



Thank you for the opportunity to comment on the Collins Street trial, specifically the cycling facilities.

Overall, the trial seems to be working well but there are a few issues that would make the experience more comfortable for riders.

1. Improving car parking – as the bike lane is at a minimum width and the separating space is the minimum width, when people don't park correctly it narrows the bike lane and creates an unsafe environment for riding as you are too close to parked cars.

It would be preferable to have hatched marking on the large disability spaces rather than just a dotted line so normal sized cars park away from the bike lane.

Could there be raised markers on the parking boundary line next to the bike lane to better highlight the correct parking space to drivers?

We'd like to see parking inspectors start putting warning notices on cars that are not parked correctly, before then starting to fine drivers as per section 97(1)(d) of the *Local Government (Highways) Act 1982*. This really needs to be done to protect the integrity of the bike lane.

There are some sections of lane where bollards are missing, in this picture the dark blue car is parked outside of a designated bay and the lack of bollards has allowed the driver to park over the painted separator. This picture illustrates the parking problem, the silver car that is parked correctly poses little risk to riders if the door opens but the dark blue car door could hit a rider.



Some drivers are still sitting in the parking lane thinking they are in a traffic lane. Could there be a painted sign on the road before the parking starts so drivers can see they are in a parking lane? This could then be applied to the Bathurst Street lane, which also suffers from driver confusion.

2. The Harrington and Collins streets intersection should be made a scramble crossing to prevent the conflict with bikes riding through the intersection and turning traffic. The head-start bike light helps riders get ahead of traffic when they are already at the intersection, but when they are riding through, cars turning left and right from Collins and Harrington don't always see them and there is also confusion as to who has right of way.
3. The concrete separators could still use more reflective/visibility/lighting measures than just the handful of bollards at the start and end of a line, especially as they intrude into the bike lane unexpectedly in a few places. Even painting a white line around the edge of them on the inside of the bike lane to better highlight them in low-light conditions would be helpful or just painting the whole separator white.

The concrete separator which begins the lane between Barrack and Molle streets outside the car dealership could be moved back a little. If you are turning right into the bike lane from Barrack Street it's a little tight to manoeuvre, moving it back a little would create a wider entrance into the lane.

4. Asphalt lip in the middle of the bike lanes – some sections of the lanes close to Molle Street have a raised lip in the middle from where the road was last re-sheeted but not all the way to the edge of the kerb and channel. This is uncomfortable to ride on, especially for people on road bikes, so it would be great if that could be ground down to a level surface to provide a wider rideable area.
5. Bike parking. The new bike parking hoops that have been installed at the outdoor dining deck have consistently been used and show a potential need for more bike parking through the block from Harrington to Murray streets.
6. Victoria to Murray streets block. It would be worth the council revisiting this decision, with more information provided to them about putting the bike lane on the other side of Collins Street to what is being proposed so it's less disruptive for all road users. While in-lane bus stops work well on low-traffic routes with regular commuter services where passengers get on and off quickly, the Collins Street bus stop is predominantly used by SkyBus and the double-decker tourist buses where passengers are in no hurry to get on and off. It would also mean a more legible journey for bike riders as they won't have to switch back and forth between the bike lane and centre of the traffic lane. Once riders heading to the city centre switch into the centre of the lane after Harrington they stay there, and once riders enter Collins heading out of the city they are in bike lane for three blocks.