

Yarra Bicycle Users Group

Cyclist Conflict Issues at Pigdon / Canning Street Roundabout – April/May 2006

Submission by Steve Barnett and Chris Star

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1. Discussion of cyclist/motorist conflict and possible solutions

Canning Street in Carlton North is used as a major north/south cyclist route between the inner northern suburbs and Melbourne's CBD. Concerns were raised by nearby residents and brought to YarraBUG's attention in April and May 2006.

Cyclists travel through the roundabout in large numbers during the morning and afternoon peak travel times. (Refer to bicycle count table on page 10) Vehicle traffic travelling east /west utilises Pigdon as parallel alternative to Brunswick, Park and Princes Street, to travel between Lygon and Nicholson Rd.

The current cyclist and motorist conflict stems from these transport modes competing at the roundabout. Vehicles travel at greater speed than bicycles, and roundabouts, by their very design, promote aggression. This results in cyclists being placed at a definite disadvantage when travelling through the roundabout. Hence this area has been the site of ongoing daily near misses, and several serious accidents involving motorists and cyclists.

These issues also arise from poor sightlines from existing verandas and street tree planting. Cyclists have been provided for via on road green lane marking on Canning Street, but this does not promote cyclists to take the entire lane, which is a safer option than sticking to the left. Motorists travelling east/west on Pigdon are virtually unaware of cyclist traffic on Canning, there is no signage denoting cyclist use and existing 40km signage is obscured by tree planting/poor sightlines. Following a site visit it was decided that raised pavement crossings at all entrances to the roundabout should be considered.

Suggestions to improve cyclist/motorist interaction:

- Install raised entry pavement treatments at all entry points to the roundabout. These should include adequate drainage and pavement surfaces.
- Install two new streetlights at either end of the Pigdon Street entrances to improve road user visibility. These should only direct light onto the road surface and not impinge upon local residents windows/sightlines from private properties.
- Investigate options (i.e.: Local Area Traffic Management) to minimise vehicle traffic along Pigdon Street during morning and afternoon peak commuting times.
- Widen the green bicycle lane treatment through the roundabout encouraging cyclists to take the lane, and stop vehicles who may be tempted to overtake them (squeeze them out) whilst on the roundabout.
- Investigate whether to install appropriate signage for both cyclists and motorists at the roundabout entrances at Canning and Pigdon Street.

Local residents have also suggested:

- The removal of the roundabout and the creation of the right of way along either Pigdon Street or Canning Street.
- The implementation of traffic lights.
- The implementation of speed humps.

2. March/April 2006: Bicycle Incident Log from local residents

Courtesy of Sally Marsland and Michael Graf – residents of Canning Street

30th May 2006, Tuesday AM

A further accident occurred at the roundabout on Tuesday morning. A cyclist was hit by a car and taken by ambulance to St Vincent's Hospital. The motorist, as usual, did not see the cyclist entering the roundabout.

21st April 2006, Friday 6.25pm

Accident - car travelling east, bicycle north, dark, not raining but had been a wet day - didn't hear collision (I was playing music with my son) but heard several angry shouts, looked out to see cyclist trying unsuccessfully to get to his feet, many witnesses present, rear right window of station wagon smashed. Police and ambulance present (so I assume you will know this already) Ambulance took cyclist away (friend of the cyclist said just for observation). Cyclist's front light was very bright, easily visible.

5th April 2006, Wednesday afternoon

(I was not at home, it was witnessed by two neighbours, Michael Graf and Mammad Aidani)
Accident - cyclist thrown into air by force of collision, ambulance came (I can ask Michael for details if you require, he was distressed by the experience so I didn't quiz him).

31st March 2006, Friday 5.35pm

Near miss - car travelling east, bicycle north, overcast, no braking, car drove straight through without seeing bicycle - they would have collided had bicycle not sharply braked.

23rd March 2006, Thursday 3.40pm

Accident - eastbound car hit northbound cyclist, knocking his things all over the road and throwing him sideways onto the roundabout. He said he was okay, but was pretty shaken and had to be assisted to his feet.

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3. Photos taken during Morning Peak Commute time: Wednesday 26th April 2006: 7.45am – 9.05am



1. Pigdon Street looking west.



2. Cyclist travelling south down Canning.



3. Canning St: looking north from Pigdon (East)



4. Pigdon St looking west from median Strip (1)



5. Pigdon St looking west from median strip (2)



6. Cyclist travelling south across Pigdon.

Yarra Bicycle Users Group: Bicycle Count – Canning / Pigdon Roundabout, Carlton North

4. Photos taken during Afternoon Peak Commute time: Thursday 27th April 2006: 4.45pm – 6.05pm



7. Cyclist travelling north through Pigdon.



8. Cyclists travelling north up Canning.



9. Looking north up Canning from Pigdon. (West)



10. Looking at Pigdon heading east.



11. Car travelling east along Pigdon.



5. Pigdon Street looking east.

The raised entry choke & median would remain. The crossing would be raised to the same level across the entry to the roundabout.

Line marking stripes could be painted on the face of the raised crossing as an indicator to motorists.

Note that drainage runs under the footpath westbound from Canning St to Pigdon St. This raised crossing should not cause water to pool in the roundabout.



Pigdon Street looking south.

A raised crossing with line marking would have the effect of moving the 'Give Way' broken line away from the roundabout.

In this case a raised crossing would need a drainage conduit under it.



Pigdon Street looking west.

A raised crossing would ramp up from near the right hand lane marking in this photo.

A new streetlight on the Pigdon Street median strip would improve road user visibility

The drain can be seen at left.



Pigdon Street looking south

A raised crossing would ramp up from the existing pram ramp in front of the Milk Bar.

This is the first intersection that cyclists encounter after riding up from Johnston Street and many maybe unprepared for a busy roundabout.

A raised ramp would make cyclists decrease speed and also make them more aware of the changed traffic conditions.



Pigdon Street looking north.

Again, a raised pavement treatment here would make motorists decrease speed before entering the roundabout.

Placing a new street light near the existing tree on the median strip would also greatly enhance road user visibility.

6. Yarra Bicycle Users Group: Bicycle Count – Canning / Pigdon Roundabout, Carlton North

Date: Thursday 27th April 2006: 4.45pm – 6.05pm

	7.45 – 7.55am	7.55 – 8.05am	8.05 – 8.15am	8.15 – 8.25am	8.25 – 8.35am	8.35 – 8.45am	8.45 – 8.55am	8.55 – 9.05am
Cyclists South	30	18	40	40	55	61	29	37
Cyclists North	2	1	-	1	5	6	3	2
Cyclists East	2	3	1	2	2	1	3	1
Cyclists West	4	-	1	4	3	7	3	4
Incidents	-	-	-	-	-	-	-	-
Total (370)	38	21	42	47	65	75	38	44

	4.45 – 4.55pm	4.55 – 5.05pm	5.05 – 5.15pm	5.15 – 5.25pm	5.25 – 5.35pm	5.35 – 5.45pm	5.45 – 5.55pm	5.55 – 6.05pm
Cyclists South	6	2	3	4	4	4	1	4
Cyclists North	9	16	25	27	29	32	26	47
Cyclists East	-	4	1	1	1	3	3	6
Cyclists West	3	1	3	3	5	1	6	3
Incidents	-	-	-	-	-	-	-	-
Total (283)	18	23	32	35	39	40	37	60