

18. CONFIDENTIAL BUSINESS

18.1 Trialing a Central Bike Lane on St Kilda Road

MOVED Crs Crawford/Baxter

That Council:

- 3.1 Provides in-principle support for the St Kilda Road Central Bike Lane Trial Project proposed by Transport for Victoria (TfV), including the suspension of up to 128 parking spaces in the central lane of St Kilda Road North of St Kilda Junction for the period of the trial, subject to the following requirements:
 - 3.1.1 The design of the central bike lane caters for people of all ages and abilities riding bikes, by enabling safe and convenient connections on and off the bike lane from local streets and the footpath.
 - 3.1.2 Effective engagement with the local community along the route is completed over the life of the trial, with a preference for this to be led by Transport for Victoria.
 - 3.1.3 As part of ongoing community engagement, Transport for Victoria and VicRoads adopts an action learning approach as part of the trial to quickly adjust the design or signal operations to respond to user feedback received over the period of the trial.
 - 3.1.4 Avoid any loss of street trees for the trial.
 - 3.1.5 Transport for Victoria to work with Council officers to develop a plan for local traffic circulation that facilitates the use of appropriate routes for building access, servicing and loading.
 - 3.1.6 Transport for Victoria to work with Council officers to identify changes to on street parking controls on the service lane of St Kilda Road and in adjoining streets to offset the reduced supply of parking.
- 3.1.7 Council is provided with the opportunity to provide input on the evaluation criteria for the trial. The primary measures of success for the trial to include safety for bike riders, to address the most common type of crashes involving people riding bikes on St Kilda Road.
- 3.1.8 Will communicate its decision to Transport for Victoria, Minister Luke Donnellan and City of Melbourne, preference for the trial to be at least six months in duration starting in early 2019 and the trial initially extends to the northern side of St Kilda Junction.
- 3.2 Seeks a commitment from the Victorian Government to implement a permanent Central Bike Lane and streetscape design for the full extent of St Kilda Road from the CBD to Carlisle Street, and including St Kilda Junction if the trial Project is successful.
- 3.3 Publicly releases its resolution and Council report if the trial Project is formally announced and funded by the Victorian Government.

AMENDMENT

MOVED Crs Copsey/Simic

Removal of the word “central” from paragraph 3.2 to read:

- 3.2 Seeks a commitment from the Victorian Government to implement a permanent Bike Lane and streetscape design for the full extent of St Kilda Road from the CBD to Carlisle Street, and including St Kilda Junction if the trial Project is successful.

A vote was taken and the AMENDMENT was CARRIED.

The amendment became the substantive motion:

MOVED Crs Crawford/Baxter

That Council:

- 3.1 Provides in-principle support for the St Kilda Road Central Bike Lane Trial Project proposed by Transport for Victoria (TfV), including the suspension of up to 128 parking spaces in the central lane of St Kilda Road North of St Kilda Junction for the period of the trial, subject to the following requirements:
- 3.1.1 The design of the central bike lane caters for people of all ages and abilities riding bikes, by enabling safe and convenient connections on and off the bike lane from local streets and the footpath.
 - 3.1.2 Effective engagement with the local community along the route is completed over the life of the trial, with a preference for this to be led by Transport for Victoria.
 - 3.1.3 As part of ongoing community engagement, Transport for Victoria and VicRoads adopts an action learning approach as part of the trial to quickly adjust the design or signal operations to respond to user feedback received over the period of the trial.
 - 3.1.4 Avoid any loss of street trees for the trial.
 - 3.1.5 Transport for Victoria to work with Council officers to develop a plan for local traffic circulation that facilitates the use of appropriate routes for building access, servicing and loading.
 - 3.1.6 Transport for Victoria to work with Council officers to identify changes to on street parking controls on the service lane of St Kilda Road and in adjoining streets to offset the reduced supply of parking.
 - 3.1.7 Council is provided with the opportunity to provide input on the evaluation criteria for the trial. The primary measures of success for the trial to include safety for bike riders, to address the most common type of crashes involving people riding bikes on St Kilda Road.
 - 3.1.8 Will communicate its decision to Transport for Victoria, Minister Luke Donnellan and City of Melbourne, preference for the trial to be at least six months in duration starting in early 2019 and the trial initially extends to the northern side of St Kilda Junction.
- 3.2 Seeks a commitment from the Victorian Government to implement a permanent Bike Lane and streetscape design for the full extent of St Kilda Road from the CBD to Carlisle Street, and including St Kilda Junction if the trial Project is successful.

- 3.3 Publicly releases its resolution and Council report if the trial Project is formally announced and funded by the Victorian Government.

A vote was taken and the SUBSTANTIVE MOTION was CARRIED.