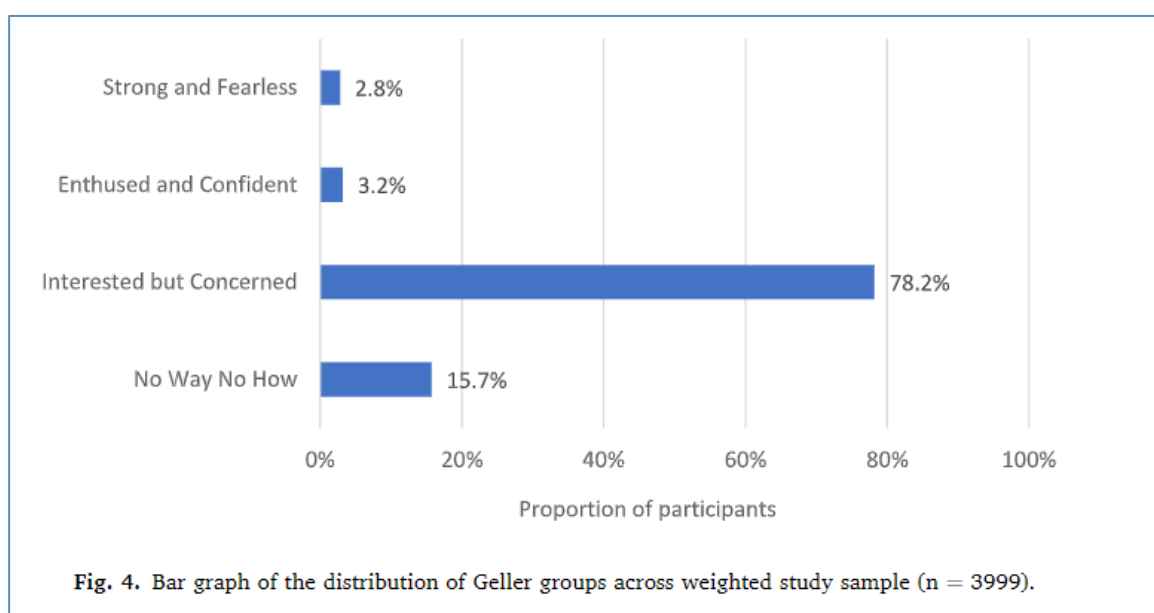
Aside from infrastructure, an education campaign was also suggested to bring together drivers and cyclists to support safer roads and healthier communities.

“Encourage/ educate a mentality of belonging/sharing/ togetherness instead of an us vs them between cyclists and drivers. We're all in this together, to make roads safer, communities healthier, better environment.”

The comprehensive data set provides a strong evidence base providing Council with contemporary evidence that can be used in rationalising future cycling projects.

Research

A Footscray and Monash University Researcher, Lauren Pearson, published research in January 2023 that more than three quarters of the 4,000 respondents are interested in riding a bike, or riding a bike more often - if they felt safer, which is far higher than previously thought¹.



¹ The potential for bike riding across entire cities: Quantifying spatial variation in interest in bike riding
<https://www.sciencedirect.com/science/article/pii/S2214140521003200>

Most (57%) owned a bike but only 20% rode at least once a week. Frequency was lower among women, despite interest being high and comparable to men. Lower income respondents rode four or more times a week for transport purposes.

Results showed potential for substantial increases in cycling participation, especially where high quality infrastructure is provided, and where there is greater connectivity between existing paths. It was also recognised further research is required to understand the policy and practice barriers to equitable provision of protected infrastructure.

Background:

Each year, Council progresses a number of projects to improve the safety and connectivity of Maribyrnong's cycling network, in line with its Bicycle Strategy 2020-2030. This is to encourage more people to ride bikes as Maribyrnong's transport system faces increasing pressure from population growth.

There is currently only minimal data on community aspirations and values regarding cycling - with some feedback from the engagement on the Strategy itself, three years ago now - and some associated feedback from engagement on other projects (Visioning Seddon, Barkly Street).

The only specific feedback comes from only on two questions in the Annual Survey which measures satisfaction only². (It should also be noted that satisfaction with cycle paths has only been separated out from pedestrian paths for the past two surveys so the data sets do not yet provide value).

Given this, this engagement was designed to gather a more qualitative current data set to support the continued roll out of cycling projects.

Engagement:

The Cycling in our City engagement included digital ran over an eight-week period (11 August to 2 October 2022) encompassing the whole of the municipality.

Every household was sent a postcard via the Spring Edition of Council's quarterly newsletter, Maribyrnong Messenger, inviting their participation. Opportunity was also via the Your City Your Voice digital platform for the same questions to be answered digitally, with an option also for more detailed commentary for hard copy and virtual users.

Visitors to the platform could also provide feedback via a social pinpoint map where users could drop a pin and leave a comment.

Council also attended a one-hour session at the Footscray High School (Kinear Campus), at the school's request, to discuss issues and opportunities with senior students who currently ride their bikes or would like to.

Engagement was further promoted by the erection of 47 x A2 corflute posters at key cycling routes/intersections throughout the municipality (see *Appendix 1*) and supported by a range of internal and external communications tools.

Table 1: External communications support for engagement

²"On a scale of 0 (lowest) to 10 (highest), please rate the importance to the community, and your personal level of satisfaction with each of the following:

- **Importance** of on and off road bike paths
- **Satisfaction** with on and off road bike paths

Type	Platform	Dates	Target	Reach
Print	Postcard	15 Aug	All households	38,000
Native post	Facebook	21 Aug	Global	3,150
	Facebook	25 Sep	Global	4,806
Digital News	Star Weekly Councillor's Column Cr Thomas	21 Aug	Global	76,000
Print news	Maribyrnong Messenger	Spring edition	Global	38,000 households
	Star Weekly's Councillor's Column Cr Thomas	21 Aug	Households in City of Maribyrnong and Hobson's Bay	52,700
Blog	Council website	28 Sep	823 Subscribers	
Flyer (digital)	Email	15 Sep	Bicycle Network, Bike West and Community Bike Hub	Unknown
Corflute	47 corflutes erected	26 Aug	Viewers - mostly cyclists	700 QR codes scanned
Face-to-face	Footscray High School (Kinear Campus)	13 Sep	Students	20 attendees (TRIM 22/208503)

Methodology:

Engagement began 11 August with the distribution of the postcard survey inside the Spring edition of Maribyrnong Messenger, which would be sent back 'postage free' (*See Appendix 2*).

The postcard contained four questions, which were also replicated in the online survey. To minimised duplication, respondents who advised at the first question that they had responded in hardcopy, were only asked questions that had not appeared in the postcard.

The YCYV project page provided in-depth information about Council's existing projects relating to cycling, key documents (such as the Maribyrnong Bicycle Strategy) and explanatory text to contextualise the reasons for engaging. This page will be appropriately updated for this project and to support additional cycling projects long-term.

The primary engagement tool promoted on the digital portal was the social pin point map which supports the creation on customised maps to collect location-based feedback from participants. For this project, users were able to drop a pin on cycling paths/connections anywhere on a map of the municipality and leave a comment based on the following categories: 'safe', 'unsafe', 'connected', 'disconnected' or 'bike parking'. Users could also attach an image of the location, and other participants could react to any of the public posts by 'up-voting' or 'down-voting' comments (*See Appendix 3*).

A number of posts were moderated, including four in relation to locations where fatalities had occurred to ensure other participants were not potentially impacted by the content. The poster was notified of the reasons for removal.

All returned postcards were entered manually into the online digital portal so the data could be considered in its totality which also accounts for the large number of 'skipped' questions, noting the postcard survey had fewer questions in totality than the digital survey.

Response:

Across the survey, postcards and social map tool, there were a total of 1,181 contributions comprising:

- 752 surveys - 427 hard-copy postcards and 314 on-line questionnaires
- 11 contributions made via postcard with additional feedback online
- 429 comments on the social map tool (1,262 votes)

This represents a statistically significant data set to help guide Council decision-making for future cycling and active transport projects.

The project page was visited 2,038 times by 1,357 unique visitors, gaining a total of 81 followers. Nearly one in five visitors provided feedback (21%), while nearly half actively engaged with the content³ (48%) and interacted with the material provided⁴ (44%). All of these figures are above average as per the platforms metrics. The Maribyrnong Bicycle Strategy was the most downloaded document (59) followed by the Travelsmart Map (40).

Nearly half of the referrals to the project page were via direct link (43%), followed by social media (37%) website (13%) and search engine (8%). This indicates the communication tools deployed were successful in encouraging participation.

Results:

Face-to-Face

The students identified streets they considered unsafe or disconnected that did not support their cycling journeys to their school. This included Gordon Street, Droop Street, Farnsworth Avenue, Hocking Street, Victoria Street, Somerville Road, Roberts Street and Barkly Street.

They complemented Hyde Street as being safe to ride on, noting there is a temporary separated bike lane installed along its length. They shared their reasons for riding along specific routes – the majority because it was the quickest, if not, in their mind, the safest. Summary notes from this engagement can be found on TRIM: 22/208503.

Survey

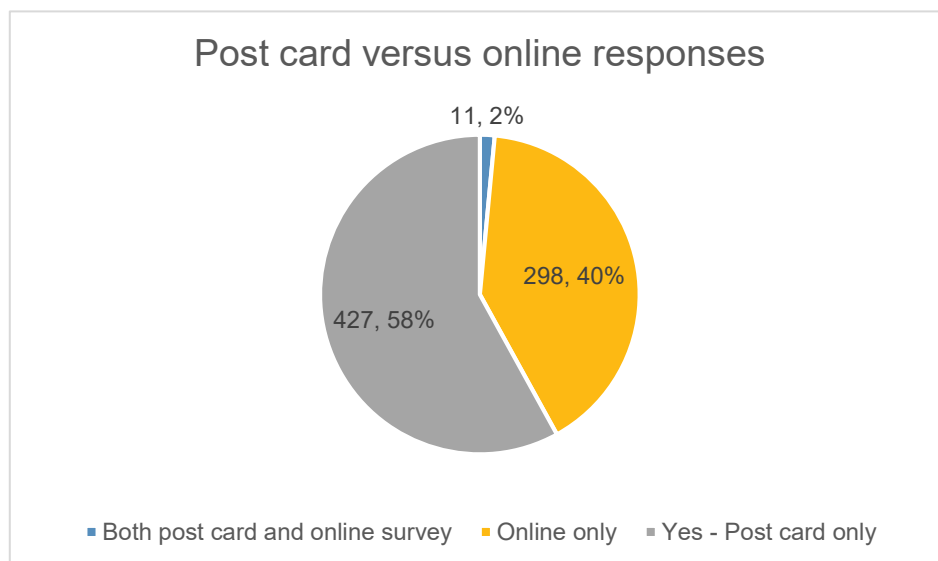
Question 1: Have you filled out the postcard survey?

Answered:	736 (98%)
Skipped:	16

This question was designed to minimise duplication by those who had already responded via hard copy postcard. It is not material to the analysis.

³ Attention is measured by the amount of active time a user spends on a project

⁴ Action is measured by the level of interaction users have with the project (e.g. downloading a document, expanding a button)

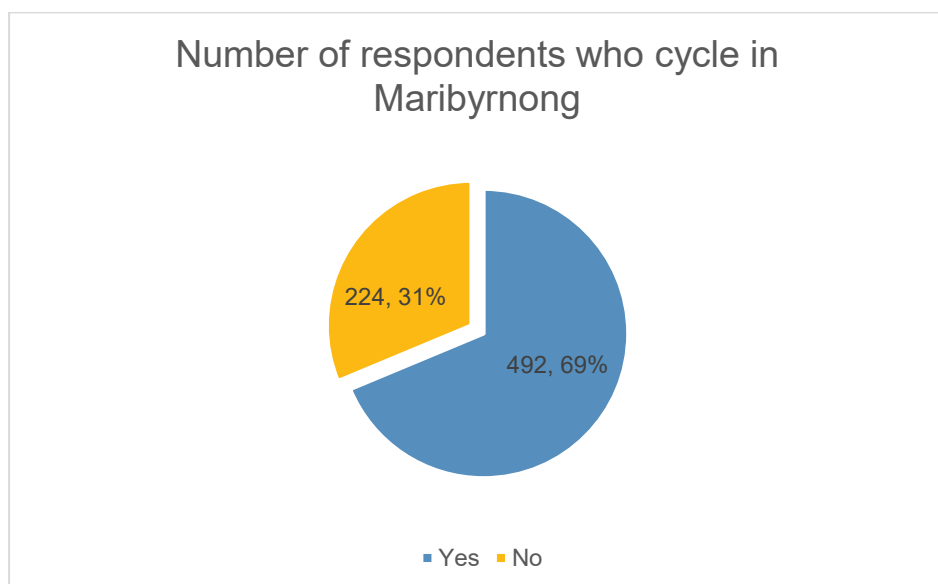


Note: Questions 2, 3, 4 and 5 were replicated on both hard copy and online surveys)

Q2: Do you currently cycle around Maribyrnong?

Answered:	716 (95%)
Skipped:	36

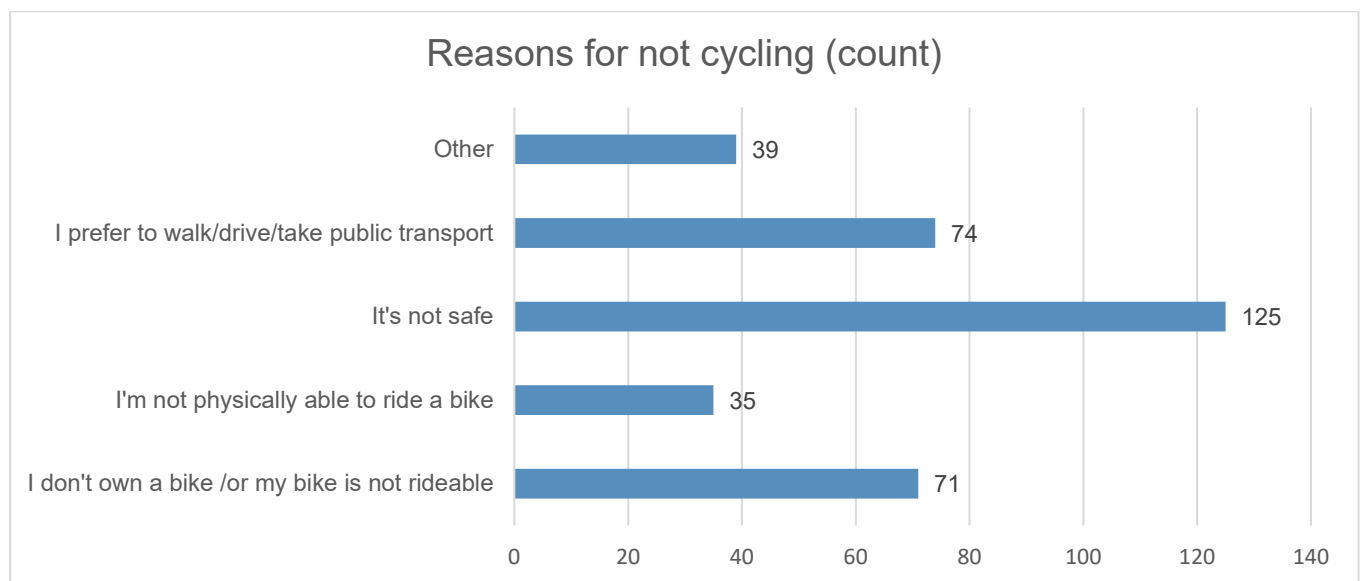
More than two-thirds of respondents 69% (492) indicated they currently cycle around Maribyrnong in some form, with the remaining 31% (224) indicating they do not cycle at all.



Q3: If no, why is that?

Answered:	230 (31%)
Skipped:	522

Of those who don't currently cycle, the primary reason was safety 54% (125), followed by a preference for other modes of transport 32% (74), just ahead of not owning a bike 31% (71).

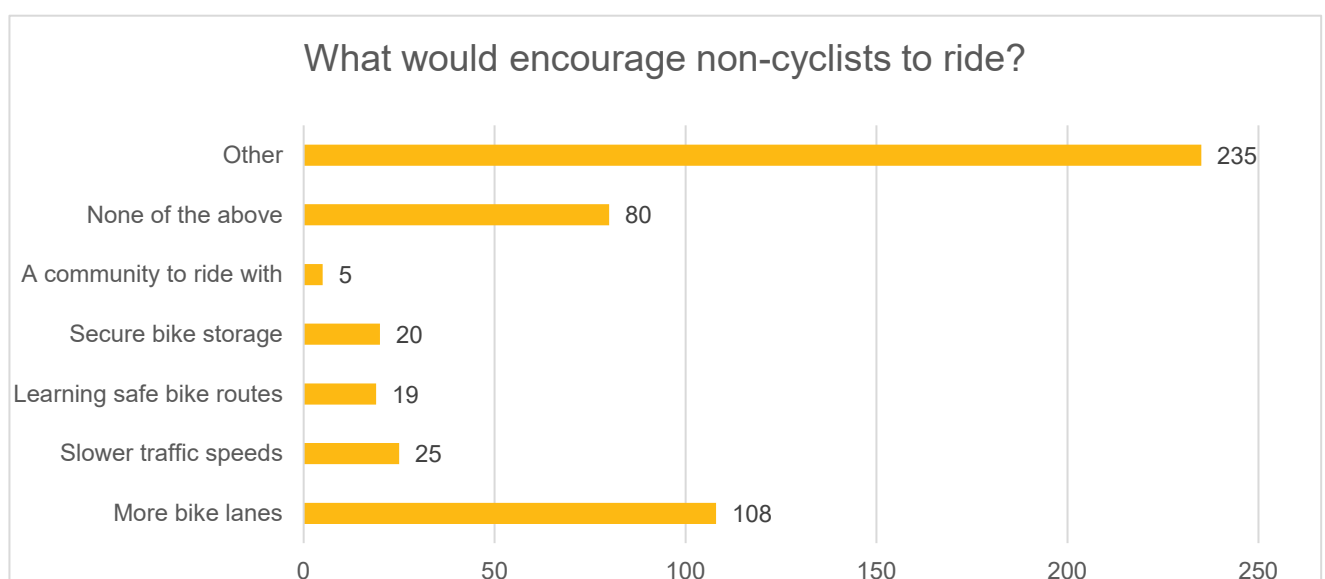


Q4: What, if anything, would encourage you to get on a bike?

Answered:	352 (46.81%)
Skipped:	400

The majority indicated there were things outside of the list provided that would encourage them to ride a bike with 67% (235) selecting 'other' or 23% (80) 'none of the above' - noting 30% (108) did select more bike lanes which was also the most common suggestion under 'other' and specifically 'protected bike lanes separated from traffic (particularly trucks) and not shared with car parking

7% (25) chose slower traffic speeds and 6% (20) more bike parking.



Other suggestions under 'other' included: more scenic routes/green corridors, a comprehensive and safe bike network, improved signage, better weather conditions, lower speeds, improved driver awareness and increased penalties for dangerous driving.

Street sweeping, more affordable bike options (including subsidies for E-bikes) and better health were also raised.

There were 14 respondents who said that 'nothing' would encourage them to ride – with a preference for walking, taking public transport or driving.

Q5: If you, or members of your family do cycle around Maribyrnong, are there any changes or improvements you think we could make to enhance your ride?

Answered:	347 (46.14%)
Skipped:	405

While not highly rating, the number one improvement was more separated bike lanes 18% (62) followed by better connections 9% (31) and either the protection from or removal of trucks 5% (16). All other suggestions and their frequency is detailed in table 2.

Table 2: Tag data, measures to enhance cycling

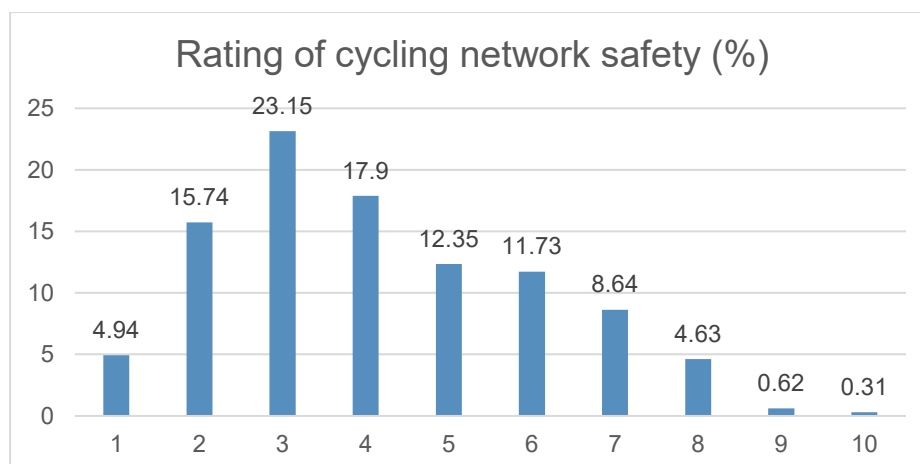
Tag	Percent	Count
Separated bike lanes	17.87%	62
Better connections	8.93%	31
Protection from / removal of trucks	4.61%	16
Wider bike paths	4.03%	14
Routes / Loops/destinations	3.46%	12
Safer crossings	2.59%	9
Better lighting on bike paths	2.59%	9
More bike lanes	2.59%	9
Improved attitude towards cyclists	2.31%	8
Cleaner bike lanes	2.31%	8
Bike riders to pay registration	2.02%	7
Waste of money	2.02%	7
Traffic lights for bikes	1.73%	6
Green bike paths	0.86%	3
lower speeds/traffic calming	0.86%	3
Bike routes off main roads	0.86%	3
No more bike paths	0.58%	2
Bike paths through parks/open space	0.29%	1
people to ride with	0.29%	1
Open air velodrome	0.29%	1

Note: all questions below were asked online only

Q6: How would you rate the current cycling network in terms of 'safety' on a scale of 1-10?

Answered:	324 (43.09%)
Skipped:	428

Generally, respondents perceived the cycling network as unsafe, with the average safety rating for Maribyrnong's cycling network four out of 10. Nearly three quarters (73%) of responses rated the current network a five or below with only 5% giving it an eight or above rating.



Q7: Can you share the reasons for your rating?

Answered:	303 (40%)
Skipped:	449

The most common concerns related to a lack of protected bike lanes 26% (77) and lack of connection associated with current bike lanes 26% (68) - with respondents noting a significant number of painted or protected bike paths or lanes ending abruptly often forcing cyclists onto busy roads without adequate protection and in close proximity to trucks and heavy and fast-moving traffic 15% (44).

“Some parts are excellent, but then the separated paths end and suddenly you’re spat out on a crazy busy street like Hopkins or Napier with no warning or protection, not even a painted bike lane. These massive gaps in the network make cycling deadly.”

The absence of a safe cycling connection between Maribyrnong and the City (east/west) and Yarraville to the Maribyrnong river (north/south) were identified by 11% (19) as a barrier preventing them from commuting efficiently or safely accessing key destinations such as Highpoint, high schools (particularly Kinear campus) and the Maribyrnong River trail.

Barriers for cycling along the Maribyrnong River specifically, related to access from West Footscray, Yarraville and Seddon – as well as having to share the path safely with pedestrians and dogs.

Other issues raised related to driver behaviour – cars parked over painted bike lanes pushing cyclists into traffic, driver aggression, high speeds, and driving into painted bike lanes to avoid speed bumps.

Unsafe roads identified specifically included:

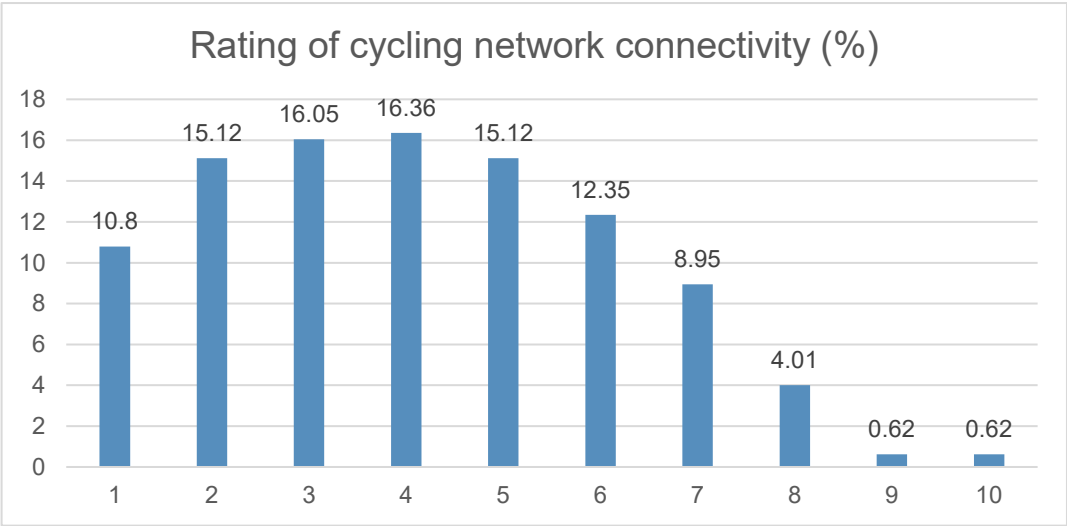
- Barkly Street
- Hopkins Street
- Moreland Road
- Ballarat Road
- Sunshine Road
- Francis Street
- Somerville Road

There were (5%) who complimented the existing network as having clear markings for bike lanes, good off-road cycling paths (such as around the River), good traffic control measures and plenty of places to safely lock bikes.

Q8: How would you rate the current cycling network in terms of its ‘connectivity’ on a scale of 1-10?

Answered:		324 (43%)
Skipped:		428

The majority of respondents perceive the network to be poorly connected with the average connectivity rating four out of ten. Nearly three quarters (73%) of responses rated the current network a five or below with only 5% giving it an eight or above rating.



Q9: Can you share the reasons for this rating?

Answered:	273 (36%)
Skipped:	479

The main reason for providing a poor rating for connectivity was inadequate connections between designated bike paths / lanes that enabled a cohesive and direct ride 50% (135).

Some respondents commented that to have a ‘network’ for cycling inherently required connectivity – of which Maribyrnong was significantly lacking.

“No completely connected safe routes. There are sections of separated path and separated on road paths, but they don’t form connected routes.”

“Major continuous north south and east west routes are incomplete meaning cyclists are left with bike lanes that abruptly end, with nowhere safe to go”

Cycling to different suburb centres – including Footscray, Yarraville, Seddon and West Footscray – is considered challenging for many respondents with no direct or well-connected route a popular comment 23% (62). It was noted while off-road cycling paths were good in some areas, they did not connect to other off-road paths, forcing cyclists to traverse through or over busy main roads without protection.

Examples of arterial roads and major connections where the lack of protected bike lanes is evident were highlighted and included Hopkins Street, Ballarat Road, Sunshine Road, Francis Street and Williamstown Road. This meant longer rides for some – who noted they would tend to ride an additional 10-15 minutes to avoid major roads and stay in areas they identified as safer for cycling.

Many took the opportunity to share their disappointment with the current cycling network – with some respondents describing it as a piecemeal collection of slow-moving projects that appeared under-funded, lacking strategic vision and commitment to support genuine cyclist safety. Others commented the lack of protected bike lanes meant it was hard for those new to cycling who did not have sufficient places to safely learn.

Respondents felt Maribyrnong was markedly behind other inner city municipalities, referencing the City of Melbourne, Yarra, Port Phillip and Merri-bek as home to far more safer and connected bike networks.

Those who provided a positive rating of connectivity 8% (23) enjoyed easy access into the City, valued the off-road paths on Footscray Road, the Maribyrnong River, and valued easy access to Williamstown.

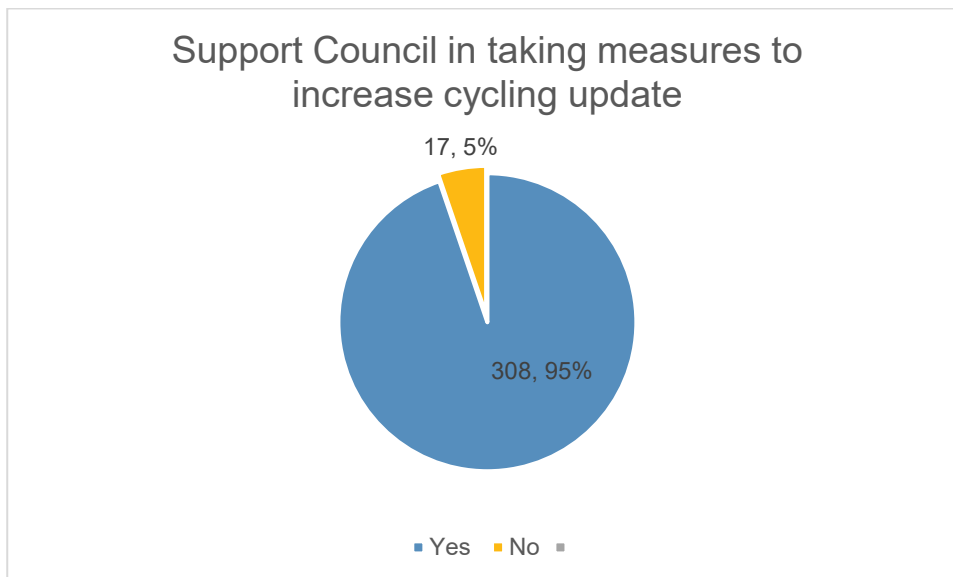
Figure 1: Word map of reasons for connectivity rating



Q10: Would you support Council doing more to encourage more people to take up cycling in our city? (online survey only)

Answered:	325 (43%)
Skipped:	427

95% (308) supported Council in taking measures to encourage an uptake in cycling.

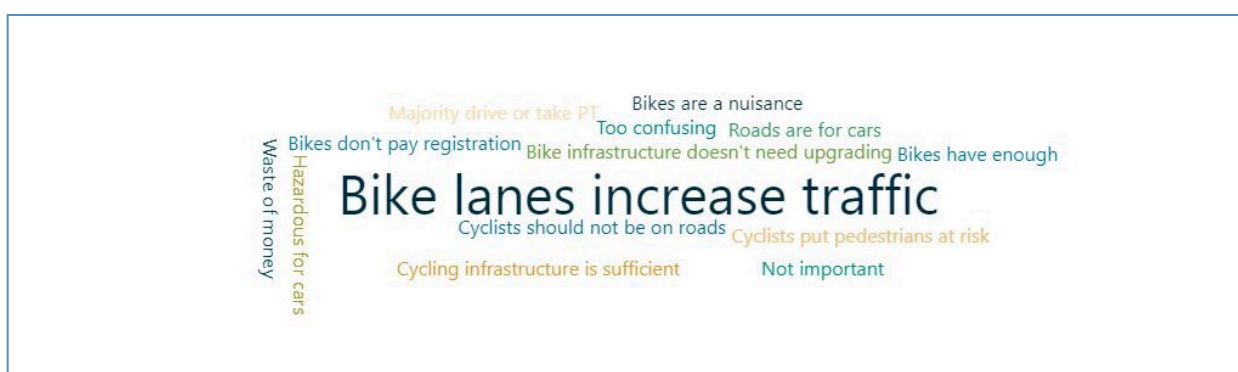


Q11: Could you tell us more about the reasons for your answer? - This was only asked of those who responded 'no' to the previous question.

Answered:	17 (2%)
Skipped:	735

Reasons for not supporting Council to do more to support cycling were based on the impact on increasing traffic, a view this would cause more road confusion, and being a general nuisance on the roads. Additional reasons were that current infrastructure was sufficient, cyclists don't pay registration and that more money into cycling was a waste of rate-payers money.

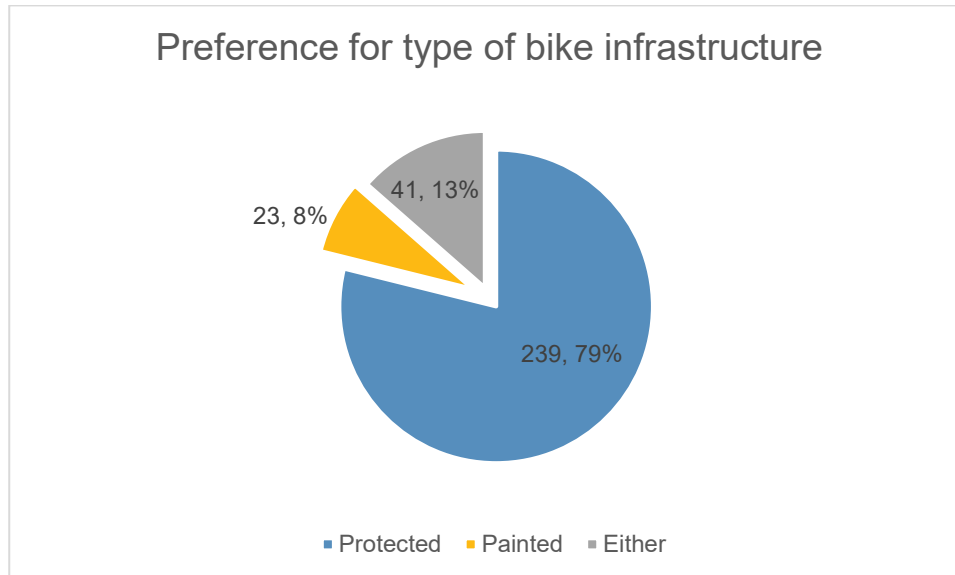
Figure 2: Word map, opposition to supporting cycling



Q12: What would you prefer, if Council were to install more bike lanes in the City? Only asked of respondents who answered 'yes' to the previous question

Answered:	303 (40%)
Skipped:	449

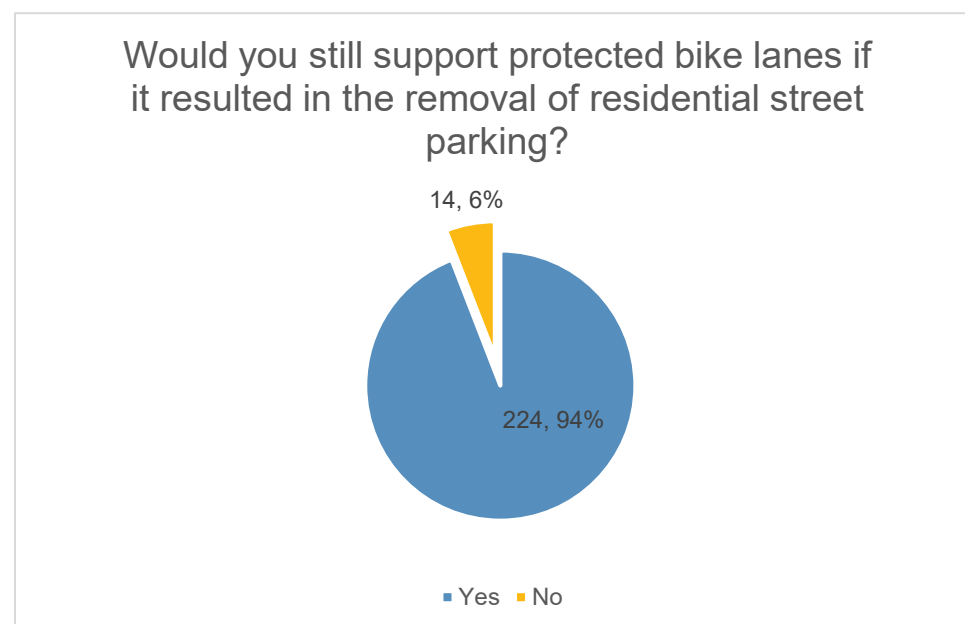
Respondents could select either one option or both. Over three-quarters opted for protected bike lanes (79%), followed by no preference (13%) and painted (8%).



Q13: Knowing protected/separated bike lanes would also mean the loss of on-street parking on some residential streets - would you change your answer? This was only asked of those who started a preference for protected/separated bike lanes

Answered:	238
Skipped:	514

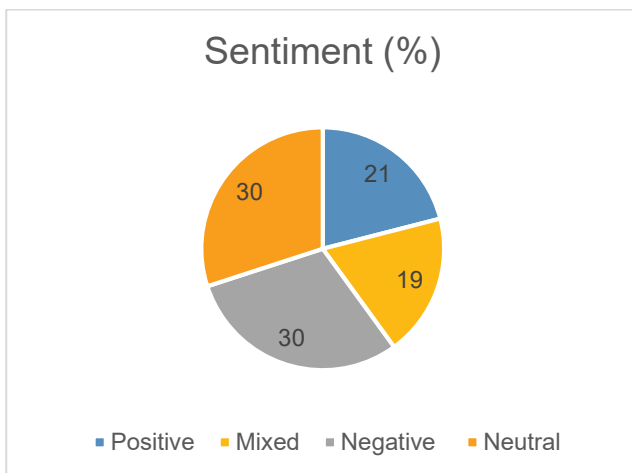
94% (224) confirmed they would still support the installation of protected bike lanes, even if it meant sacrificing some on-street residential parking. 6% (14) stated that removal of street parking would change their mind.



Q14: Do you have any other comments you would like to make about cycling in our City?

Answered:	275 (37%)
Skipped:	514

Approximately a third (81) provided a negative comment (83) neutral and (59) a positive statement.



Most took this opportunity to reaffirm their position on cycling or what needs to be done to improve cycling in the municipality. This included reinforcing their call for protected bike lanes, urging Council to 'be brave' to make hard decisions that would support the overall sustainability, liveability and health and well-being of the community in the long-term.

"I know it's hard and there is a lot of resistance, but keep going. I hope that in some decades we all will laugh at how absurdly we used to think that life is not liveable without parking spots in front of every property"

Positive comments included thanking Council for working to improve cycling safety, to express their love of riding and the benefits it had on their own personal health and wellbeing, and how excited they were for future plans and projects to be rolled out, with an acknowledgment things were being done, albeit slowly.

"It is getting better, and still has some development needed. Keep up the good work!"

Negative comments included frustration at Council's lack of prioritisation of cycling infrastructure and the slow implementation of the Maribyrnong Bicycle Strategy (2020-2030), asking Council to 'stop planning and start doing':

"My constant criticism of Council is that ambition is not matched by action. Sure the current Maribyrnong Cycling Plan is good (should have been more ambitious), but it's never properly funded in each annual budget."

"Just so frustrated with the Council, you have a strategy, actually build it. More surveys, more consultation, but almost no actual protected bike lanes"

Others reiterated their opposition to further cycling infrastructure development, seeing it as a waste of ratepayer money, adding confusion to roads, narrowing roads causing an increase in traffic and resentment that bike riding did not require registration.

“I think it’s overkill. Existing bike paths were sufficient. Waste of ratepayers money.”

Neutral responses provided suggestions or comments including an education campaign to bring together drivers and cyclists to support safer roads and healthier communities, more collateral to promote safe bike routes, construction of more road crossings, prioritise safer streets over car parking, install more bike racks, protect cyclists from riding adjacent to trucks, and focus on creating safer links for high-school and university students.

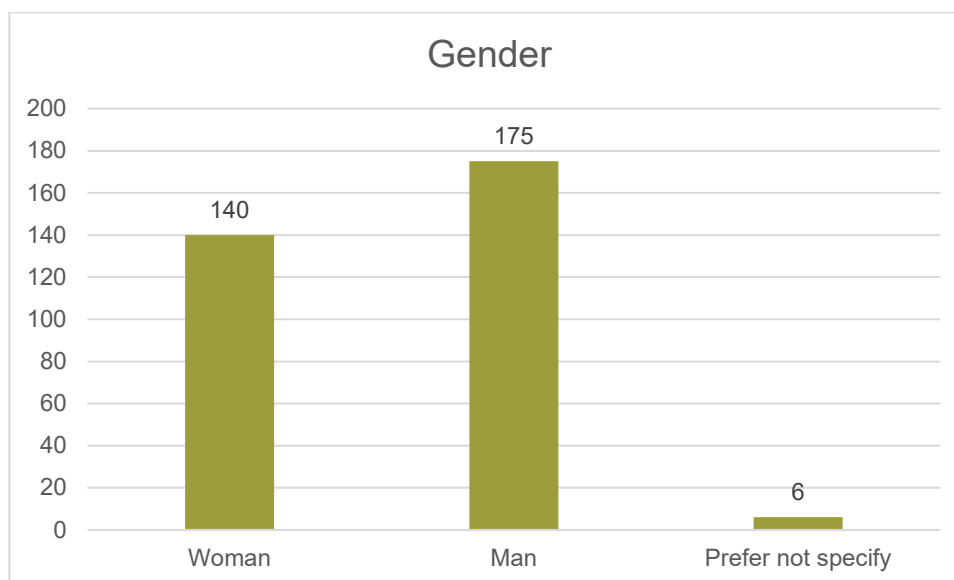
“Encourage/ educate a mentality of belonging/sharing/ togetherness instead of an us vs them between cyclists and drivers. This goes both ways as cyclists can be entitled people also just like drivers. We’re all in this together, to make roads safer, communities healthier, better environment. More cyclists mean less traffic for drivers hopefully.”

Demographics:

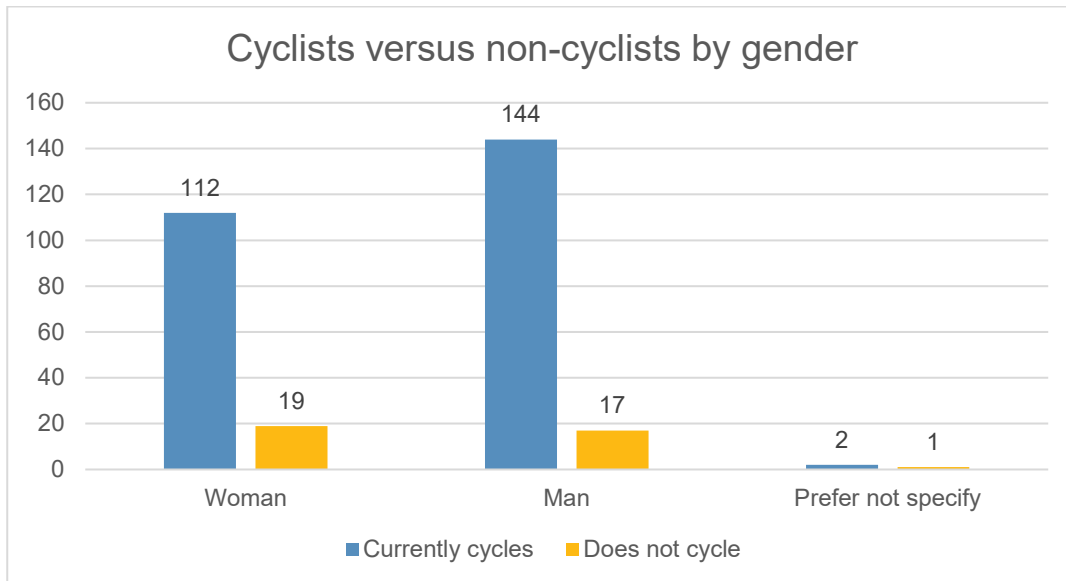
Q15: Gender

Answered:	321 (43%)
Skipped:	431

The majority identified as male 55% (175) followed by female 44% (140) and other identity 2% (6).



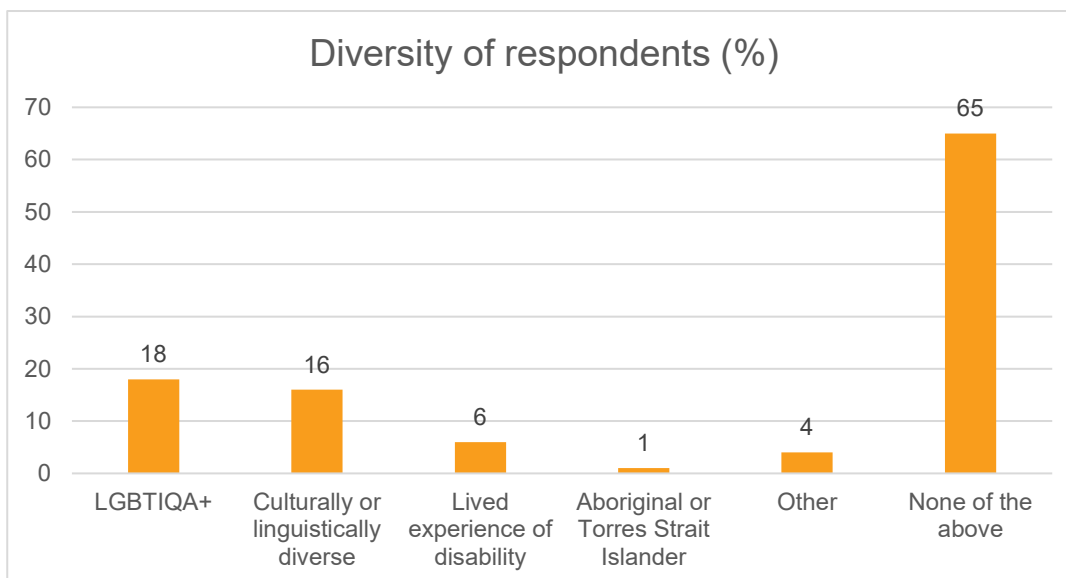
Despite more respondents identifying as male in the survey, gender was not a significant factor among those who ride and those who do not.



Q16: Diversity

Answered:	311 (41%)
Skipped:	441

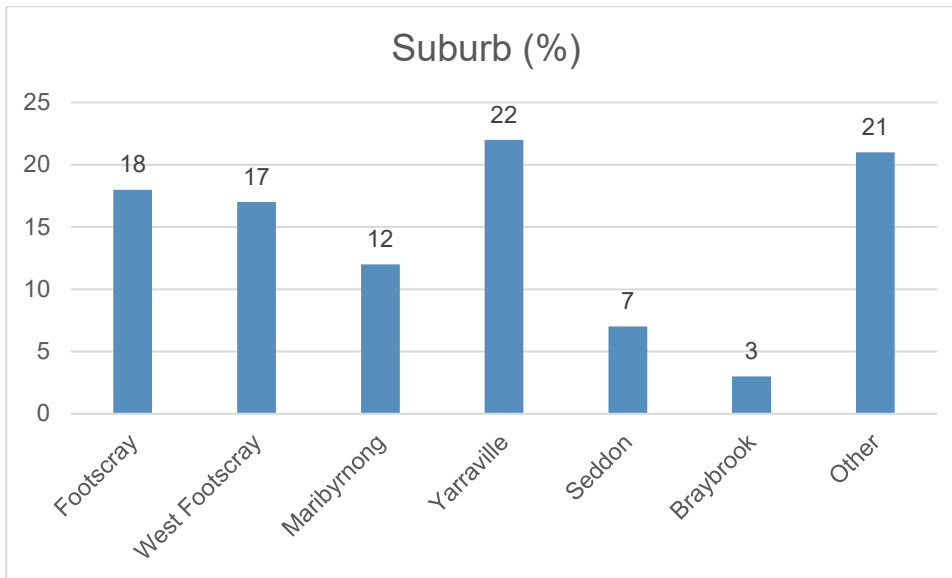
Respondents could select unlimited options. The majority (65%) did not identify as belonging to any one priority group, though nearly a fifth (18%) identified as belonging to the LGBTIQ+ community and (16%) as culturally or linguistically diverse.



Q17: Suburb

Answered:	324 (43%)
Skipped:	428

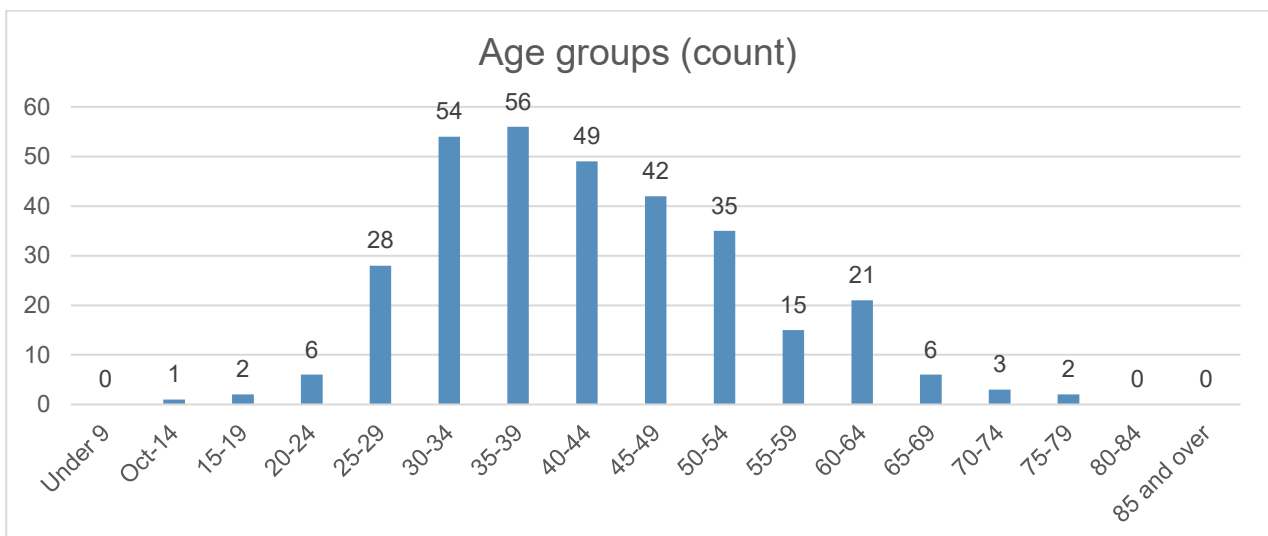
A fifth of survey respondents (22%) live in Yarraville (22%), a fifth (21%) identified as living outside of Maribyrnong. Braybrook and Seddon were the least represented suburbs collectively representing less than a tenth of survey respondents (8%).



Q18: Age group

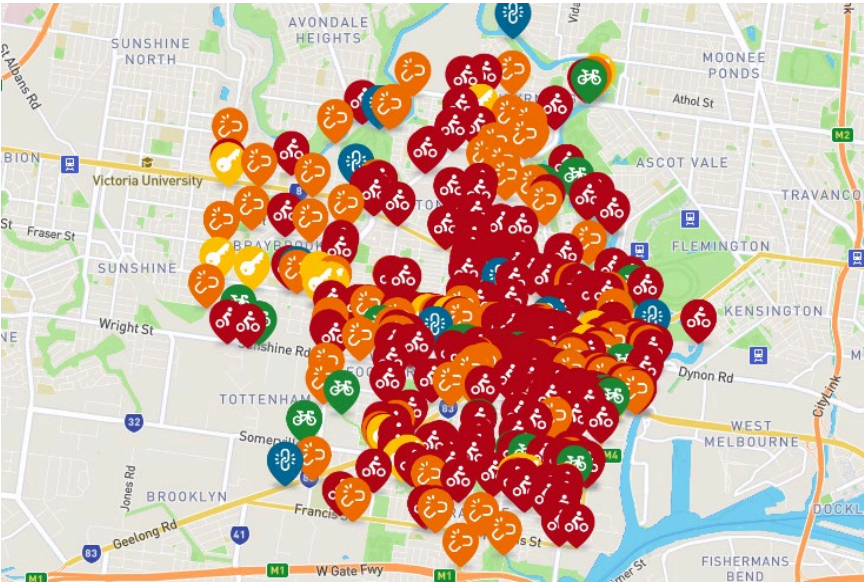
Answered:	320 (43%)
Skipped:	432

The most represented group were those aged between 30-54, followed by those aged 25-29. Young people aged 24 years or under were significantly under represented, as were those aged 70 and over.

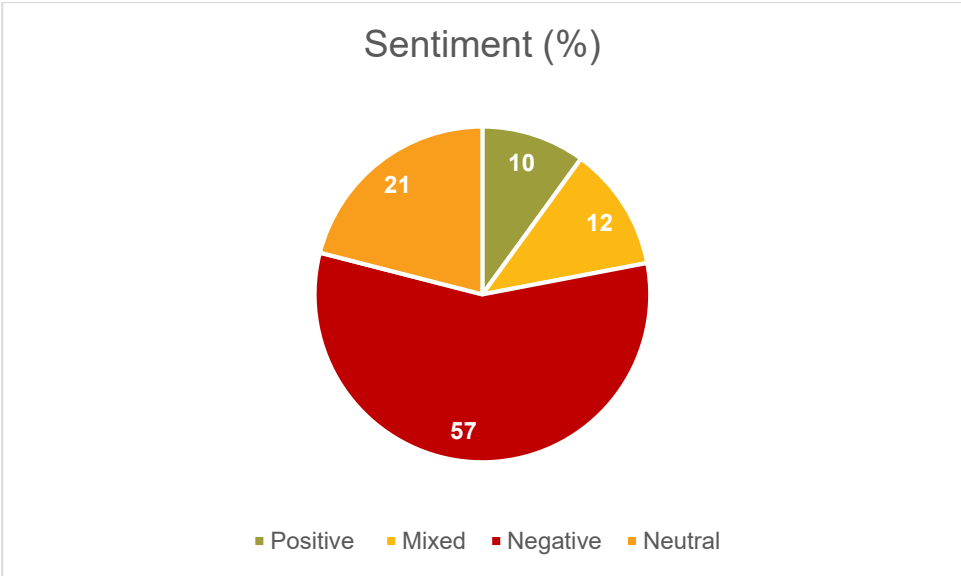


Social Pin Point Map

There were 429 contributions from 157 contributors, averaging 2.5 posts per person (if assigned equally). Posts attracted a total of 1,262 votes averaging four votes per person (if assigned equally). ***The full list of location, comments and votes are located in TRIM: 23/8462**

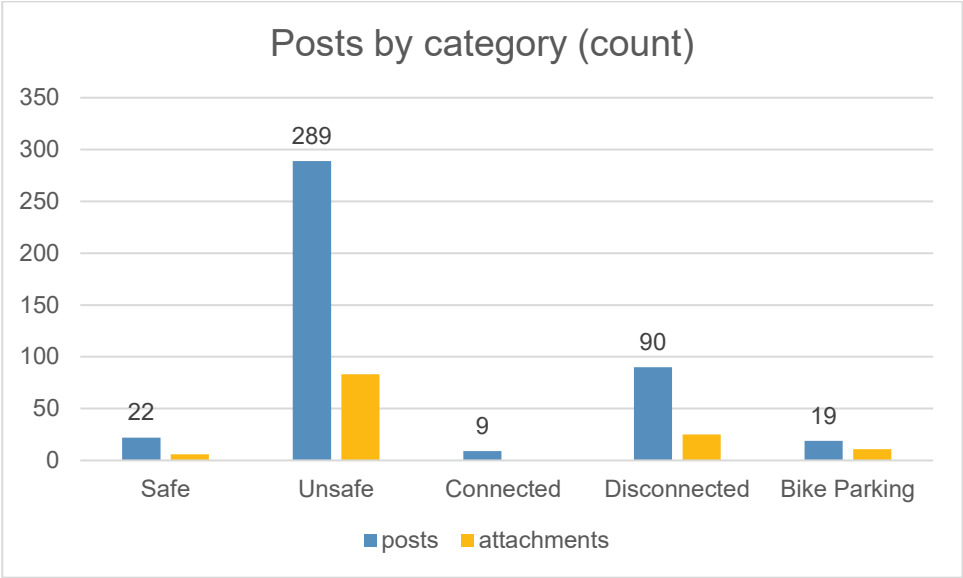


The majority of pins/comments 57% (244) were negative with 10% (43) positive from a sentiment perspective.

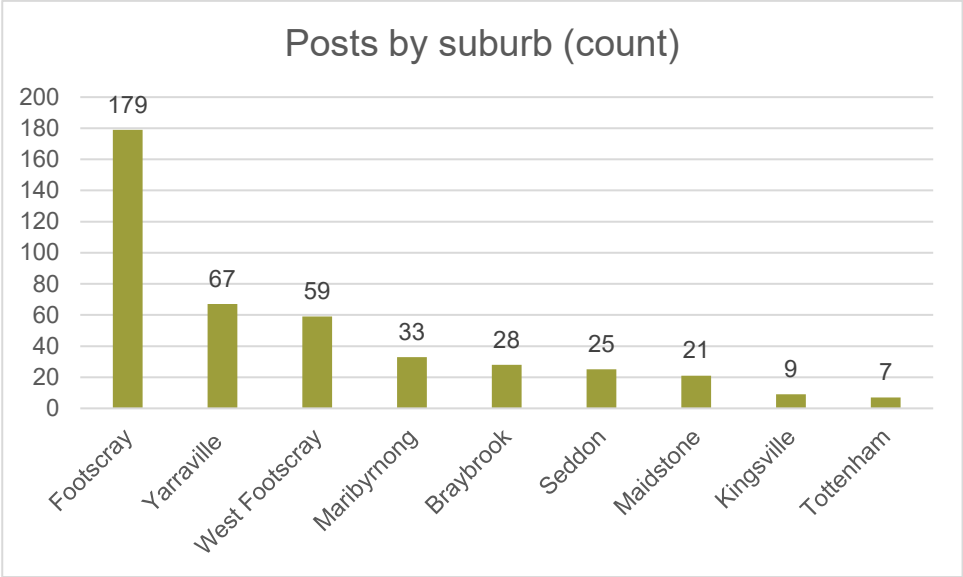


The majority 67% (289) highlighted an area the pinner felt was 'unsafe', a further 21% (90) noting the network is 'disconnected'.

A small number 5% (22) identified a bike route as 'safe' and 5% (22) as 'connected'. More bike parking was specifically highlighted by 19 pinners (4%)

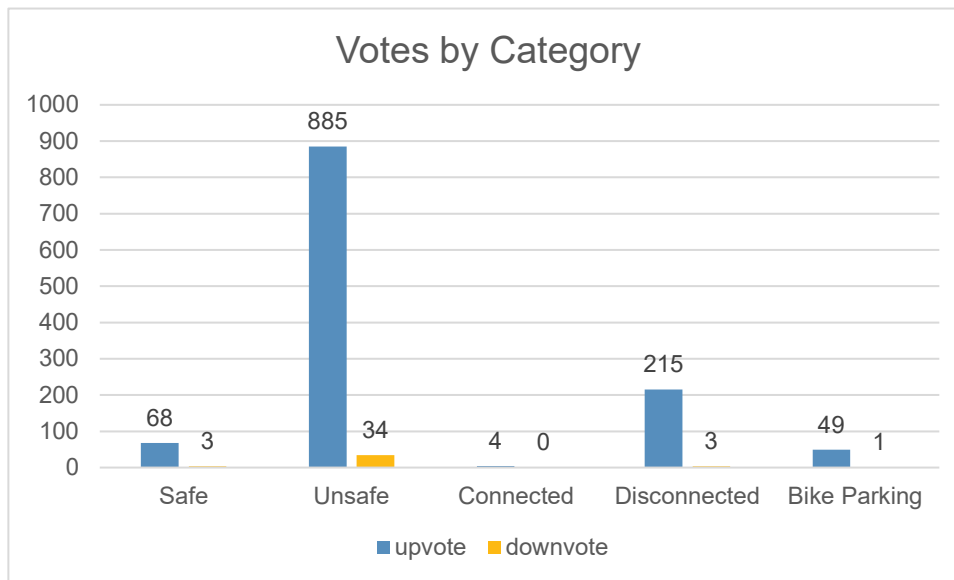


The top locations where pins were dropped were Footscray 42% (179), Yarraville 16% (67) and West Footscray 14% (59).



The vast majority of 'up-votes' were associated with pins identifying areas considered to be 'unsafe', with the second highest number of upward votes supporting areas identified as 'disconnected'. Only a small number of posts attracted 'down votes'.

Unsafe: 289 posts (67.4%)



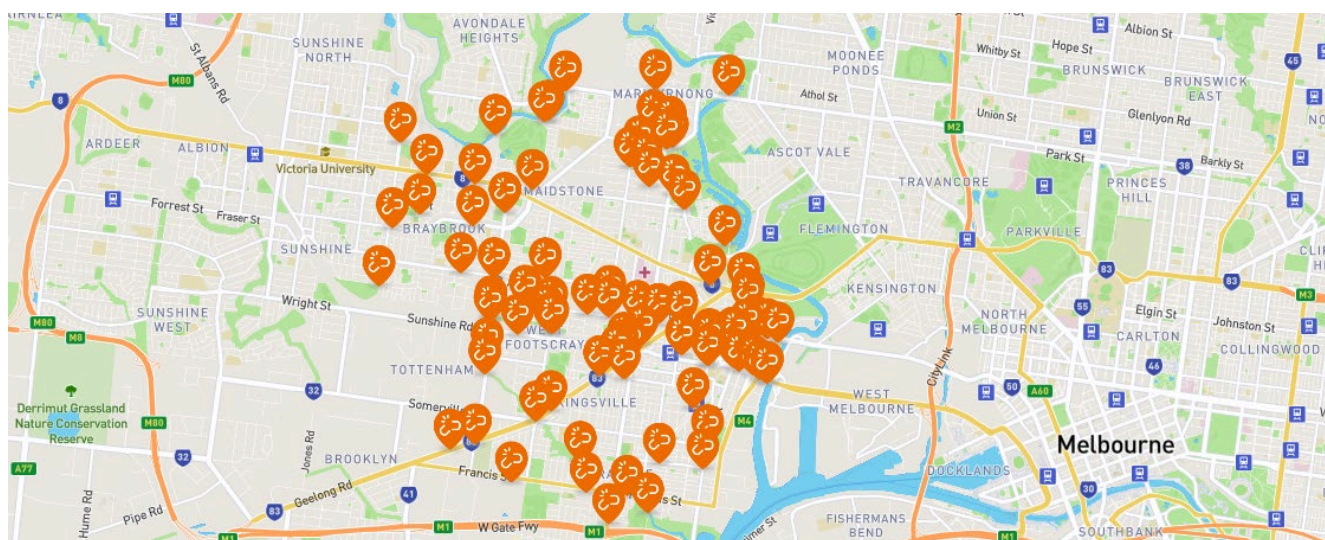
The spread of locations pinned as 'unsafe' covered the entirety of the municipality, however the highest concentration was in Footscray, with particular attention to Hopkins and Barkly streets. Posts that received the most 'upvotes' are detailed in table 3.

Table 3: Unsafe, top five posts

Location	Comment	Votes (support)
106 Victoria Street, Footscray	This intersection is very dangerous because the bike lanes are tiny in the tunnel and you get dumped into 3 lanes of cars. This place really needs a big change.	22
577 Barkly Street, West Footscray	This stretch of Barkly Street (and all the way west too) is unsafe because of the lack of shoulder and constant parking/turning cars. To the west along Barkly Street, cars are always parked along the painted bike symbols, so they are totally useless in providing a 'safe' environment.	19
2a Tannery Walk, Footscray	This section of Hopkins St between Irving St and the Dynon Road cycleway is so unsafe I dismount & walk. A vehicle separated cycleway in this area would be a huge improvement when commuting into the city.	18
68-70 Napier Street, Footscray	This rail crossing is completely unsafe and unsuitable. Combined with the inadequate Hopkins Street crossing, it creates a pocket where all residents of this area do not have safe cycling access to central footscray.	18

117 Hopkins Street, Footscray	The area of Hopkins Street between Franco Cozzo and the Maribyrnong river bridge is very unsafe for cyclists in both directions. The development of the apartment towers on this strip could've been a perfect opportunity for setback to accommodate safe bike lanes. This strip is frequented by trucks and buses which makes it more unsettling for cyclists to share the road. For this reason, any bike lane would need to be well separated from the vehicle lanes.	17
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Disconnected: 90 posts (21%)



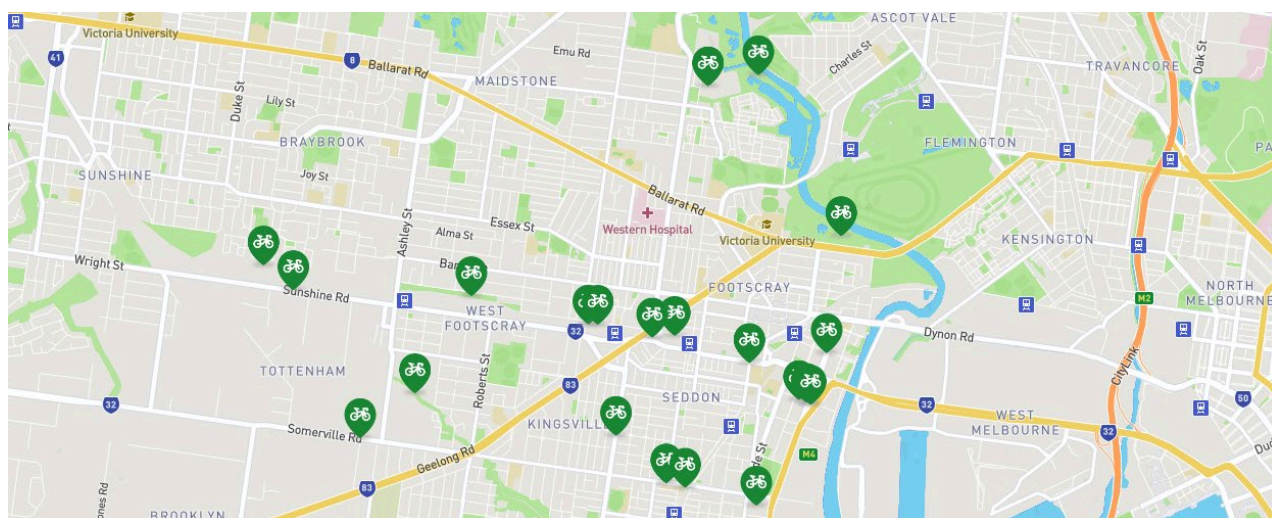
Posts relating to connection that received the most 'upvotes' are detailed in table 4. A lack of connection to Highpoint, disconnection between the River and Footscray, as well as disconnection at the intersection of Somerville and Geelong roads received the largest support from other participants.

Table 4: Disconnected, top five posts

Location	Comment	Votes (support)
24 Hopkins Street, Footscray	There is no safe and protected route between central Footscray (with okay painted lanes) and the very good offroad path once you get across the river. A huge missing link.	21
291 Gordon Street, Maribyrnong	This is the natural / only crossing point from the river paths to Highpoint, but you have to try to dash across four lanes of traffic with no crossing markings. Very unpleasant.	17
123a Rosamond	Bike lane on Rosamond Road abruptly ends. No clear connection through to Highpoint	14

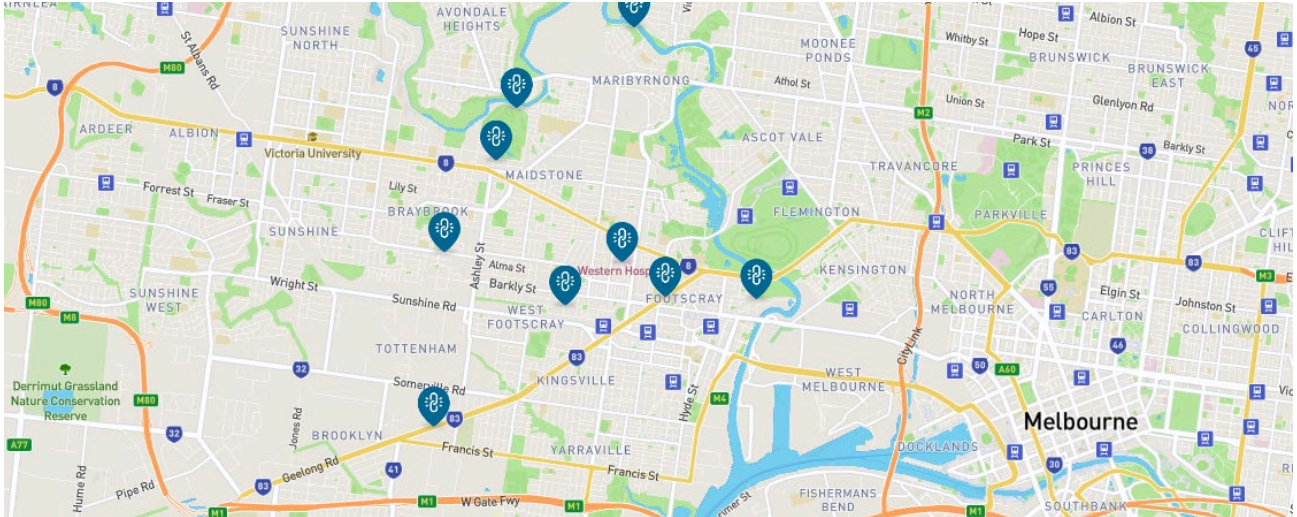
Road, Maribyrnong		
87 Roberts Street, Kingsville	There is really no proper way to get to Roberts Street on the left or right without going on the Footpath otherwise you will get run over. There is no way to go from the south side of Roberts St to the north side or Somerville Rd as it just dumps you in Geelong Rd unless you go on the footpath. This whole intersection is very unfriendly to pedestrians and bikes. It would be great to see an improvement especially with the timing for the pedestrian signals as a lot of the time it is a red light for the cars but you can't cross.	11
Sunshine Road, West Footscray	There is no way to get from Geelong Rd service rd to West Footscray Station safely. There should be a separated bike lane route one of those arrows I put on the image.	10

Safe: 22 posts (5.1%)



Positive pins commended recent upgrades such as the introduction of separated bike lanes, traffic calming measures, bike detectors, new DOT pop-up lanes on Somerville Road, the bike trail from Sunshine to West Footscray, and the Maribyrnong River trail.

Connected: 9 posts (2.1%)

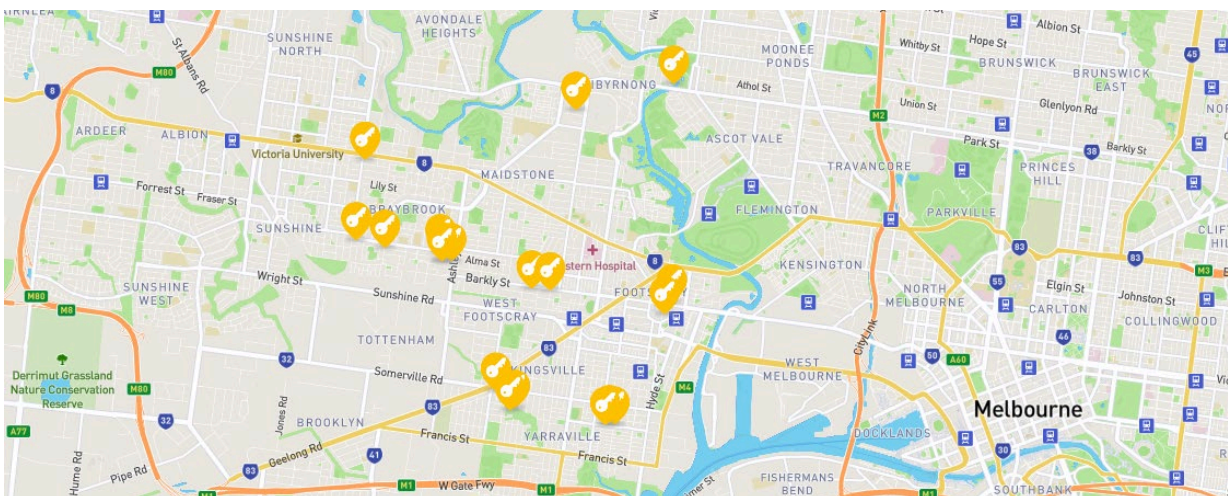


Of the nine posts, only one received 'support' with four votes – it sought to formalise the east-west connection through the new hospital grounds to avoid Ballarat Road once completed.

Other places complemented for their connection were:

- Carmichael Street West Footscray
- Radio Street connection providing a safe link to Cranwell Street
- River to Donald Street
- Upgraded bridge on Chifley Drive
- Geelong Road sharrows and cut throughs

Bike parking: 19 posts (4.4%)



19 locations were identified for additional bike parking. Table 5 highlights the five locations that received the most support from other participants.

Table 5: Top five locations for bike parking

Location	Comment	Votes (support)
559a Barkly Street, West Footscray	Some more dedicated bike parking facilities along the shopping strip here would be good. The few hoops are regularly all in use, forcing me to tie up to a lamp post or tree which isn't a good experience.	13
Yarraville Village, Anderson Street	The village requires way more bike parking. There are currently only a handful of flimsy bike parking spots, which are not sufficient or secure.	13
MANOK For The Love Of Chicken, 351 Sommerville Road	More bike parking here please. there's a lot of people who cycle here for lunch	4
2 Neylon Street, Yarraville	Would be good to have bike parking along this park so people can chillax	4
Coles, Shop T14, 67 Ashley Street,	Bike parking reaches capacity here quite quickly for lunch. can we add a couple more?	3

Appendices

Appendix 1 – Locations of corflutes

- Rupert St/Ashley St x2
- Central West/ Ashley St x2
- Whitehall/Parker x2
- Somerville/Hyde x2
- Joseph Rd Signals x2
- Maintenance Stations x13 (locations to be supplied if you think 47 coreflutes is ok!)
- Footscray Park x2
- Stock Bridge x2
- Train Stations x10 (Tottenham, West Footscray, Seddon, Yarraville, Footscray)
- Parkiteers x5 (Footscray, Yarraville and West Footscray)
- MAC x2
- Highpoint x4

Appendix 2 – Image of postcard

Share your feedback

Do you currently cycle around Maribyrnong?

☐ Yes ☐ No

If you answered no, why is that? (tick all that apply)

- ☐ I don't own a bike/bike is not rideable
- ☐ I prefer to drive
- ☐ I'm not physically able to ride a bike
- ☐ Other
- ☐ It's not safe

What, if anything, would encourage you to get on a bike?

If you, or members of your family do cycle around Maribyrnong, are there any changes or improvements you think we could make to enhance your ride?

Thank you for taking the time to provide us this information.
If you would like to share more of your ideas online, please visit yourcityyourvoice.com.au/cycling

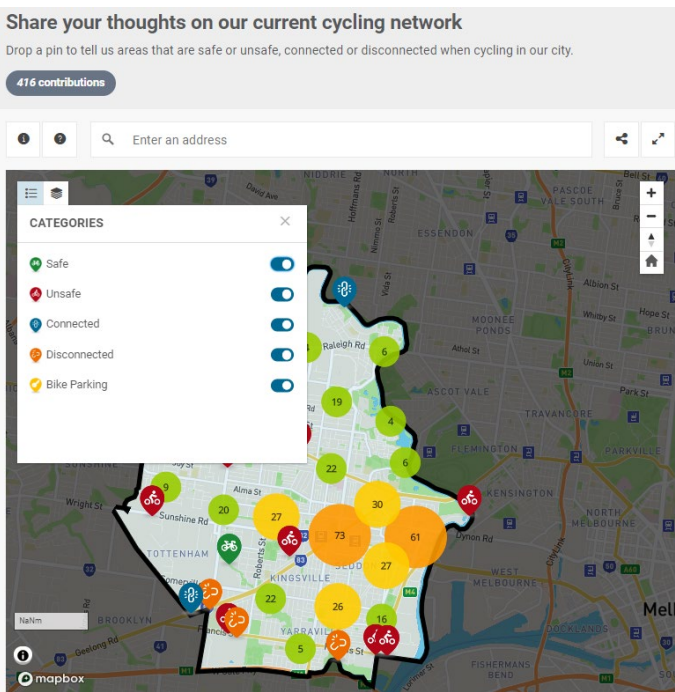
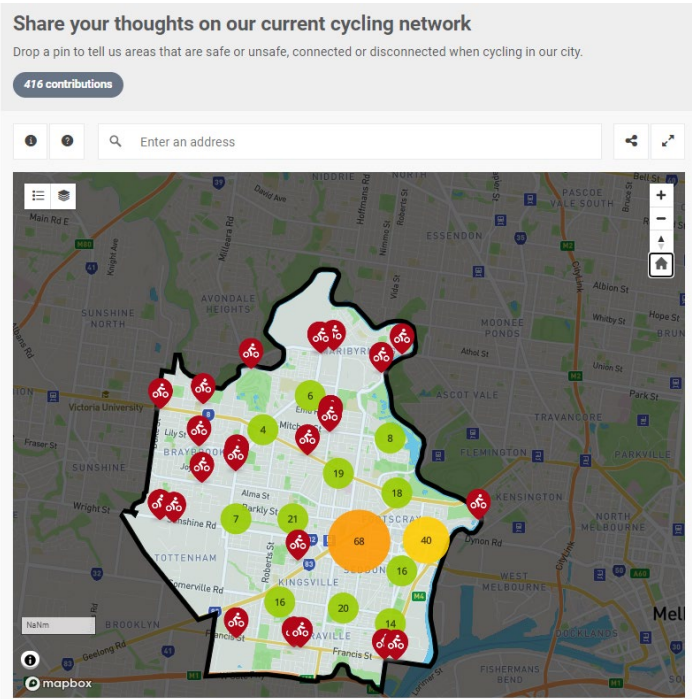
Delivery Address:
PO Box 58
WEST FOOTSCRAY VIC 3012

No stamp required
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Maribyrnong City Council
Reply Paid 58
WEST FOOTSCRAY VIC 3012

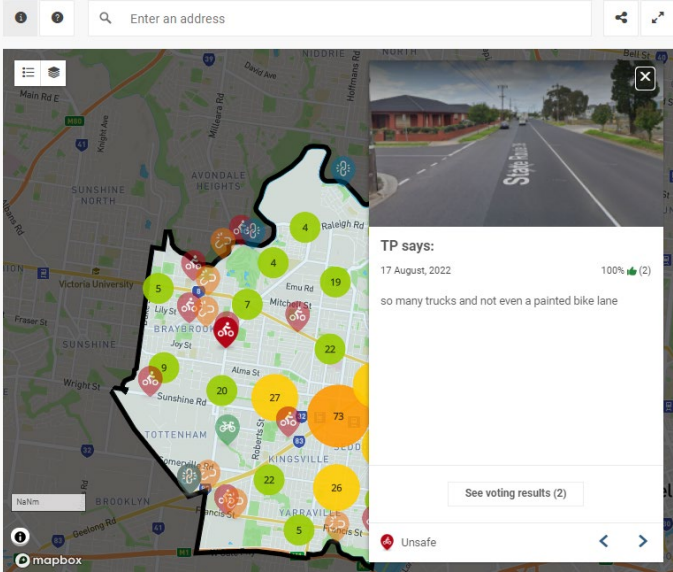
Appendix 3 – Images of cycling in our city social map



Share your thoughts on our current cycling network

Drop a pin to tell us areas that are safe or unsafe, connected or disconnected when cycling in our city.

416 contributions



Appendix 4 – Images from face-to-face engagement

