



10.2 COUNCIL PROPOSALS FOR CONSIDERATION BY THE DEPARTMENT OF TRANSPORT'S 'POP-UP' BIKE LANE PROGRAM FOR FUNDING AND DELIVERY

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1. PURPOSE

- 1.1 To seek Council endorsement to pursue funding and delivery of specific pop-up bike lanes proposals through the Department of Transport's \$13M Pop-Up Bike Lane Program.

2. EXECUTIVE SUMMARY

- 2.1 On 7 October 2020, the Victorian Government announced a \$13M program to deliver 'pop-up' protected bike lanes (the Program) – Refer to **Attachment 1**. The Program is to deliver 100 kilometres of bike lanes and paths. The original timeline of completion of works, 30 June 2021, has been extended by DoT due to the delays outside of Port Phillip.
- 2.2 Four 'pop-up' bike lane proposals have been recommended for inclusion in the DoT Program:
1. Three Shimmy Routes – informal bike riding routes
 2. Park Street (west) – Kings Way to Moray Street
 3. Moray Street to St Kilda Road connector (Route 'K') – connecting Moray Street to St Kilda Road using the existing Albert Park shared user path and crossings over Kings Way.
 4. Bay Trail to Moray Street connection - Kerferd Road and Albert roads to Moray Street
- 2.3 Each of the proposed routes is detailed below. A map showing the location of each proposal is at **Attachment 2**. Table 1 summarises the impact on parking and traffic lanes and further details on the scope and impact of each proposal is included at **Attachment 3**.

Next Steps

- 2.4 Council Officers to formally communicate Council's decision to DoT and seek funding and delivery of the endorsed pop-up bike lane proposals – September 2021.
- 2.5 Council Officers seek to align community engagement of the Park Street (West) pop-up bike lane with any Council engagement on the overall Park Street Streetscape Improvement Project (St Kilda Road to Moray Street) – Late 2021.
- 2.6 Council Officers to work with DoT to support the completion of designs and maximise the benefits of these proposals – September 2021 onwards.
- 2.7 Where required, Council Officers to confirm the necessary approvals and assess DoT permit applications - Late 2021.



- 2.8 It is anticipated that DoT will complete appropriate community consultation and communication prior to installing the pop-up bike lanes with ongoing community feedback, adjustment and evaluation for 12-18 months.

3. RECOMMENDATION

That Council:

- 3.1 Endorses the following 'pop-up' bike lane proposals (map of location included at Attachment 2) for funding and delivery by the Department of Transport: Three shimmy (informal bike riding) routes, Park Street (West), Moray Street to Albert Road connector and the Bay Trail to Moray Street link that aligns to the Victoria Government's Shrine to Sea project.
- 3.2 Formally writes to the Department of Transport and the Minister for Public Transport, Roads and Road Safety, commending the creation of the \$13M 'Pop-Up' Bike Lane Program (Program) and seeking consideration of the endorsed proposals - included above at 3.1 – for funding and delivery through this Program.
- 3.3 Request the Department of Transport maximise the benefits for all road users (cars, bike riders, pedestrians) as part of further development of Council's proposals delivered through the Program.
- 3.4 Seeks a commitment from the Department of Transport that for proposals funded by the Program, a process of design, community engagement, evaluation, adjustment and maintenance will be implemented over the life of these trial 'pop-up' bike lanes.
- 3.5 Looks forward to receiving a response from the Department of Transport to Council's request and the opportunity for Council officers to contribute local knowledge and technical expertise in the design of proposals delivered through the Program to help maximise the community benefits.
- 3.6 Notes that following the confirmation of any funding by the Department of Transport Program for Council's proposals, Council Officers will process any permits and approvals necessary for the installation and maintenance of the 'pop-up' bike lane infrastructure on Council owned roads.

4. KEY POINTS/ISSUES

- 4.1 In response to COVID-19 and the restrictions put in place to prevent its spread through the community an increase in bike riding within the municipality occurred as people were restricted to travelling and exercising within their neighbourhood. This pattern was repeated across Melbourne and internationally since March 2020.
- 4.2 Many cities within Australia and overseas, including the City of Melbourne, responded to this uplift in bike ridership by providing improved protection and reallocating additional road space to bike riding facilities.
- 4.3 On 7 October 2020, the Victorian Government announced a \$13M program to deliver 'pop-up' bike lanes (the Program). The Program has a centralised delivery model, with DoT managing the design, community engagement, delivery and evaluation of the pop-up bike lanes. A copy of the media release is **Attachment 1**.
- 4.4 A 'pop up' bike lane involves use of road markings and directional signage, sometimes combined with removable infrastructure such as plastic bollards, rubber kerbing and traffic islands to create continuous bike routes. The purpose is to provide protection,



attract the broadest range of people to use it and reduce speed limits to make routes safer for all users.

4.5 Council Officers have used the following criteria to consider proposals for inclusion in the Program:

- Project deliverability – does the proposal meet the DoT criteria for ‘Pop-Up’ Bike Lanes?
- Strategic connections - consistency with the Bike Network routes in Council’s *Move, Connect, Live: Integrated Transport Strategy 2018-28*
- Existing proposals - that Council has previously endorsed
- Road user safety – providing safer roads for all road users
- Road user and parking impact - minimal loss of parking spaces and traffic lanes and then only where there is existing parking or traffic lane capacity.

4.6 Using the above criteria four proposals have been identified for inclusion in the Program:

- Three Shimmy Routes – informal bike riding routes
- Park Street (west) – Kings Way to Moray Street
- Moray Street to St Kilda Road connector (Route ‘K’) – connecting Moray Street to St Kilda Road using the existing Albert Park shared user path and crossings over Kings Way.
- Bay Trail to Moray Street connection - Kerferd Road and Albert roads to Moray Street.

Shimmy Routes - three informal bike riding routes

4.7 The 2020/21 budget allocated funding for three (3) shimmy routes as follows:

3.4.5 Shimmy Bike Routes – allocate \$150,000 (to be funded from the Sustainable Transport Reserve) to develop informal bike riding routes to connect to local shopping strips, being:

- a. Elwood to St Kilda East and Prahran (Dickens Street, Westbury Street, Carlisle Street, Williams Street and Nightingale Street).*
- b. Elwood to St Kilda (Beach Street, Broadway, Mitford Street, Blessington Street, Shakespeare Grove and Acland Street).*
- c. St Kilda to Albert Park and South Melbourne (Richardson Street, Longmore Street, Cowderoy Street, York Street and Loch Street).*

4.8 Shimmy routes involve road markings to define the bike route along with some directional signage to assist people with finding their way to key local destinations.

4.9 Council deferred implementation of these routes so that they could be considered under the Program.

Park Street (west) – Kings Way to Moray Street

4.10 Council has separately been briefed on the Park Street Streetscape Improvement Project (Park Street Project) involving:



1. A permanent protected bike corridor from Kings Way to St Kilda Road.
2. A temporary bike corridor from Kings Way to Moray Street.
- 4.11 As per the Council report of 3 March 2021, a Councillor briefing is being prepared on the permanent bike corridor to present a re-scoped design identifying additional parking options and recommending release of the amended design for public consultation.
- 4.12 The temporary Park Street bike corridor received the following funding allocation in the 2020/21 Council budget:
3.4.6 Provides additional funding for bike infrastructure delivery, as follows:
3.4.6.1 Installation of a temporary protected bike lane on Park Street between Moray Street and Kings Way (through line marking and flexi bollards) being Stage One of the Park Street Bike Link to extend to St Kilda Road (\$150,000).
- 4.13 To accommodate the temporary Park Street bike corridor one traffic lane will be removed in the eastbound direction retaining one traffic lane in each direction with parking alongside. The current traffic volumes of approximately 4700 vehicles travelling eastbound each day on Park Street pre-COVID can be accommodated through a single traffic lane which has capacity for 1000-1200 vehicles/lane/hour.
- 4.14 An estimated 13 of the 50 existing parking spaces will be removed on Park Street (West) to preserve sight distances and required clearances from intersections. Council Officers will work with DoT to maximise the retention of parking on Park Street (West) including adjusting the parking controls to provide access to residents and visitors for nearby properties.
- 4.15 On 3 March 2021 Council approved the reconfiguration of parking on Bank Street, to create approximately 30 new spaces. Quotes have been sought by Council Officers for the parking reconfiguration which can be delivered in coming months, using Council funding. DoT has advised that parking offsets could be funded through the Program. If the parking reconfiguration is funded through the DoT Program, Council Officers would seek delivery this calendar year.
- 4.16 Council Officers propose that consultation on the temporary section of the Park Street bike corridor occur together with public consultation on the design of the permanent corridor from Kings Way to St Kilda Road. While DoT will deliver the temporary section, the permanent section will be done by Council.

Moray Street to St Kilda Road connector – Route ‘K’

- 4.17 As part of the development of the Park Street Streetscape Improvement Project, an independent review of the benefits of the Park Street bike link considered alternative bike corridor options. The review identified that, a bike corridor between Moray Street and St Kilda Road, would provide a connection to the Moray Street bike line and serve a separate catchment area (Toorak Road and beyond) to that of the Park Street corridor.
- 4.18 While there is not a Council decision or funding for this link, officers believe there is an opportunity to ask DoT to design and deliver this connection.

Bay Trail to Moray Street – Kerferd and Albert Roads (*aligned to Shrine to Sea corridor*)

- 4.19 There are two parts to this route – Kerferd Road between the foreshore and Canterbury Road and Albert Road between Canterbury Road and Moray Street.



- 4.20 The route forms part of the State funded Shrine to Sea Project being led by DELWP and, because of this, there was no allocation for this route in the 2020/2021 Council Budget.
- 4.21 The route is a State Significant Cycling Route (C2) and identified as a key route in Council’s Move, Connect, Live; Integrated Transport Strategy 2018-28.
- 4.22 The pop-up bike proposal is an opportunity to test potential layouts for Kerferd Road to inform the Shrine to Sea project as well as provide interim safety improvements to this black-spot area.
- 4.23 Council Officers understand that DoT has commenced initial design investigations of this route which may involve the reduction in traffic lanes from two to one in each direction, alongside lower speed limits (speed limit is currently 60 km/hr on Kerferd Road and 40km/hr on side streets). The current traffic volumes can be accommodated through a single traffic lane in each direction as there are approximately 6,000-7,500 vehicles per day travelling in each direction on Kerferd Road pre-COVID, with the road having capacity for 1000-1200 vehicles/lane/hour.
- 4.24 Council Officers estimate that up to 10% of the 250 parking spaces may be removed. Council Officers will work with DoT and DELWP to ensure the designs align to the Shrine to Sea project and its Community Panel process and seek to maximise the retention of parking and any parking offsets for the route.

Assessment of the Traffic and Parking Impacts of the Proposals

- 4.25 A summary of the estimated impacts of each proposal is shown in the Table 1 below. Further details on the scope and impact of each proposal is included at **Attachment 4**.

TABLE 1 – BIKE CORRIDOR IMPACT ON PARKING AND TRAFFIC LANES

Proposal	Estimated parking impact	Estimated traffic lane impact
1. Shimmy (Informal bike riding) Routes		
A. Beach Street, Broadway, Mitford Street to Acland Street	None	None
B. Dickens, Nightingale, Williams, Carlisle and Westbury streets	None	None
C. Nelson Road, Foote, Richardson, Longmore, Cowderoy, York and Loch streets	None	None
2. Park Street (west) - Kings Way to Moray Street	13 spaces to be removed 37 parking spaces to be retained	One traffic-lane removed in eastbound direction



	<i>(Bank Street parking reconfiguration – possible offset)</i>	
3. Moray Street to St Kilda Road connector - Albert Park shared user path and Kings Way footpath	None	None
4. Bay Trail to Moray Street connection (aligned to Shrine to Sea corridor)		
A. Kerferd Road - Beaconsfield Parade to Canterbury Road	0-10% Retention of the estimated 250 existing spaces to be maximised	Subject to DoT design –investigations may consider lane removal
B. Albert Park shared user path – Canterbury Road to Moray Street	0-5% Minimal if any parking impact	None

Council Approvals and Permit Considerations

- 4.26 Some of the ‘pop-up’ bike lane proposals are in areas covered by Heritage Overlays (including HO440 for Part of Park Street -West; HO442 and HO444 covering Kerferd Road and HO440 and HO489 covering Albert Road). However, exemptions can be provided for bicycle pathways and trails particularly given the temporary nature of the materials proposed for the installation of the bike lanes. Council Officers will determine if planning approvals for these proposals are required when we receive the designs and details of the materials to be used by DoT for the bike lanes,
- 4.27 In addition, installation of the temporary ‘pop-up’ bike lanes infrastructure on Council roads will require Road Reserve permits under the Road Management Act 2004. DoT will need to make the necessary applications for Council officer consideration.

5. CONSULTATION AND STAKEHOLDERS

- 5.1 Community engagement was undertaken on bike corridors as part of the development of the Move, Connect, Live: Integrated Transport Strategy 2018-28.
- 5.2 Council Officers have engaged with the following stakeholders in identifying the proposals:
- DELWP as the lead agency for the Shrine to Sea Project;
 - City of Melbourne as the adjoining Council with its own program for the delivery of ‘pop-up’ protected bike lanes; and
 - Rail Projects Victoria as the Victorian Government authority responsible for the ANZAC Station precinct.



- 5.3 The DoT propose a six-week consultation period prior to construction of each 'pop-up' bike project to elicit community feedback, inform final designs and build awareness regarding upcoming installation. Through discussion with Council Officers, the engagement activities that DoT has agreed to complete through its six-week process include:
 - 5.3.1 Targeted stakeholder engagement,
 - 5.3.2 Communications across media and social media channels,
 - 5.3.3 Project website to capture more specific 'social pinpoint' feedback.
- 5.4 Design changes based on community responses will be included as part of community feedback via targeted and general channels.
- 5.5 Following installation of the pop-up bike lanes by DoT, communications and engagement continues through a regular feedback and review process.

6. LEGAL AND RISK IMPLICATIONS

- 6.1 **Community acceptance and communications** – The 6-week communications and engagement process pre-installation will build awareness and enable design feedback to be captured. The DoT evaluation and adjustment phase for the 12+ months post installation provides the ability to adjust the design of any 'Pop-up' bike lane projects. This includes evaluation of longer-term proposals for these bike lanes.
- 6.2 **Reduction in number of on-street parking spaces** – Council Officers will work with DoT to maximise the retention of on-street parking spaces and, if there is a parking impact, to seek parking offsets as part of the DoT Program.
- 6.3 **Impact on traffic lanes and delays to travel times** - Council Officers have identified proposals that avoid significant increases to travel times. Proposals that include a reduction in the number of traffic lanes are on roads where a single traffic lane can carry the current traffic volumes without adding a significant delay to travel times.
- 6.4 **A lack of alignment to DELWPs longer-term planning and designs for the Shrine to Sea Corridor** - Council Officers will seek to work with DoT and DELWP representatives to ensure the design process aligns with DELWP's community panel process and the options DEWLP is considering in the draft Shrine to Sea Master Plan.
- 6.5 **DoT installing temporary infrastructure (assets) on Council owned roads** – The installation of infrastructure related to the Pop-up bike lanes projects by DoT is intended to be temporary in nature. The DoT will need to apply to Council for a Works within a Road Reserve permit in order to install the 'pop-up' bike lane proposals on Council owned Roads. As part of this permit, conditions will be applied to protect Council roads and related assets to protect Council.

7. FINANCIAL IMPACT

- 7.1 The funding and delivery of these bike lane proposals by the DoT on Council's behalf, will generate cost savings to Council of up to \$300,000 with these funds reallocated to the Sustainable Transport Reserve. This does not include the staff time costs avoided.
- 7.2 There is no impact on paid parking spaces and therefore no change to Council's paid parking revenue.



8. ENVIRONMENTAL IMPACT

- 8.1 Safe, continuous and connected protected bike lanes decrease car use and associated pollution by encouraging bike riding for local access, commuting and recreation.

9. COMMUNITY IMPACT

- 9.1 Bike riding is a healthy, space efficient, low cost, environmentally friendly travel option and often the most convenient way to travel short distances.
- 9.2 The delivery of protected bike corridors increases transport choices and safety for our community. They improve local access and assist in alleviating congestion as there is wider community appeal to use these type of bike routes. Temporary 'pop-up' bike lanes are less time consuming and costly to deliver because it avoids relocating gutters and kerbs etc.
- 9.3 Bike corridors have the potential to increase social connectivity through increased transport choices as well as providing places that foster greater social interaction and informal recreation.
- 9.4 A network of bike lanes made up of permanent and 'pop-up' infrastructure is intended to support 10-minute neighbourhoods in the municipality.
- 9.5 Protected bike lanes provide a more inclusive environment, more attractive for travelling on by the wider community, irrespective of gender and level of ability.
- 9.6 Bike corridors have the potential to support local businesses located along them by attracting more people to travel by bike on these corridors to generate increased 'passing trade'.
- 9.7 The pop-up bike lanes have the potential to improve access for employees to existing and prospective workplaces.

10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 The proposals recommended by this report are aligned to the Liveable Port Phillip Strategic Direction within the Council Plan 2021-31.
- 10.2 The proposals are consistent with the Bike Network included in Council's Move, Connect, Live Strategy 2018-28 (Strategy). The potential delivery of these proposals by the Department of Transport, would contribute to Council's implementation of Action 17 and Action 18 of the Strategy.

11. IMPLEMENTATION STRATEGY

11.1 TIMELINE

- 11.1.1 Council Officers to formally communicate the decision from the ordinary Council meeting to DoT and seek funding and delivery of the pop-up bike lane proposals – September 2021.
- 11.1.2 If possible include the Park Street (West) pop-up bike lane within Council's consultation on the overall Park Street Streetscape Improvement Project (St Kilda Road to Moray Street) – October 2021.
- 11.1.3 DoT provide a response to Council's request and confirm which of Council's pop-up bike lane proposals have been funding for design and delivery – Anticipated in late 2021



11.1.4 Subject to DoT's confirmation of the 'pop-up' bike lane projects to be funded and delivered, Council to undertake the permitting process through officer delegations - Late 2021.

11.1.5 Council Officers to update Councillors on the Port Phillip proposals that DoT has confirmed for delivery through its 'pop-up' bike lane Program – Anticipated Late 2021.

11.2 COMMUNICATION

11.2.1 The key messages for this report are:

- **The proposals put forward have been critically assessed and are strategically aligned** – The proposals put forward for Council endorsement align to the Strategic Directions and priorities within the Council Plan 2021-31, Council's Move, Connect Live Strategy 2018-28 and meet criteria related to project deliverability, road user safety and the impact on other road users and on parking.
- **Proposals provide Council with opportunities to have works completed on its behalf by DoT to accelerate delivery of Council's bike network** – These proposals accelerate the delivery of Port Phillip's bike network including road safety and community benefits.
- **Trialling of 'pop-up' bike lanes by the Department of Transport will incorporate ongoing community engagement, evaluation and adjustment** – Council will seek to ensure that any pop-up bike lane includes effective community engagement, ongoing evaluation and adjustment over the life of these trials.

12. OFFICER DIRECT OR INDIRECT INTEREST

12.1 No officers involved in the preparation of this report have any material or general interest in the matter.

ATTACHMENTS

1. Victorian Government Announcement – Department of Transport Pop-Up Bike Lane Program
2. Map of City of Port Phillip Pop-Up Bike Lane Proposals
3. Transport and Parking Impact Assessment - City of Port Phillip Proposals