



10.9 POP-UP BIKE LANES

EXECUTIVE MEMBER: KYLIE BENNETTS, GENERAL MANAGER, CITY GROWTH AND DEVELOPMENT

PREPARED BY: ANA CAICEDO, COORDINATOR TRANSPORT SAFETY
BRIAN TEE, EXECUTIVE MANAGER CITY PLANNING AND SUSTAINABILITY

1. PURPOSE

1.1 To provide an update on the Department of Transport's (DoT) response to Council's resolution of 20 July 2022 in which Council requested that DoT review and make changes to parts of the pop-up bike lanes program in Port Phillip.

2. EXECUTIVE SUMMARY

- 2.1 In 2021 the Victorian Government announced a program of pop-up bike lanes to improve access to cyclists riding to and from Melbourne's CBD and improve local connections (the pop-up bike lanes). The pop-up bike lanes are intended for a trial period of 12-18 months.
- 2.2 At its meeting on 1 September 2021, Council resolved to request DoT to consider routes in Port Phillip aligned to Council's Integrated Transport Strategy 2018-2028, Move, Connect, Live as part of the DoT pop up bike lane program.
- 2.3 The DoT engaged with the community on proposed routes and designs in Port Phillip from December 2021 to July 2022 and, subsequently, 38 kilometres of pop-up bike lane infrastructure was delivered in Port Phillip.
- 2.4 As the pop-up bike lanes were being installed, Council received correspondence and phone calls from the community. Generally, these identified concerns about the safety, amenity and aesthetic impacts of the pop-up bike lanes. Council considered the pop-up bike lane program including community concerns at its meeting on 20 July 2022 and resolved to write to the DoT and request changes to the program (**Attachment 1**).
- 2.5 The DoT acknowledged the Council request on 29 July 2022 (**Attachment 2**) and provided a formal response on 31 August 2022 (**Attachment 3**). The response outlines the DoT's proposals to retain, review, modify or remove infrastructure. DoT's implementation of the proposals is subject to Council support of the proposed changes.
- 2.6 Having received the DoT letter on 31 August 2022 Council officers have not investigated all proposals in detail and further investigation may result in subsequent changes to Council officer recommendations. Any proposed changes would be brought back to Council for consideration.



3. RECOMMENDATION

That Council having considered the Department of Transport's response of 31 August 2022 to the Council resolution of 20 July 2022:

- 3.1 Notes that the Department of Transport conducted a **road safety audit** reviewing the concerns raised by the community, Council and other stakeholders and no high-risk items were identified.
- 3.2 Notes that the Department of Transport has **agreed to Council's request to reinstate** the dedicated **left turn from Bridge Street into Williamstown Road** in Port Melbourne, highlighting that a conflict point between cyclists and vehicles will be reintroduced.
- 3.3 Notes that the Department of Transport **agreed to Council's request to end the trial of the central bike lane treatment** installed on **Bridge Street** in Port Melbourne between Princes Street and Evans Street, highlighting the reintroduction of safety risks for cyclists.
- 3.4 Supports the Department of Transport's proposal to work with Council on alternative designs to address bike safety on **Bridge Street**, Port Melbourne, noting that this may require the removal of on-street parking spaces.
- 3.5 Supports the Department of Transport's proposal to monitor the current trial treatments on **Westbury Street**, St Kilda East, and to work with Council officers to explore alternative designs, noting this may require the removal of on-street parking spaces.
- 3.6 Notes the proposal by the Department of Transport to reinstate the dedicated **left turn from Bridge Street into Bay Street** in Port Melbourne and that this will reintroduce a conflict point between cyclists and drivers, and considers the following two options available to Council: -
 - a **Option 1** – Council does not support the reinstatement of the dedicated **left turn from Bridge Street into Bay Street** in Port Melbourne.
 - b **Option 2** – Council supports the reinstatement of the dedicated **left turn from Bridge Street into Bay Street** in Port Melbourne and investigates other options to improve safety for bike riders at this location.
- 3.7 Supports the proposal of the Department of Transport to carry out reviews across all routes to **assess speed cushions and other infrastructure placement** and work with Council officers on the review and share review outcomes.
- 3.8 Supports the proposal of the Department of Transport to remove the speed cushion adjacent to the Bubup Womindjeka Family and Children's Centre (provided within the presentation to Councillors on the 24 August 2022 and not included in the letter on 31 August 2022).



- 3.9 Supports the Department of Transport's proposal to improve the visual amenity at **Lyons Street, between Bridge Street and Esplanade West**, with a focus on kerb and bollard removal.
- 3.10 Supports the Department of Transport's proposal to improve the visual amenity at the intersection of **Dickens Street and Glen Huntly Road on Marine Parade**.
- 3.11 Supports the Department of Transport's proposal to end the trial on **Armstrong Street** and reinstate to the original road configuration.
- 3.12 Supports the proposal to end the trial on **Nelson Road** and reinstate to the original road configuration.
- 3.13 Supports the Department of Transport proposal to continue to engage the community and the DoT proposal that all communications be co-branded.
- 3.14 Writes to the Department of Transport,
 - 3.14.1 thanking them for their collaborative approach in working with Council to address community concerns about the pop-up bike lane program, and
 - 3.14.2 requests that the Department of Transport implement the proposals identified in their letter of 31 August 2022 and supported in this recommendation.
- 3.15 Requests an update on implementation of the delivery of the Department of Transport proposals as soon as possible and no later than December 2022.

4. BACKGROUND

- 4.1 In 2020, the Victorian Government announced a trial of temporary infrastructure to improve access to cyclists riding to and from Melbourne's CBD and improve local connections. As part of the trial, up to 100 kilometres of protected 'pop-up' bike lanes and paths (pop-up bike lanes') are being installed in inner Melbourne.
- 4.2 At its meeting on 1 September 2021, Council requested that the Department of Transport (DoT) deliver 'pop up' bike lane infrastructure aligned to routes in Council's Integrated Transport Strategy 2018-2028, Move, Connect, Live (ITS) and commit to a collaborative process for the design, community engagement, evaluation, adjustment, and maintenance of the infrastructure.
- 4.3 The DoT has funded and delivered 38 kilometres of pop-up bike lane routes within Port Phillip. Final designs for all routes were evaluated and assessed by an independent Road Safety Auditor and evaluation of the routes is ongoing throughout the trial. Council officers were involved in design discussions and reviewed the proposed designs against design standards. Permits were provided for Works within the Road Reserve.
- 4.4 From June 2022, as the construction of the infrastructure progressed, residents, business and visitors contacted Council raising concerns about particular treatments and general concerns about the safety of the treatments. These included issues with drivers swerving around speed cushions, issues with traffic congestion, and a reduction in amenity and aesthetics associated with the use of yellow line marking, high visibility bollards and concrete kerbs.



- 4.5 Subsequently, at its meeting on 20 July 2022 a Council resolution was passed that Council:
1. *Writes to the Department of Transport and requests that they re-instate the left hand turn into Williamstown Road from Bridge St in Port Melbourne.*
 2. *Writes to the Department of Transport and requests that the Bridge St Port Melbourne central bike lane be removed, and the original conditions be reinstated.*
 3. *Writes to the Department of Transport and requests that DOT come back to Council with options for alternative proposals to the Westbury St, St Kilda East central bike lane.*
 4. *Writes to the Department of Transport and requests that where swerving around speed humps is observed; where speed humps are located on a 40kmh local road; where speed humps are immediately preceding or following a raised pedestrian crossing, and for all concrete blocks, bollards and yellow lines, that DOT shows Council a justification for their requirements on safety or other grounds, or facilitate their removal, or proposes an alternative treatment.*
 5. *Council officers to brief Councillors on Department of Transport response to the Council letter as soon as possible and no later than August 2022.*
 6. *Writes to the Department of Transport and requests that they conduct a safety audit that reviews safety concerns raised by the community.*
 7. *Request that DOT works with the City of Port Phillip to review the Pop-Up Bike Lane programs prior to any revisions and future installation of infrastructure in the City of Port Phillip as part of the DOT Pop Up Bike Lane program following the upcoming practical completion.*
 8. *Request that DOT conducts thorough consultation with the residents of the City of Port Phillip prior to any revisions and future installation of infrastructure in the City of Port Phillip as part of the DOT Pop-Up Bike Lane program following the upcoming practical completion.*
- 4.6 On 26 July 2022 Council wrote to DoT as required by the Council resolution of 20 July 2022 (Attachment 1). On 29 July 2022 DoT responded to the Council letter (Attachment 2) indicating that senior officers from the Department were meeting regularly with Port Phillip's officers to continue reviewing, monitoring, and evaluating the program.
- 4.7 DoT and Council officers have met regularly to review the pop-up bike programs as requested by Council in clause 7 of the Council resolution of 20 July 2022.
- 4.8 On 24 August 2022 DoT and Council officers briefed Councillors on the DoT as requested in clause 5 of the Council resolution of 20 July 2022.
- 4.9 On 31 August 2022, Council received DoT's response to the Council resolution of 20 July 2022 (Attachment 3). The DoT response identifies a number of proposals which will be implemented subject to receiving Council support. DoT has requested a Council response by 8 September 2022.
- 4.10 This report considers DoT's response to the Council resolution of 20 July 2022 and other proposals identified by DoT through the community feedback.

5. ACTIONS PROPOSED BY THE DEPARTMENT OF TRANSPORT

Left-hand turn into Williamstown Road from Bridge Street in Port Melbourne (response to Council resolution)

- 5.1 The Council resolution of 20 July 2022 requested that Council:
- 1 *Writes to the Department of Transport and requests that they re-instate the left hand turn into Williamstown Road from Bridge St in Port Melbourne.*
- 5.2 In the letter of 31 August, DoT propose to reinstate pre-existing conditions at the intersection as requested by Council in its resolution of 20 July 2022.
- 5.3 This treatment was designed to provide a bike lane all the way to the intersection to increase safety for bike riders by removing the need for drivers to cross the bike lane in order to turn left. Community feedback was that the removal of the left turn lane increased traffic congestion. DoT has indicated that reinstating the dedicated left turn lane would reintroduce a conflict point between cyclists and drivers. Refer to Image 1 (below).



Image 1 Intersection of Bridge Street and Williamstown Road, Port Melbourne. Pop up bike lane (left image) and pre-existing conditions (right image) highlighting risk reintroduction.

- 5.4 Bridge Street is a local road under the control and management of City of Port Phillip, and designated as a bicycle corridor in Council's Integrated Transport Strategy 2018-2028, Move, Connect, Live (ITS). This route has an important local bike network function linking local schools and community, accessing the Sandridge Rail Trail, and connecting to the growing community in Fishermans Bend.
- 5.5 Officers will investigate other options to achieve a safe cycling facility at this intersection, noting that this is likely to involve major infrastructure works or signalisation. Any proposed projects will be considered as part of future Council budget processes.

Central bike lane trial at Bridge Street (response to Council resolution)

- 5.6 The Council resolution of 20 July 2022 requested that Council:
- 2 *Writes to the Department of Transport and requests that the Bridge St Port Melbourne central bike lane be removed, and the original conditions be reinstated*

- 5.7 In the letter of 31 August DoT agreed to end the central bike lane trial at Bridge Street as requested by Council. In addition, DoT has requested that Council works with them on alternative design options to improve safety for bike riders.
- 5.8 The DoT has indicated that reinstating pre-existing conditions will reintroduce safety risks for cyclists, and that alternative designs to improve safety for bike riders may require the removal of some parking.
- 5.9 The central pop-up bike lane on Bridge Street, between Princes Street and Evans Street, was designed to provide dedicated space for bike riders and protect them from conflicts with buses, vehicles accessing adjacent roads and opening car doors. As a designated bicycle corridor within the ITS with an important local network role, it is important that safety for bike riders is prioritised in any future design outcome.
- 5.10 Community feedback on this project showed a high level of concern about the unusual design, and especially the transition for bike riders to and from the central bike lane.
- 5.11 While noting that alternative designs may require the removal of some parking, this report recommends that Council work with DoT on alternative options to improve safety, including options for community engagement, and brings back a report to Council at an appropriate time.



Image 2. Bridge Street, Port Melbourne. Pop up bike lane (left image) and pre-existing conditions (right image) highlighting risk points for cyclists

Central bike lane trial at Westbury Street (response to Council resolution)

- 5.12 The Council resolution of 20 July 2022 requested that Council:
 - 3 *Writes to the Department of Transport and requests that DOT come back to Council with options for alternative proposals to the Westbury St, St Kilda East central bike lane*
- 5.13 In the letter of 31 August DoT have agreed to monitor the current trial treatments in place and to work with Council officers to explore alternative designs.
- 5.14 The 85th percentile vehicle speeds on Westbury Street are slightly high compared to the speed limit, but still within an acceptable range. The central pop-up bike lane on Westbury Street, between Carlisle Street and Dandenong Road, was designed to



provide dedicated space for cycling, and protect cyclists from conflicts with motorists and vehicles accessing driveways and side roads without removing car parking.

- 5.15 Community feedback included a high level of concern about the unusual design, including the narrow traffic lanes, proximity of vehicles to parked cars, speed cushions, and the look and feel of the treatment.
- 5.16 As a designated bicycle corridor within the ITS with an important local network role, it is important that safety for bike riders is prioritised in any future design outcome.
- 5.17 While noting that the exploration of alternative designs are likely to require loss of some parking, this report recommends that Council work with DoT on alternative options to improve safety, including options for community engagement and reports back to Council at an appropriate time.

Speed hump, concrete block, bollard and yellow line review (response to Council resolution)

- 5.18 The Council resolution of 20 July 2022 requested that Council
 - 4 *Writes to the Department of Transport and requests that where swerving around speed humps is observed; where speed humps are located on a 40kmh local road; where speed humps are immediately preceding or following a raised pedestrian crossing, and for all concrete blocks, bollards and yellow lines, that DOT shows Council a justification for their requirements on safety or other grounds, or facilitate their removal, or proposes an alternative treatment*
- 5.19 In the letter of 31 August DoT have agreed to,
 - Carry out reviews across all routes to assess speed cushions and other infrastructure placements. DoT will work collaboratively with Council Officers on this and share review outcomes.*
- 5.20 This report recommends that Council work with DoT on the review of speed cushions and other infrastructure placements and provides a report to Council on the outcomes.
- 5.21 In addition to the review of speed cushions and other infrastructure placements, DoT has proposed the removal of concrete kerbing, reflective kerbs, reflective bollards, speed cushions and other changes at specific locations as follows:-
 - 5.21.1 To improve visual amenity and road legibility at the intersection of Lyons Street and Esplanade West, Port Melbourne DoT proposes to remove concrete kerbing and reflective kerbs.
 - 5.21.2 To improve visual amenity at the intersection of Dickens Street and Glen Huntley Road on Marine Parade DoT proposes to remove concrete kerbing and reflective bollards installed to provide physical separation between traffic and bike riders.
 - 5.21.3 DoT have agreed to remove the speed cushion adjacent to the Bubup Womindjeka Family and Children's Centre to minimise the risk from cars swerving around a speed cushion.



Tree planter boxes

- 5.22 Council officers are examining an opportunity to improve the visual amenity impacts of concrete kerbing by replacing the concrete with tree planter boxes.
- 5.23 Forty tree planter boxes were included in the pop-up bike lane design proposal for Kerferd Road. With this pop-up proposal no longer proceeding, DoT has agreed that the planter boxes could be located elsewhere on pop-up routes within Port Phillip.
- 5.24 Council officers have identified potential locations where planter boxes containing trees can be installed, either replacing existing concrete kerbs, or behind the kerb line.
- 5.25 Further investigation including seeking internal stakeholder and DoT support will be undertaken prior to a council report seeking council support for community engagement on the proposed locations.

Armstrong Street, between Beaconsfield Parade & Canterbury Road, Middle Park (DoT proposal in response to community feedback)

- 5.26 In their letter of 31 August DoT propose to end the trial on Armstrong Street and reinstate the original road configuration. Armstrong Street was not included in the Council resolution of 20 July 2022.
- 5.27 On Armstrong Street speed cushions, bike symbols centrally located within traffic lanes, along with concrete kerbing and reflective bollards to narrow the road at intersections have been installed. This design approach is typically used to encourage drivers to lower their speed, and support bike riders to ride centrally within the traffic lane where they are more visible to motorists and can avoid opening car doors and reversing vehicles.
- 5.28 The DoT indicated that they received a high level of community feedback about this project and propose to remove all pop-up bike lane infrastructure on Armstrong Street.
- 5.29 Armstrong Street is a designated bicycle corridor in Council's ITS, is important for local access to the shops, and plays an important local network role connecting to one of the few signalised crossings of Canterbury Road.
- 5.30 Actions that reduce the level of safety in this corridor are not aligned with achieving the aims of the ITS. However, the current vehicle speeds are within an acceptable range, and while there are benefits in raising awareness of bike riders, and encouraging riders to be visible and ride away from car doors and reversing vehicles, the pop-up bike lane does not provide a significant change in the level of protection for bike riders.

Nelson Road, South Melbourne, between St Vincent Street and Dorcas Street (DoT proposal in response to community feedback)

- 5.31 In their letter of 31 August DoT propose to end the trial on Nelson Road between St Vincent Street and Dorcas Street and reinstate to the original road configuration. Nelson Road was not included in the Council resolution of 20 July 2022
- 5.32 The treatment on Nelson Road includes painted chevrons narrowing the traffic lanes, speed cushions, bike symbols centrally located within the traffic lanes, concrete kerbing and reflective bollards to narrow the road at intersections. This design approach is



taken to encourage drivers to lower their speed, and bike riders to ride centrally within the traffic lane to increase their visibility for motorists and avoid reversing vehicles.

- 5.33 There was a high level of community concern about the look and feel of the infrastructure, the narrow traffic lanes, the need for vehicles to slow down, and from bike riders needing to share the traffic lane with traffic.
- 5.34 Nelson Road is designated as a bicycle corridor in Council's ITS and plays an important local bike network role.
- 5.35 Actions that reduce the level of safety in this corridor are not aligned with achieving the aims of the ITS. However, the current vehicle speeds are within an acceptable range and, while there are benefits from raising awareness of bike riders and encouraging riders to be visible and ride away from reversing vehicles, the pop-up treatment on this route does not provide a significant change in the level of protection for bike riders.

Intersection of Bridge Street and Bay Street (DoT proposal in response to community feedback)

- 5.36 In their letter of 31 August 2022 DoT propose to end the trial and reinstate the left turn traffic lane at the intersection of Bridge and Bay Street. This change was not included in the Council resolution of 20 July 2022.
- 5.37 This treatment was designed to provide a bike lane all the way to the intersection and increase safety for bike riders by removing the need for drivers to cross the bike lane in order to turn left.
- 5.38 The DoT indicated they received community feedback about traffic congestion as a result of the removal of the left turn lane.
- 5.39 DoT has highlighted the risk of reinstating the left turn lane being the 'reintroduction of a cyclist point'. Refer to Image 3 (below). Council officers share this concern and as a result do not support this proposal.



Image 3. Intersection of Bridge Street and Bay Street, Port Melbourne. Pop up bike lane and pre-existing conditions highlighting risk reintroduction.



5.40 Bridge Street is designated as a bicycle corridor in Council's ITS and plays an important local bike network function. Actions that reduce the level of safety in this corridor are not aligned with achieving the aims of the ITS and are not recommended by officers.

5.41 Officers will investigate other options to achieve a safe cycling facility at this intersection. Any proposed projects will be referred to future Council budget processes.

Design development and safety review process

5.42 The Council resolution of 20 July 2022 requested that Council

6. *Writes to the Department of Transport and requests that they conduct a safety audit that reviews safety concerns raised by the community.*

5.43 The DoT has committed to attend to any substantiated safety problems within 24 hours of them being reported. In addition, DoT has confirmed that independent safety audits were completed pre- and post- delivery, and that the Transport Accident Commission (TAC), and the DoT Movement and Safety Team both reviewed the designs.

Trial approach and evaluation

5.44 In addition to the proposed changes above, and as part of the project, the DoT committed to:

- Adjust, modify, and rectify infrastructure based on feedback related to amenity, use and impact, three, six, and eight months after practical completion; and
- Monitor and evaluate the performance of the trial from 12 months after practical completion with the view to adjust, modify or remove treatments by 18 months after practical completion.

6. CONSULTATION AND STAKEHOLDERS

6.1 The DoT initiated the community engagement in December 2021. This included consultation on proposed designs in February 2022 through social media, postcard and letter drops, door knocking, and on-street events.

6.2 In March 2022, Council officers and the DoT briefed Council twice on the project and process to follow, after community consultation had taken place.

6.3 The DoT have committed to continue to engage with the community in Port Phillip about the pop-up bike lane program.

6.4 The DoT have requested that all future communications is cobranded to reinforce the partnership between DoT and CoPP.

7. LEGAL AND RISK IMPLICATIONS

7.1 Final designs for all routes were independently assessed by a Road Safety Auditor. It is advised that diversions from approved and reviewed designs are only undertaken following a thorough revision of new designs.

7.2 As the delivery agency, DoT owns the assets during the trial, and has associated liability responsibility.

7.3 Reinstatement of pre-existing conditions returns liability to Council.



8. FINANCIAL IMPACT

- 8.1 DoT have advised Councillors that the changes they propose will be funded out of the pop-up bike lane program budget.
- 8.2 Design review activities, and any new community engagement or consultation by Council on elements of the pop-up bike lane program may have resource implications and require re-prioritisation of other key project delivery.

9. ENVIRONMENTAL IMPACT

- 9.1 Safe, continuous and connected bike infrastructure decreases car use and associated pollution by encouraging bike riding for local access, commuting and recreation.

10. COMMUNITY IMPACT

- 10.1 Bike riding is a healthy, space efficient, low cost, environmentally friendly travel option and often the most convenient way to travel short distances.
- 10.2 A network of bike lanes made up of permanent and 'pop-up' infrastructure is intended to support 10-minute neighbourhoods in the municipality.
- 10.3 As temporary infrastructure, 'pop-up' bike lanes avoid the need to relocate gutters and kerbs, etc, and they can be changed more easily in response to community feedback and evaluation.
- 10.4 This report reflects Council's response to the high level of feedback and concern received from the community about the delivery of the pop-up bike lanes.

11. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 11.1 The discussions and recommendations within this report are aligned to the Liveable Port Phillip Strategic Direction within the Council Plan 2021-31.
- 11.2 The bike corridors discussed within this report align with the bike network included in Council's Move, Connect, Live Strategy 2018-28 (Strategy). Maintaining and improving safety for bike riders on these routes is important to contribute to Council's implementation of Action 17 and Action 18 of the Strategy.

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. Letter from CoPP
- 2. DoT letter acknowledging letter from Council
- 3. DoT letter in response

St Kilda Town Hall, 99a Carlisle Street, St Kilda, Victoria 3182
ASSIST Customer Service 03 9209 6777

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26 July 2022

Mr Paul Younis
Secretary, Department of Transport
1 Spring Street
MELBOURNE, VIC, 3000

Dear Mr Younis,

Request for changes to the Department of Transport Pop-up bike lanes program

At the 20 July 2022 Council meeting, Council passed a resolution requesting that Council write to Department of Transport (DoT) to communicate Council's resolution regarding the roll-out of the pop-up bike lane program in the City of Port Phillip.

The DoT is delivering over 38kms of new and upgraded bike routes across Port Melbourne, Albert Park, Middle Park, St Kilda, Elwood and the wider southeast.

The community has raised with Council concerns about the safety and amenity impacts of the pop-up bike lanes. In response to these concerns, the Council resolution requests that the DoT,

- re-instate the left hand turn into Williamstown Road from Bridge St in Port Melbourne.
- remove the Bridge St Port Melbourne central bike and reinstate the original conditions.
- provide options to Council for alternative proposals to the Westbury St, St Kilda East central bike lane
- conduct a safety audit that reviews safety concerns raised by the community.
- where swerving around speed humps is observed; where speed humps are located on a 40kmh local road; where speed humps are immediately preceding or following a raised pedestrian crossing, and for all concrete blocks, bollards and yellow lines, that DOT shows Council a justification for their requirements on safety or other grounds, or facilitate their removal, or proposes an alternative treatment.
- work with the City of Port Phillip to review the Pop-Up Bike Lane programs prior to any revisions and future installation of infrastructure in the City of Port Phillip as part of the DOT Pop Up Bike Lane program following the upcoming practical completion.

- conducts thorough consultation with the residents of the City of Port Phillip prior to any revisions and future installation of infrastructure in the City of Port Phillip as part of the DOT Pop-Up Bike Lane program following the upcoming practical completion.

In addition, in the resolution, Council asked for an update as soon as possible and no later than August 2022.

Council thanks the DoT for their commitment to work with Council to address community concerns and asks that DoT implements the resolution.

I look forward to receiving an update on the implementation of the Council resolution in August 2022.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Marcus Pearl', written over a horizontal line.

Marcus Pearl

Mayor

CC:

Alan Fedda, Executive Director Inner Metro, DoT

Fatima Mohamed, Director Active Transport Development and Delivery, DoT



Department of Transport

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DX 210074

Ref: CORG-1-22-14255R

Mr Marcus Pearl
Mayor
Port Phillip City Council
99a Carlisle St
ST KILDA VIC 3182
mayor@portphillip.vic.gov.au

Dear Mayor

Thank you for your correspondence on 26 July 2022 to the Secretary of the Department of Transport, Paul Younis, providing Council's resolution about the roll out of the pop-up bike program in City of Port Phillip. I am responding on the Secretary's behalf as I am the accountable executive for this program.

The Department of Transport have held regular meetings with City of Port Phillip officers throughout the program and we are working in partnership on the pop-up bike routes. This collaborative approach is important from planning, through to design, installation and the monitoring and evaluation of the trial routes.

Our senior officers have scheduled a meeting next week with your council officers to review the feedback provided by the City of Port Phillip since construction of the routes and will continue to meet regularly through the monitoring and evaluation period.

I look forward to providing an update to Council in the near future.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Alan Fedda'.

Alan Fedda
Executive Director, Inner Metro
29/07/2022

Cc: Paul S Younis



Department of Transport

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Ref: CORG-1-22-14662

Cr Marcus Pearl
Port Phillip City Council
99a Carlisle St
ST KILDA VOC 3182
mayor@portphillip.vic.gov.au

Dear Mayor

Thank you for providing the Department of Transport (DoT) Council's resolution about the roll out of the pop-up bike program in the City of Port Phillip (CoPP).

DoT is trialling 100 kilometres of new and improved bike routes across key Inner-Melbourne suburbs. The program aims to make it easier and safer for bike riders to get to and from Melbourne's CBD, as well as providing improved local connections.

As part of this roll out, 38km routes were approved by the City of Port Phillip. The 38km trial aligns to Council's *Move, Connect, Live; Integrated Transport Strategy 2018-28*.

DoT have held regular meetings with council officers throughout the program and we have worked in partnership on all of the pop-up bike routes. This collaborative approach is important from planning, through to design, installation and the monitoring and evaluation of the trial routes.

A key pillar of this program is that it allows changes to routes based upon community feedback and DoT evaluations. The pop ups are temporary infrastructure, which enables effective changes to routes when and where they are needed.

Since the rollout of these trial routes in the City of Port Phillip, DoT has received community feedback directly via email and online around some of the routes and their designs. Along with that feedback, the pop-up bike routes are under constant evaluation by DoT. These regular reviews assess safety, user numbers, sentiment, network performance and other factors.

Based on community feedback and DoT review processes, the changes identified require Council approval for all proposals.

We appreciated the opportunity to brief you and Councillors in person on Wednesday 24 August 2022 on our review of community and stakeholder feedback following the installation of 38kms of temporary pop up bike treatments in the municipality. DoT is proposing to make the following changes to pop-up bike route treatments within the City of Port Phillip:

- Reinstate the left turn traffic lane into Williamstown Road from Bridge Street in Port Melbourne
- End the trial of the central bike lanes at Bridge Street and reinstate the original road condition. DoT will work with Council Officers to explore alternate designs to address bicycle safety

- End the trial and reinstate the left turn traffic lane at the intersection of Bridge Street and Bay Street
- Improve visual amenity at Lyons Street, between Bridge Street and Esplanade West, with a focus on kerb and bollard removal
- Improve visual amenity at the intersection of Dickens Street and Glen Huntly Road on Marine Parade
- End the trial on Armstrong Street and reinstate to the original road configuration
- End the trial on Nelson Road and reinstate to the original road configuration

In relation to other requests raised, the following is proposed:

- DoT will monitor the current trial treatments in place on Westbury Street and work with Council Officers to explore alternative designs
- DoT will carry out reviews across all routes to assess speed cushions and other infrastructure placement. DoT will work collaboratively with Council Officers on this and share review outcomes
- DoT will continue to engage with the community in the City of Port Phillip about the Pop-up Bike Lanes Program. Going forward, all communication material will be co-branded to reinforce the partnership between DoT and CoPP
- DoT will continue to work in partnership with CoPP for the duration of the Pop-up Bike Lanes Program.

Any changes made by DoT will be dependent on weather and contractor availability. It is imperative we receive Council position and approvals in a prompt manner and would appreciate a response by 8 September 2022.

Subject to receiving Council approval, DOT will commence planning the implementation of the proposed changes and will work with council officers to ensure the community are informed of when the change activity will occur on their streets.

Please do not hesitate to get in contact if you have any questions. We look forward to continuing to partner with the City of Port Phillip to deliver improvements to the cycling network.

Yours sincerely



Alan Fedda
Executive Director Inner Metro

Date: 31/08/2022