

City of Port Phillip

Cycling and streetscape project delivery

Presented by

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Move, Connect, Live Integrated Transport Strategy



Outcomes

Outcome 1

Our City's transport network, streets and places cater for our growing community

Outcome 2

Our community is healthier because it has safe, connected and convenient walking and bike riding choices

Outcome 3

Our community has convenient public transport choices that make it easier to move and connect

Outcome 4

Our community understands that parking is a limited and shared resource, and works with Council to ensure fairest access

Outcome 5

Our community benefits from new transport options and technology to move around





What is the problem?



Population growth

Covering an area of 21 square kilometres, the City of Port Phillip is one of the smallest municipalities in Victoria with the highest inner urban population density. It is also home to more than 19,000 businesses that employ over 87,000 people.



Reliance on cars

If current car ownership trends continue, over the next decade there will be a 24 per cent increase in the number of cars owned in the City of Port Phillip. Our current supply of on-street car parking spaces is barely enough to meet current demand.

14 per cent of our City's greenhouse gas emissions are due to private vehicle use

What can help?



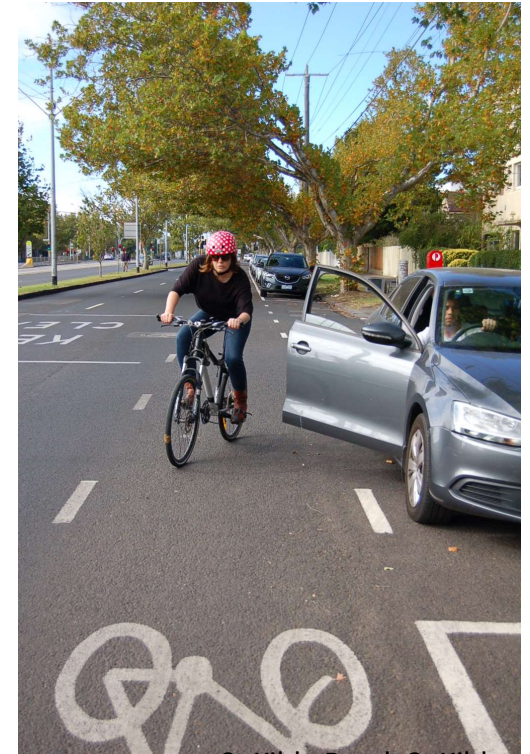
Sustainable transport

A growing City with a road network that is at capacity and cannot be increased, requires a rethink of how more sustainable modes of transport can be used.



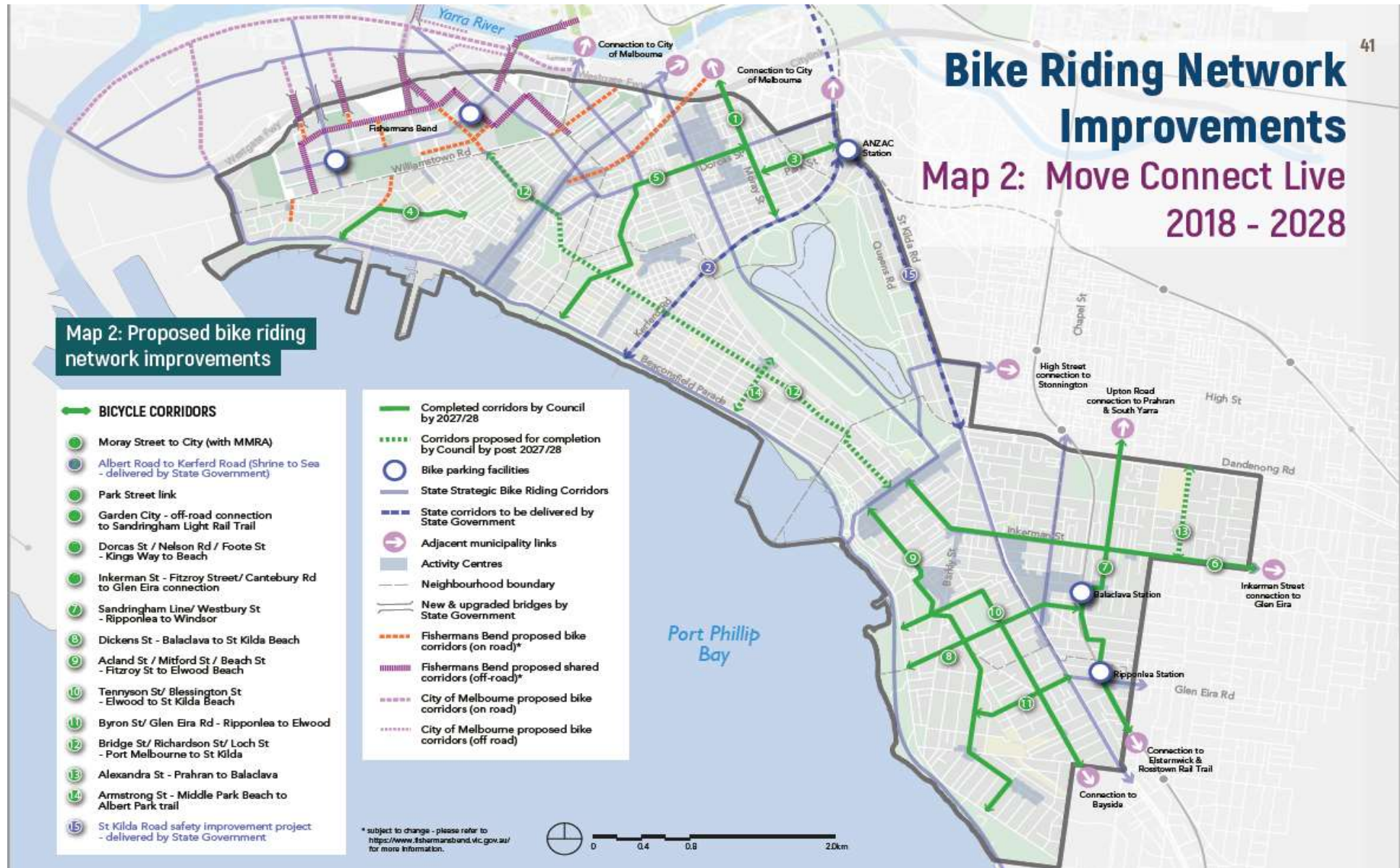
New technology

By embracing technology, we can gather data about transport user decisions, gaps and use. New technology, real-time data and connectivity will help us plan our travel better and improve access to alternative modes of transport.



St Kilda Road, St Kilda

Bike Network





Bike Network

Corridor Name	Status
Moray Street to City - In Partnership with Rail Project Victoria	Completed
Garden City - connection between Sandridge Beach and 109 Light Rail Path	Completed
Park Street Bike Link - Domain to South Melbourne Connection	Completed
St Kilda Road	Completed Victorian Government
Inkerman Street- Orrong to St Kilda Rd.	Designs underway
Shrine to Sea Streetscape	In delivery with Victorian Government
Dorcas Street - South Melbourne to Port Melbourne and Fishermans Bend Corridor	TBC
Fitzroy Street Link (Princess or Grey St) - Inkerman connection	TBC
St Kilda East to St Kilda Marina via Balaclava Station	TBC
Blessington St, Tennyson St, Byron St	TBC
Alexandra Street – Line marking only	TBC
Acland, Broadway, Beach Ave, Byron	TBC
Lyndon St, Glen Eira Ave, Grosvenor Grove	TBC
Nelson Road and Foote Street	TBC
Esplanade East, Richardson Street, Longmuir, Cowderoy, York, Loch	TBC
Armstrong Street	TBC

Process



Stage Gate 1 – prioritising and budgeting for bike corridors

Councillors are asked to consider which of the bike corridors should be progressed through Council Plan and Budget process.

Stage Gate 2- concept design

Councillors are asked to consider the concept design and initial costings of a bike corridor.

Stage Gate 3 – community input

Concept designs tested with community to determine whether to proceed with the bike corridor or any amendments to the corridor design or alignment in response to the community's concerns.

Proceed to development of detailed designs.
Council asked to approve the detailed design and costings and support the corridor to progress to market (tender) for delivery.



Garden City - complete



Completion Date: 2021/22

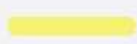
Peak Hour Use: 28

Crash History: 2 crashes recorded (Beacon Road between Howe Parade and The Boulevard) between 2015-2020 (1 bike)

Links: Connects Garden City to both Sandridge and Bay Trail providing a link to popular destinations for Port Melbourne area and increasing the catchment area for both Trails.

Parking impact: 30 parking spaces (34% occupancy rate)

Garden City - complete



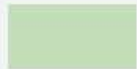
Existing shared trail



New bike trail



Existing Bay Trail



Garden City Bike Corridor

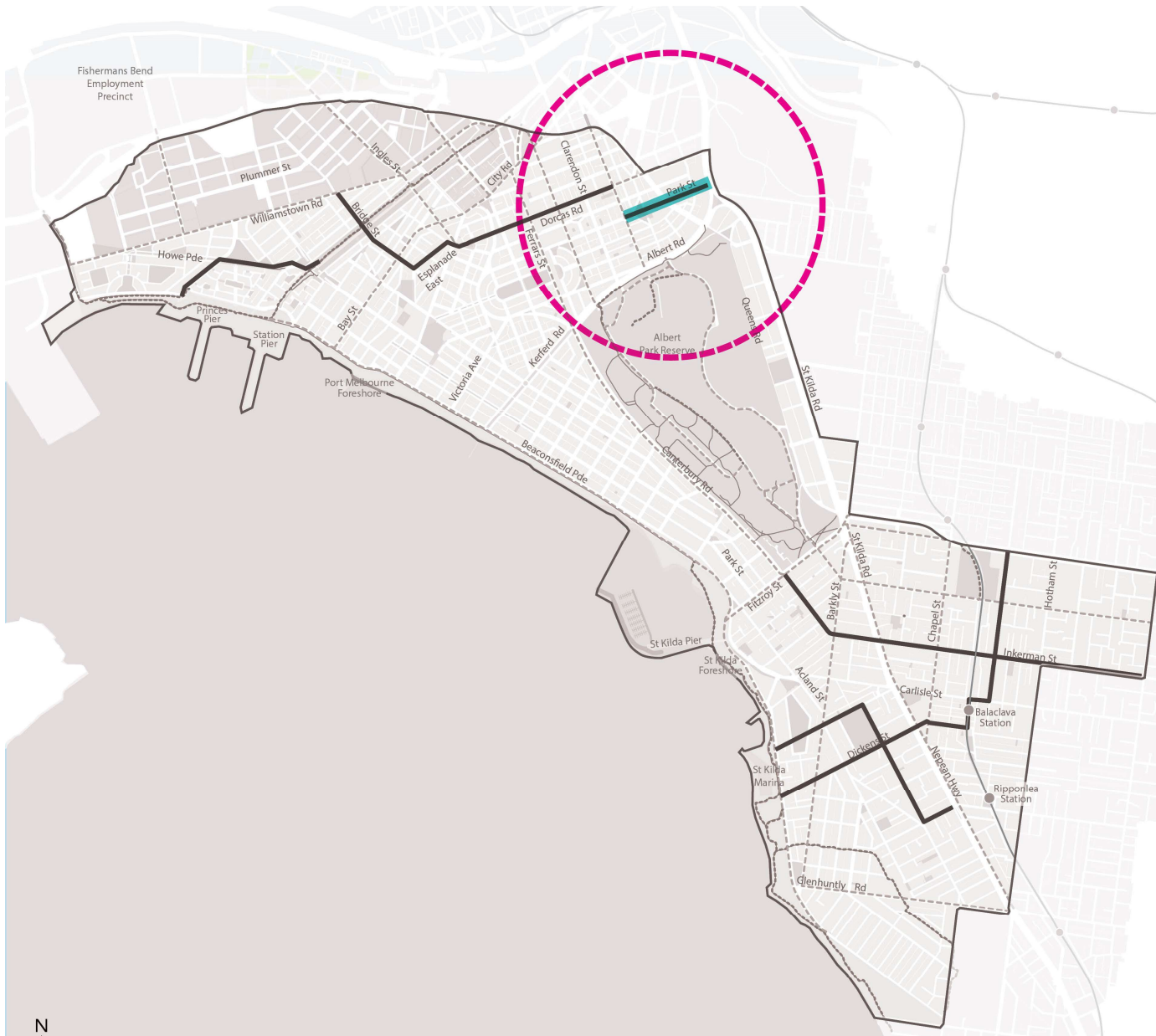
Garden City - Complete



Credit - Chris Cassar Photography



Park Street Streetscape Improvement



Completion Date: 2022/23

Peak Hour Use: 81

Crash History: 26 crashes recorded on Park Street between Moray Street and St Kilda Road (including intersections of Park Street and Kings Way/St Kilda Rd)

Links: Links Dorcas St via Moray Street to St Kilda Road with no other alternative crossings over Kings Way. Is also the most direct connection from ANZAC Station to the existing Moray Street protected bike lanes, and South Melbourne Activity centre and beyond to Fishermans Bend.

Parking impact: 19 spaces on Park, which can be offset by reconfiguring parking on Bank St.

Park Street Moray Street to Kings Way Complete

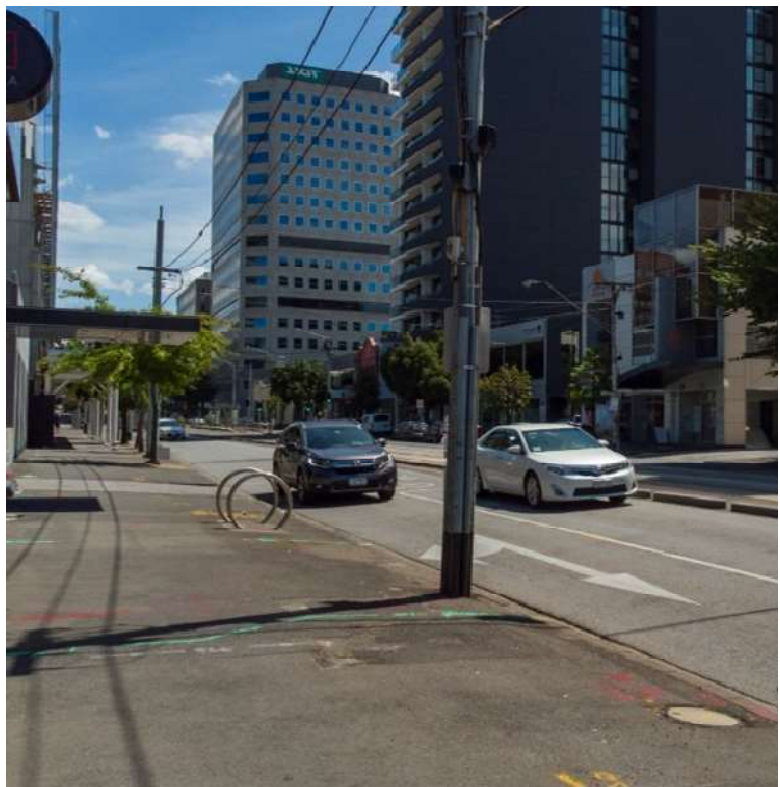


Before



After

Park Street Moray Street to Kings Way Complete



Before



After

Challenges



Parking

Impacts on residents, businesses and delivery.

EV parking

Waste Collection

Safety / Risk Report
Ease of Collection

Emergency Vehicles

How are these accommodated?

Safety

Details in crash stats are critical – who, how, how many, type

Traffic impacts

Impacts on roads and flow on impacts – rat running

Impacts on Business

How do people get to businesses?

Bike lane crossing

How do residents cross bike lanes?

Community Concerns



What are the key community concerns we are hearing? How can we respond?

- **Where will I park?** There's not enough parking on our street, this will impact me directly.
- **It's unsafe to cross a bike lane!** How do we use existing examples to help convey safety?
- **This isn't needed – bikes don't use this road. Our street is fine as it is!** Sell the benefits and give them something!
- **I ride on the road why can't others?** Often male riders with high confidence levels push back on the need for bike lanes.
- **Travel times will increase and this means rat-running!**
I know how our streets are used - you don't understand!
This will block emergency service vehicles!
- **I'm not against bike lanes but this is the wrong street.**
Not In My Back Yard!
- **How are they going to get my bin?** I don't want to walk far or up and down kerbs



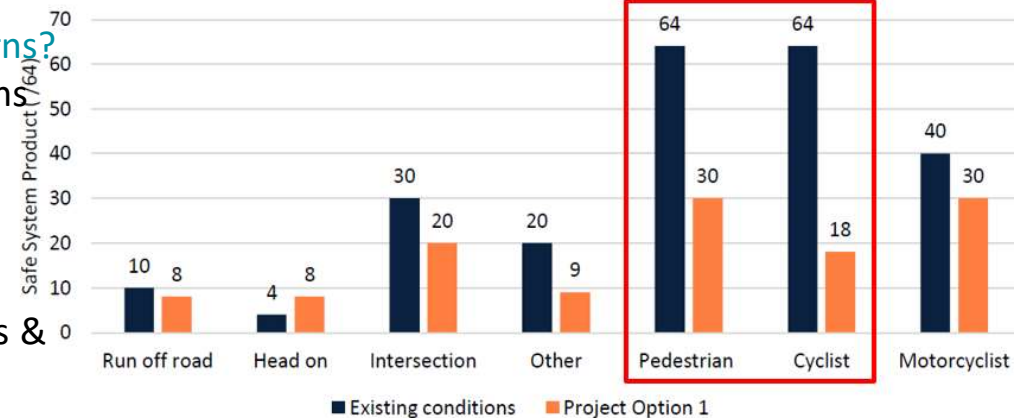
Station Pier, Port Melbourne

Getting people on-board - what works?



What are the tools we have to enable successful delivery?

- **Early engagement:** What do people like? What do they want? What are the concerns and what is the underlying/actual concern?
- Providing other benefits: **street beautification / greening, street trees, outdoor dining, path upgrades, other upgrades.**
- Clear **understanding of what is being delivered**, 3Ds, effective use of before/after, virtual reality ride throughs
- **Clear advice on why this is important** (crash stats, safety risks, strategic links, decongestion and future congestion)
- **How does the project specifically address safety and concerns?**
Safe System approach to Councillor and community concerns
- Tools to use to get residents to **see projects through other-people's eyes** not just their personal experience
- **Build in flexibility and negotiables in the design** - Councillors & community can see changes in response to their comments



Pop Up Bike Lanes



2021

- Victorian Government announced a program of pop-up bike lanes across Melbourne.
- Council formally requested that Department of Transport (DoT) consider routes aligned with our Integrated Transport Strategy.
- Nov/Dec - DoT conducted community engagement – postcards, door knocks and social media

2022

- June Pop Up Route Implementation and delivery of 38km of pop-up bike lanes in CoPP.
- Concerns from the community were raised about safety, amenity, and aesthetic impacts.
- 20th July Council meeting Notice of Motion regarding adjustments and halt to certain locations based on community feedback
- Concerns included
 - A reduction in the amenity and aesthetics associated with yellow line marking, high visibility bollards, and concrete kerbs
 - Issues with drivers swerving around speed cushions,
 - Bike lanes causing traffic congestion, including during bin collection periods
 - Confusion about the purpose and correct use of pop-up infrastructure installed
- 7th September and 8th December 2022 Council formal resolutions request the removal of most of the pop-up bike lanes. This reflected strong sentiment from sections of the community.



2023

- Removal of pop up trial on local roads.
- Change to permanent on Marine Parade consultation by end of 2023

Esplanade West, Port Melbourne

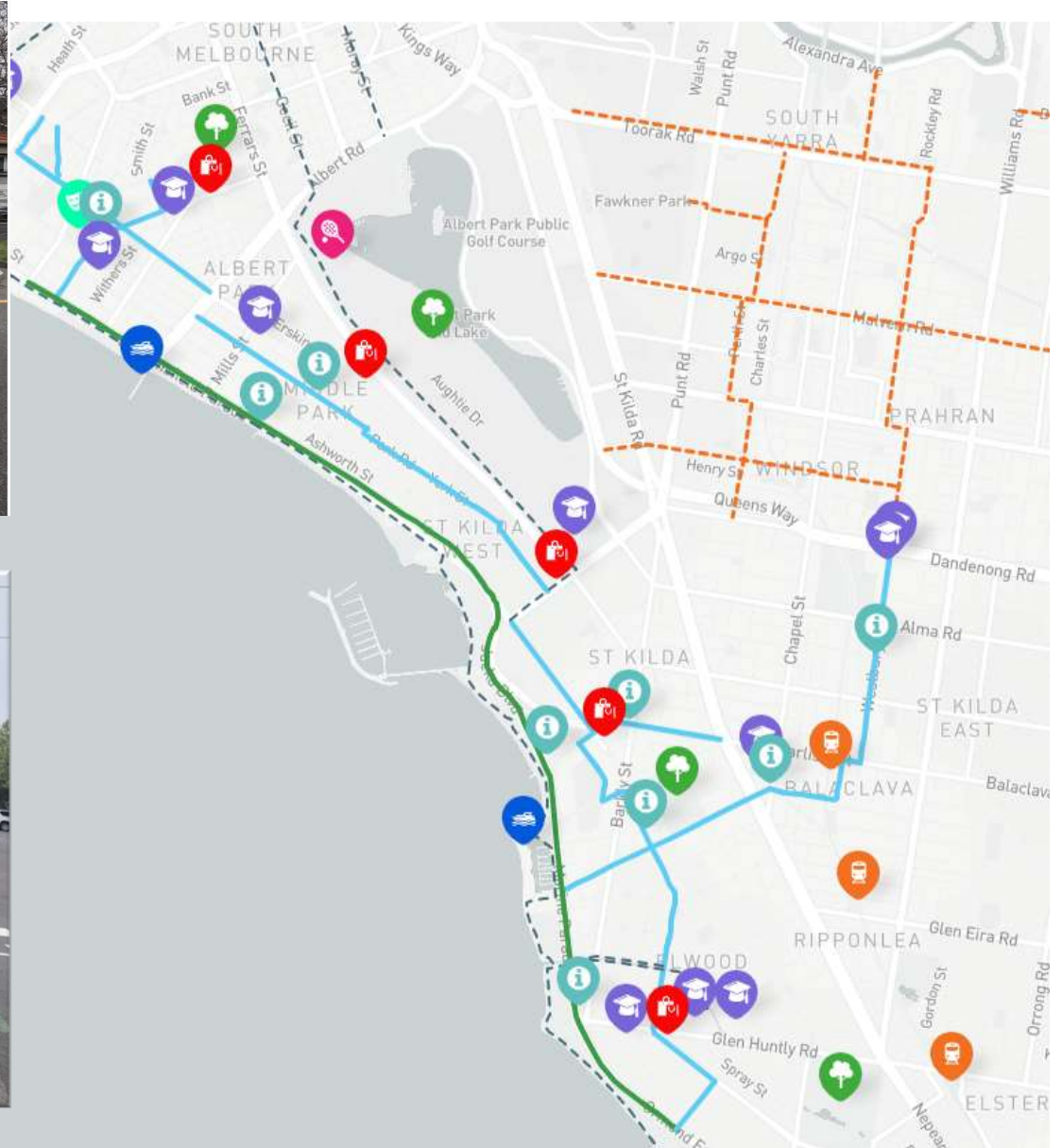
Pop Up Bike Lanes



Page Street, Albert Park Credit – Luisiana Paganelli



Park St, Albert Park



More information



[Move, Connect, Live Strategy - City of Port Phillip](#)

[Garden City bike corridor connection upgrade - City of Port Phillip](#)

[Park Street Streetscape Improvement Project - City of Port Phillip](#)

[Department of Transport's pop-up bike lane program - City of Port Phillip](#)

[Pop-up Bike Lanes Program : VicRoads](#)

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