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Dear Mr Tattersall

METRO TUNNEL PROJECT - MORAY STREET BIKE LANE UPGRADE - CITY OF PORT PHILLIP FEEDBACK

City of Port Phillip (Council) would like to thank the Melbourne Metro Rail Authority (MMRA) for engaging the community on bicycle lane upgrade design options released on 24 August 2017 and welcomes the opportunity to provide feedback on the design of this exciting legacy asset.

Council believes that either option provides an improvement in this key bike link and will continue to support the outcome of the community consultation to achieve the following Key Design Principles:

1. Prioritisation of sustainable modes of transport and encouraging walking and cycling
 - Create a route that encourages walking and cycling as sustainable modes of transport by improving the connections.
 - Make improvements at junctions and roundabouts to enable pedestrians and cyclists to transition safely.
 - Improve linemarking and signage to make pedestrians and cyclists feel safer.
 - Increase planting and kerbside appeal to promote and attractive route for leisure use.

2. A safe bicycle route that promotes encourages recreational cycling linking the City to Albert Park Lake and the Bay and (with the addition for Park Street bike link) through to Domain Station
 - Provide a safe, protected bicycle route.
 - Encourage families and infrequent cyclists to use bikes.
 - Provide an alternative route for the less confident cyclist.
 - Maximise the space given to pedestrians and cyclists over vehicles.

3. Reduction in conflicts between different modes of transport
 - Separate bikes from moving vehicles.
 - Provide buffers to reduce the risk of car dooring.

- Improve bike safety at intersections and roundabouts.
- Provision of safe crossing and access points for pedestrians,
- Reduce vehicle speeds and provide priority to pedestrians and cyclists.

With regards the design for the preferred option Council notes the following:

- That a reduction in on-street car parking is required for both options, and encourages MMRA to identify solutions aimed at reducing this impact where possible and where key design principles can still be achieved.
- In particular, it is acknowledge that the proposed conversion of angled parking to parallel parking (located in the norther section of Moray Street) will provide the most direct path for the lane. However, the angle parking could be retained in either the preferred or alternative option. Council encourages MMRA to review this design treatment after the community consultation period.
- The width of the bike lane within the southern section of Moray Street, between Coventry Street and Albert Road is below minimum widths recommended in relevant guidelines. The reduced lane width is still appropriately wide for recreational bike riding and despite limiting bike passing, will enable other key design criteria to be met such as encouraging less confident riders to take up cycling. On this basis, officers generally support the kerb side option but do not object if it was decided to provide a roadside bike lane through this section only, if this is supported by feedback from the community.

Council encourages MMRA to continue to work with the community and Council to provide an outcome that achieves these design principles, aligns with the community's feedback, is cost effective, deliverable and enables MMRA to meet its obligations. Council will also continue to support MMRA in providing clarity to the public on the design options and impacts, to enable community to provide informed feedback.

Yours sincerely

Claire Ferres Miles
General Manager, Place Strategy and Development