

Report to the Future Melbourne Committee**Agenda item 6.3****Cycling and Micromobility Infrastructure Program****Tuesday, 23 April 2024**

Presenter: Rick Kwasek, General Manager Infrastructure and Amenity
Evan Counsel, General Manager Strategy, Planning and Climate Change

Purpose and background

1. The purpose of this report is to seek Future Melbourne Committee endorsement of the updated Cycling and Micromobility Infrastructure Program (Program).
2. Council's future bike lane network is designed in alignment with Victorian Government's Strategic Cycling Corridors (SCC), and the Principal Bicycle Network (PBN). Alignment with the SCCs, the PBN, and ongoing collaboration with the Victorian Government and adjacent councils ensures that the Program delivers a network that extends across municipal boundaries.
3. In 2020, Council endorsed a target for accelerated delivery of 44km of bike lanes in response to the Climate and Biodiversity Emergency. Also in 2020, the accelerated delivery of City of Melbourne bike lanes using adjustable materials was endorsed by Council and supported by the Victorian Government in response to the COVID-19 pandemic. The Department of Transport and Planning (DTP) has advised that the use of adjustable infrastructure which commenced during the pandemic is no longer supported for this purpose.
4. On 4 April 2024 the Victorian Government announced an extension to the E-scooter trial for a further six months (ending 4 October 2024), to investigate additional safety and compliance measures ahead of introducing permanent regulatory settings later this year, ensuring e-scooters are safer for all road users. Melburnians and visitors are embracing shared e-scooters, with more than 8 million trips recorded so far across the three participating inner city municipalities. This is the fastest take-up out of any Australian city. The provision of safe infrastructure plays a significant role in addressing e-scooter safety and compliance.
5. The Program delivers on the Council Plan and numerous Council endorsed strategies including the Transport Strategy 2030, Economic Development Strategy 2031, Climate Change Mitigation Strategy 2050 and Health and Wellbeing Plan 21-25.
6. Council's endorsed 2023-24 annual plan and budget includes \$6.4 million of capital for new cycling and micromobility infrastructure (includes \$2.4 million of carried forward funds).
7. As of March 2024, a total of 27.4km of new bike lanes have been delivered. This includes 18.7km delivered under the accelerated delivery program. An additional 2.1km delivered through other council programs, including Turner Street and Graham Street in Fishermans Bend. Another 6.6km of new bike lanes have also been delivered within City of Melbourne by the Victorian Government since June 2020, including St Kilda Road bike lanes.
8. Many of the new bike lanes delivered since June 2020 have been constructed using adjustable materials which have worked well in most locations, however they are more likely to be damaged than more durable infrastructure. In some locations this results in ongoing maintenance costs, safety hazards and a poor streetscape and amenity outcome.

Key issues

9. Evaluation of mobility lanes delivered under the accelerated delivery program has demonstrated benefits to the community (see Attachment 3). Evaluation has found that since 2020, separated mobility lanes have resulted in:
 - 9.1. The crash rate reduced by 46 per cent for all micromobility modes during the evaluation period.
 - 9.2. An increase of 22 per cent in Bike volumes on routes with mobility lanes.
 - 9.3. A decrease in the number of riders who would describe the streets as unsafe from 56 per cent to nine per cent; and following the upgrades 69 per cent (7 in 10) would recommend the routes.

- 9.4. An increase in the number of women riding, going from 24 per cent to 36 per cent.
- 9.5. 30 per cent of e-scooter trips reported as replacing a car trip and 84 per cent of e-scooter trips utilising mobility lanes.
10. Delivery of planned infrastructure projects can occasionally change for reasons such as delays in approvals, design complexities, stakeholder feedback and competition for space. Some of the adjustable infrastructure is in need of replacement with more durable materials that improve the appearance and functionality of the streetscape.
11. It is intended that the Program will reduce the use of adjustable materials where possible and seek to use more durable materials as part of project delivery. Projects will also consider the road space outside of the bike lanes and look to improve the streetscape in general. The design will include the addition of appropriate understory planting and canopy trees creating a high quality safe environment and increasing city greening.
12. The Program needs to be relatively flexible to allow projects to be rescheduled and modified as required. This ensures officers can appropriately mitigate the risk of excessive disruption, respond to community feedback, manage approval delays and respond to other unforeseen challenges, thereby minimising the impact on all users.
13. Appropriately designed treatments will ensure new projects and upgrades of existing treatments will provide an improved user experience, more greening, water sensitive treatments and other safety initiatives.
14. Projects currently being planned and proposed to be delivered this financial year using durable kerb materials include Grattan Street (under construction), Arden Street, Royal Parade, Abbotsford Street and Exhibition Street.
15. Projects for delivery in 2024-25 which are currently undergoing, or soon to undergo, consultation include Macaulay Road and Queensberry Street.
16. Projects prioritised for upgrading from adjustable to more durable kerb materials, with additional greening where possible, include sections of Exhibition Street, William Street, Queens Bridge Street and Whiteman Street. Other routes may be prioritised for upgrading to more durable materials if the opportunity arises.
17. Projects previously planned for 2023-24 that have not been able to be delivered include Flinders Street, Bourke Street and Spring Street and these projects have since been moved to future years. To proceed with these works would have been too disruptive to the transport network given the number of major state project currently underway in the Hoddle Grid. The indicative program is contained in Attachment 2 which identifies the current status of individual projects.

Recommendation from management

18. That the Future Melbourne Committee:
 - 18.1. Acknowledges that the Department of Transport and Planning has advised that approvals for the continued use of non-durable materials for cycling infrastructure as used during the pandemic have concluded and are no longer supported.
 - 18.2. Acknowledges that on the 4 April 2024 the Victorian Government announced a further six month extension of the e-scooter trial currently operating in the City of Melbourne, City of Yarra and the City of Port Phillip ahead of introducing permanent regulatory settings later this year.
 - 18.3. Endorses the updated and re-phased Cycling and Micromobility Infrastructure Program (Program) (refer Attachment 2 of the report from management).
 - 18.4. Endorses management to take an agile approach to the delivery of the the Program to ensure efficient and pragmatic rollout of the overall Transport Strategy 2030.
 - 18.5. Endorsees management's intension to provide quarterly updates on the progress of the Program on the City of Melbourne website and Neighbourhood portals.

Attachments:

1. Supporting Attachment (page 3 of 15)
2. Indicative Cycling (Micromobility) Infrastructure Program 23/24 – 26/27 (page 4 of 15)
3. Evaluation June 2020 – March 2024 (page 6 of 15)

Supporting Attachment

Legal

1. All bike lane projects are subject to community consultation and approvals from DTP. Legal advice has and will continue to be provided in respect to e-scooters.

Finance

2. The Program is consistent with the 2023-24 Budget and Annual Plan, noting that the process to implement the Transport Strategy 2030 beyond FY 2026-27 will be the subject of future Annual Planning and Budget processes.

Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a material or general conflict of interest in relation to the matter of the report.

Health and Safety

4. In developing this proposal, no Occupational Health and Safety issues have been identified. Evidence shows that the Program makes the city safer for all users.

Stakeholder consultation

5. Project-specific community consultation is undertaken, on a project-by-project basis. Consultation approaches are tailored according to the context of the project and the impact on stakeholders.
6. Information sessions were held with key stakeholders early this year to discuss approaches to delivering the Program.

Relation to Council policy

7. The Program delivers on:
 - The Council Plan
 - Council's Municipal Planning Strategy
 - Economic Development Strategy 2031
 - Climate Change Mitigation Strategy 2050
 - Health and Wellbeing Plan 21-25
 - Transport Strategy 2030

Environmental sustainability

8. In developing this proposal, environmental sustainability issues and opportunities have been considered. Delivering a network of bike lanes provides the community with more sustainable transport options which will assist in meeting greenhouse gas emissions targets within the municipality.

Supporting Attachment:

Indicative Cycling (Micromobility) Infrastructure Program 23/24 – 26/27

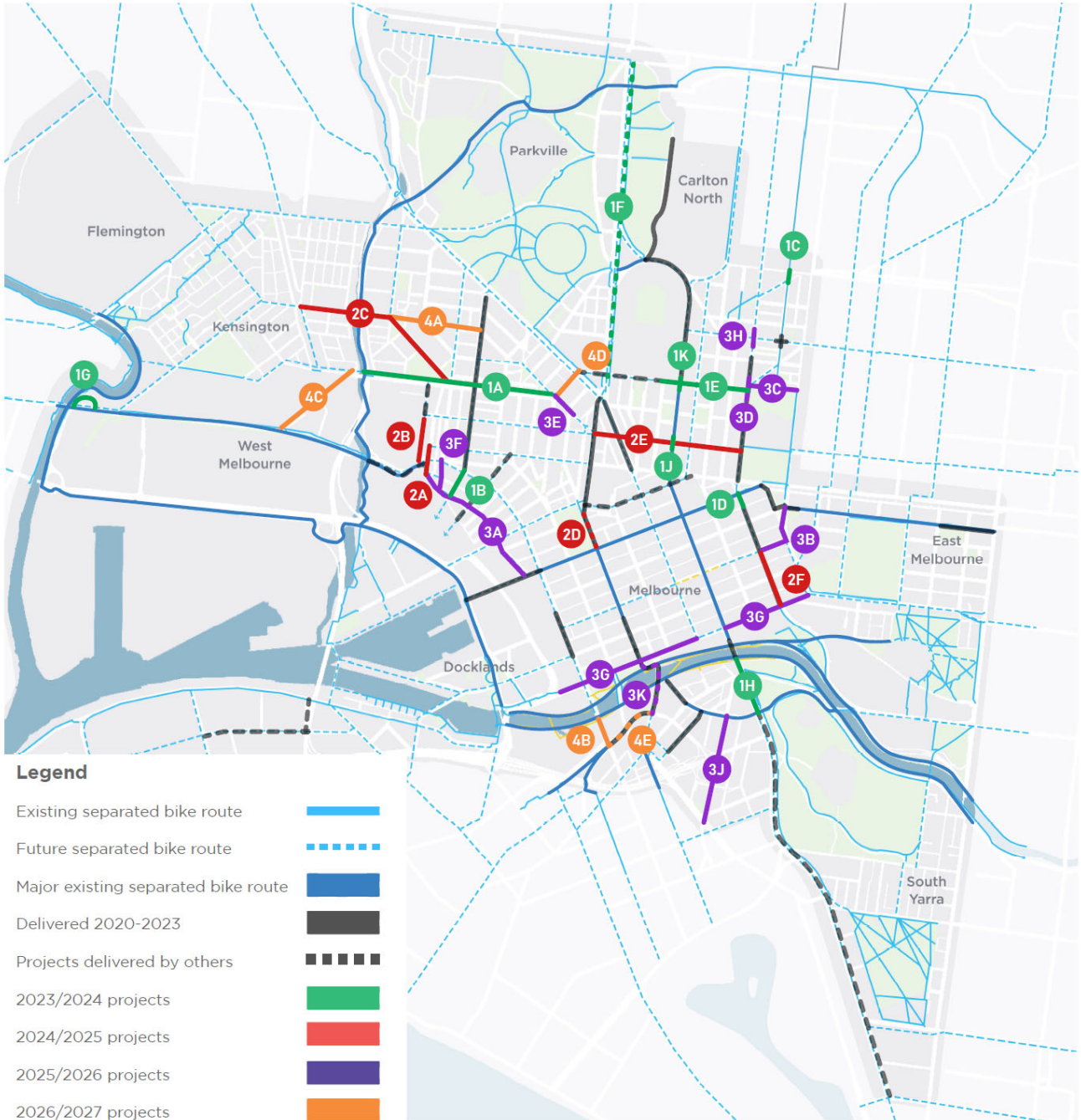
INDICATIVE CYCLING (MICROMOBILITY) INFRASTRUCTURE PROGRAM: 2023/24 - 2026/27

April 2024 update

		STATUS	LOCATION
2023/24	1A	Construction	Arden Street , between Moonee Ponds Creek & Wreckyn St
	1B	Engagement	Abbotsford Street , between Spencer St & Adderley St
	1C	Completed	Canning Street , at Princes St intersection
	1D	Detailed Design	Exhibition Street , between Lt Lonsdale St & La Trobe St
	1E	Construction	Grattan Street , between Bouverie St & Rathdowne St
	1F	Detailed Design	Royal Parade , between Park St & Grattan St (east side)
	1G	Concept Design	Sims Street , between Dynon Rd & Maribyrnong River Trail
	1H	Detailed Design	St Kilda Road , between Princes Bridge & Southbank Bvd (west side service lane)
	1J	Detailed Design	Swanston Street , at Queensberry St intersection
	1K	Detailed Design	Swanston Street , at Grattan St intersection
	2024/25	2A	Detailed Design
2B		Detailed Design	Laurens Street , between Queensberry St & Dynon Rd
2C		Detailed Design	Macaulay Road , between Eastwood St & Dryburgh St (partial arterial road)
2D		Detailed Design	William Street , between Dudley St & La Trobe St (durable kerb)
2E		Detailed Design	Queensberry Street , between Peel St & Rathdowne St
2F		Detailed Design	Exhibition Street , between Flinders St & Bourke St (durable kerb east side)
2025/26		3A	Concept Design
	3B	-	Bourke Street/Spring Street , between Exhibition St & Albert St
	3C	-	Carlton Street , at Grattan St & Rathdowne St intersection
	3D	Concept Design	Carlton Street/Rathdowne Street/Grattan Street intersection
	3E	-	Courtney Street , between Arden St & Capel St
	3F	-	Dryburgh Street , between Adderley St & Dynon Rd
	3G	Concept Design	Flinders Street , between Wurundjeri Way & Spring St
	3H	-	Rathdowne Street , at Elgin St intersection
	3J	-	Sturt Street , between Southbank Bvd & Kings Way
	3K	-	Queens Bridge Street , between Whiteman St & Flinders St (durable kerb)
	2026/27	4A	-
4B		-	Clarendon Street , between Yarra River & Normanby Rd (arterial road)
4C		-	Llyod Street , between Dynon Rd & Arden St
4D		-	Wreckyn Street , between Macaulay Rd & Upfield Path (arterial road)
4E		-	Whiteman Street , between Clarendon St & Queens Bridge St (durable kerb)

INDICATIVE CYCLING (MICROMOBILITY) INFRASTRUCTURE PROGRAM: 2023/24 - 2026/27

April 2024 update



Cycling and Micromobility Program

Evaluation June 2020-March 2024

Date: April 2024
DM#: 17464885



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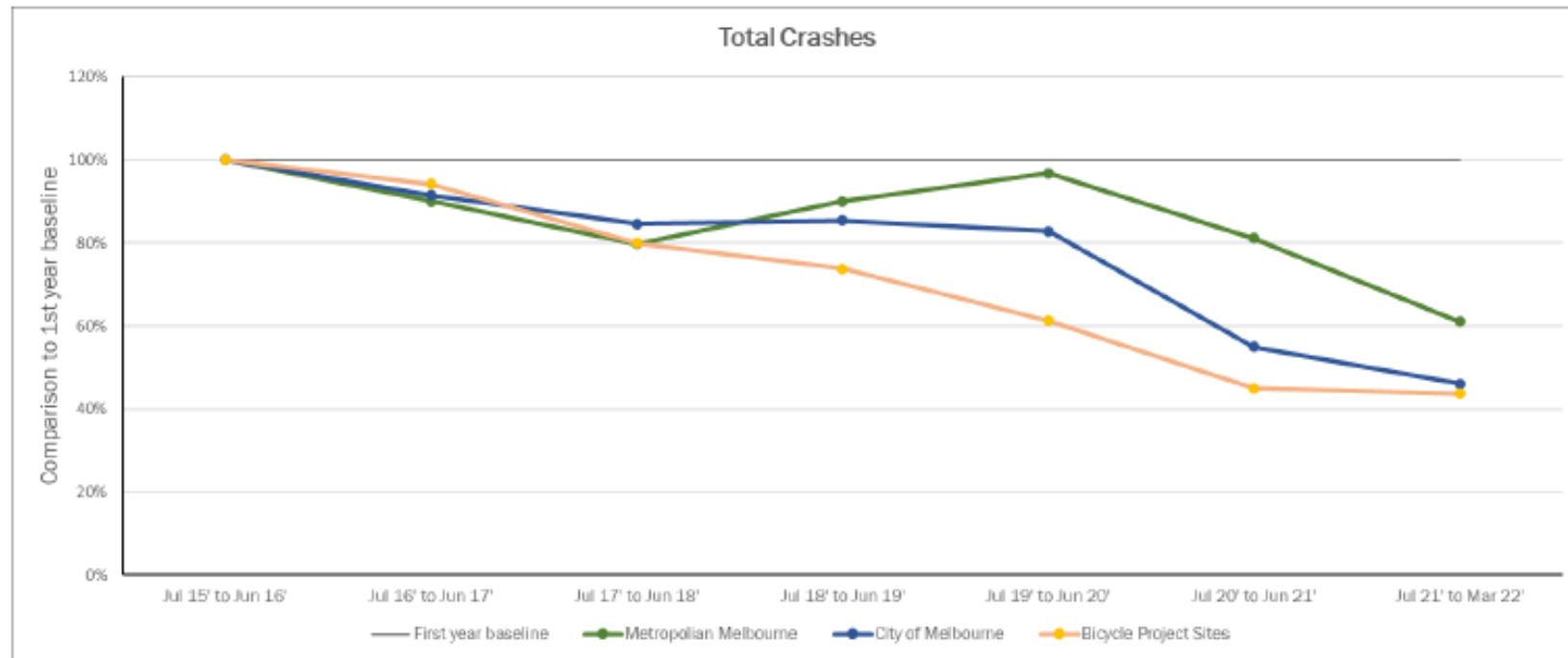
- Commitment to build **44 km** of protected bike lanes over four years in response to the Climate and Biodiversity Emergency and COVID-19 pandemic
- Approximately **27.4km of new bike lanes** have been delivered in CoM since June 2020. This includes infrastructure delivered by State Government agencies.
- Monitoring and evaluation demonstrates impacts are acceptable and benefits are being delivered.



Road safety is improving in City of Melbourne

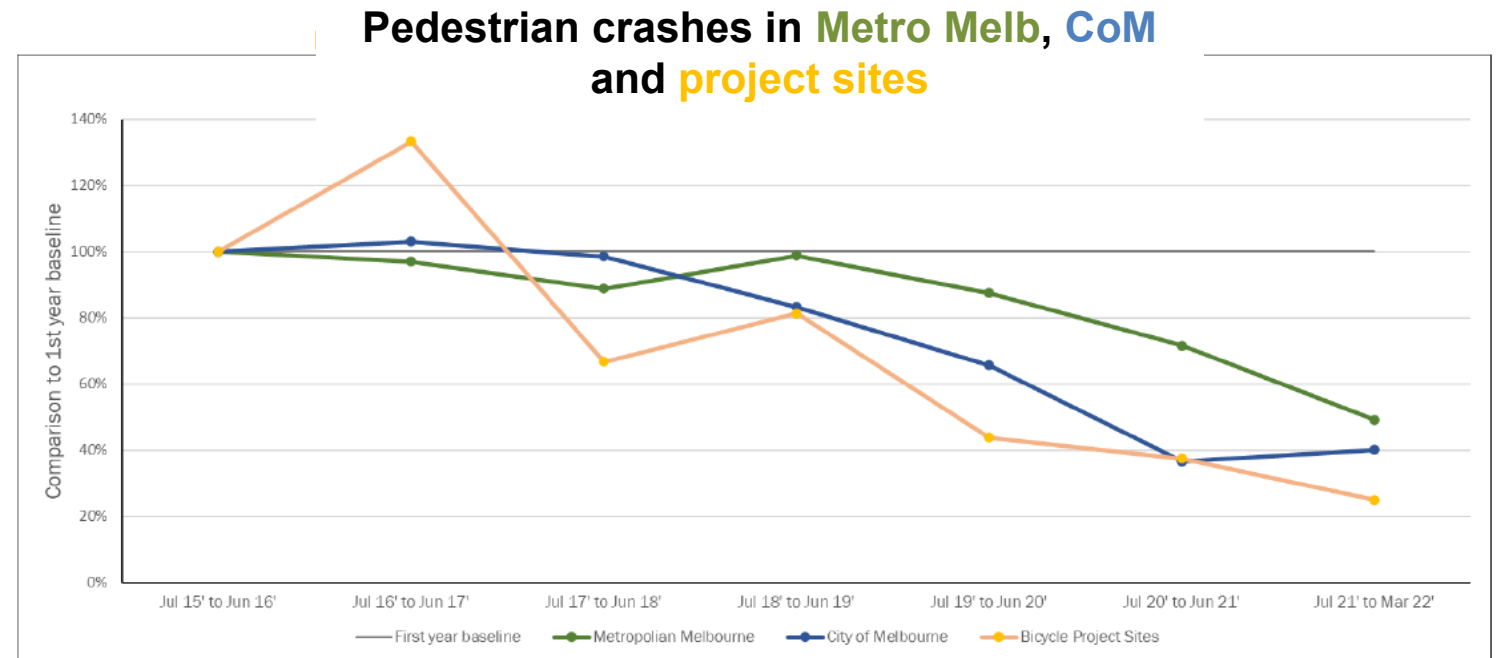
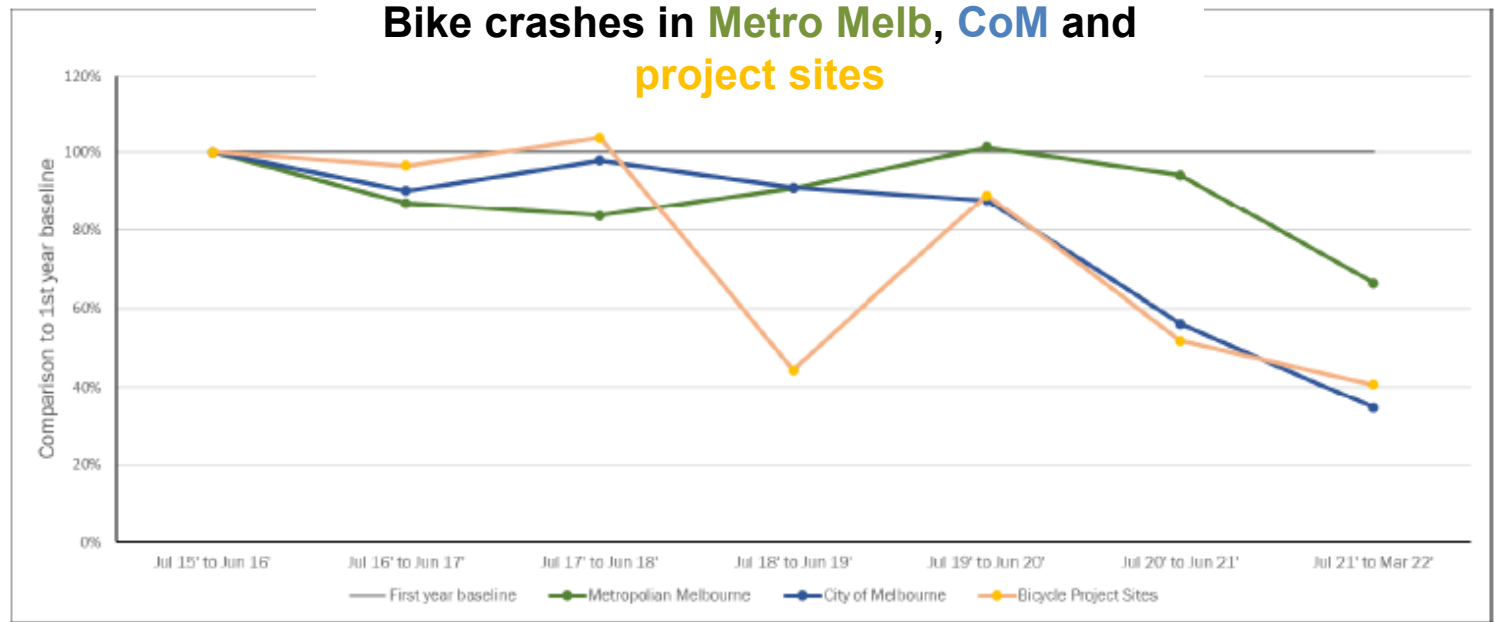
- Crashes involving people riding bikes down **10 per cent** on project sites
- Crash rates for all road users in CoM** are improving faster than in **Metro Melbourne**
- Streets with bike lanes** are out-performing the rest of the municipality for road safety

Crashes in Metro Melb, CoM and project sites (all modes)



Crash rates for vulnerable road users are steadily improving in City of Melbourne

- Crash analysis shows that streets with bike lanes are safer for all road users.



Exhibition Street is one of the best performing projects for safety

- Downward trend in crashes since 2016
- CrashStats database recorded zero bike crashes during the evaluation period (2021-2022)*
- **The crash rate for all modes has reduced by 46%** during the evaluation period (all modes, accounting for lockdowns and reduced traffic volumes)

*the VicRoads CrashStats database is the standard source of road safety data. It only records crashes where police attend.

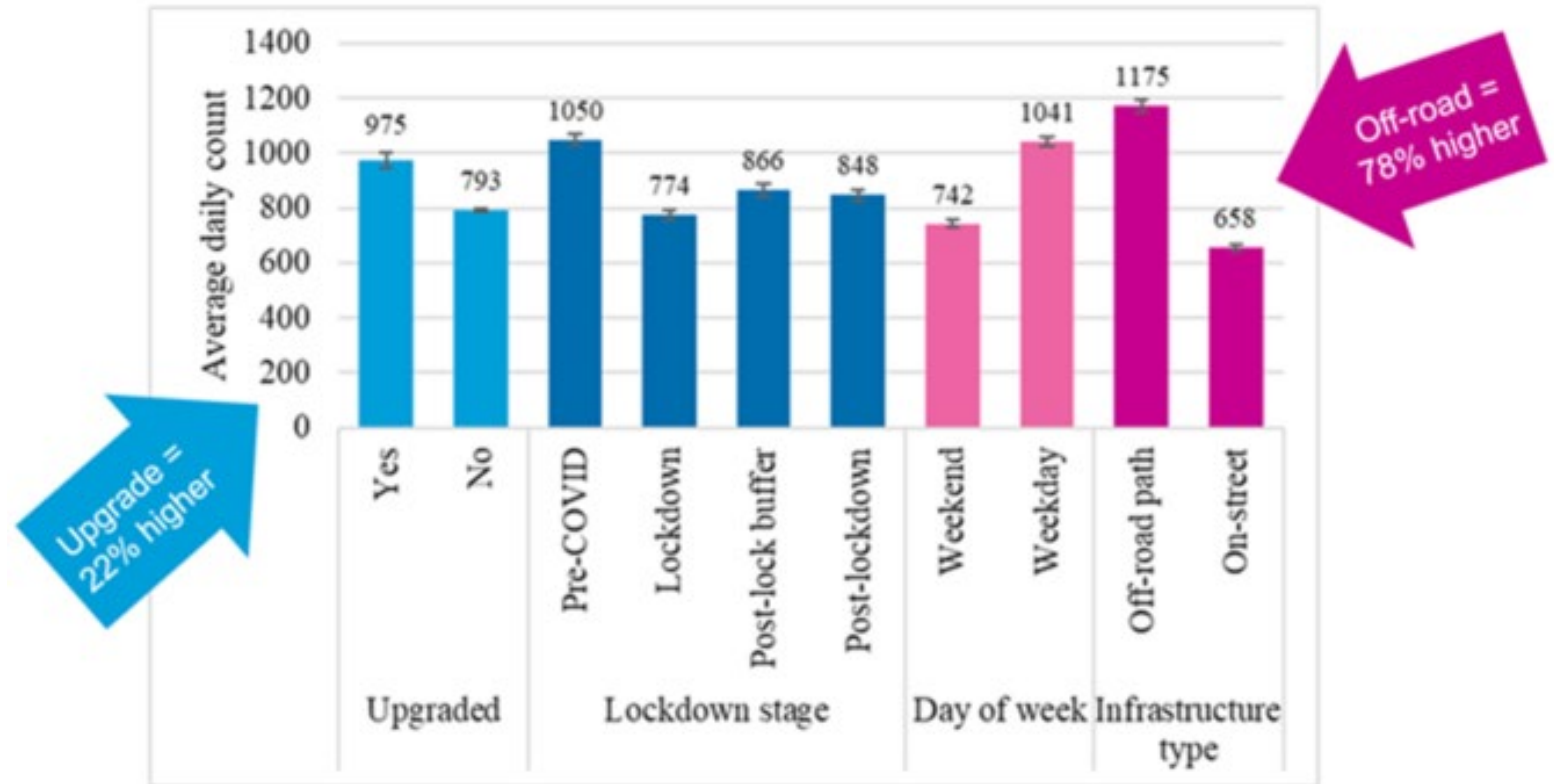


Yearly crash data 2016 - 2022, total crashes and person data

Table 5.9.4 – Crashes per million vehicle trips: crash rate at subject site compared to similar roads within the LGA

	Crashes Per Million Vehicle Trips (Subject Site)	
	Pre-installation	Post-installation
Analysed time period	0.67	0.36 (-46%)

- Bike volumes on upgraded routes have **increased by 22%**, compared to routes which were not upgraded.
- As city activity continues to build, bike lane volumes are increasing.
- Overall average yearly volumes were up 48% in 2022 from 2021.



Source: [Delbosc et al, 2022](#), Monash University

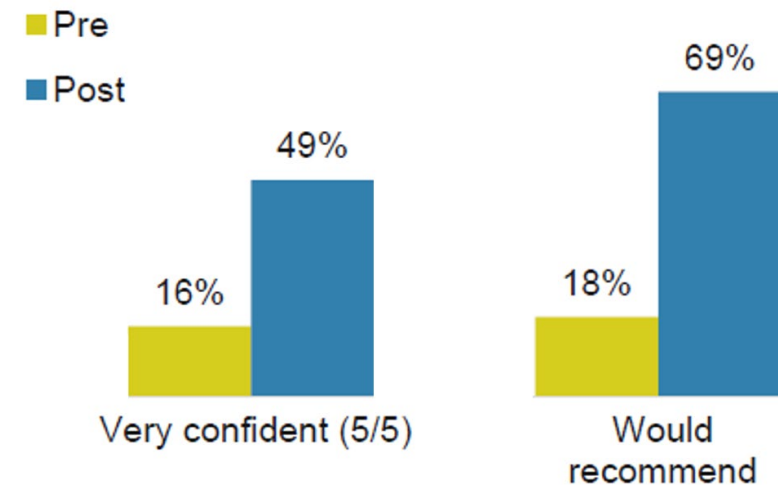
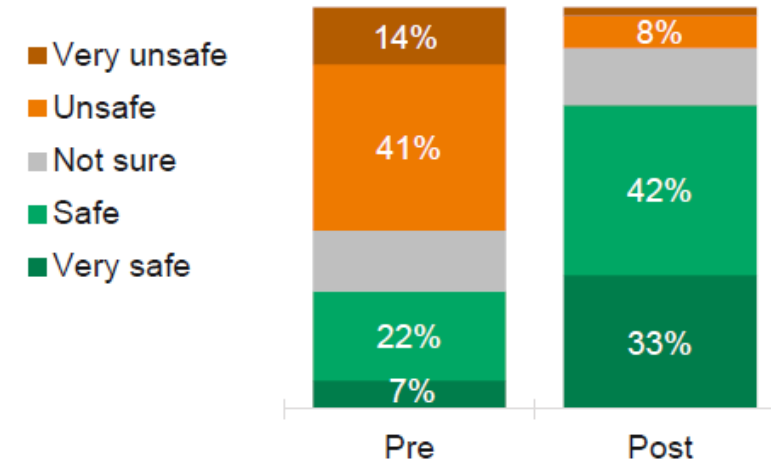
These safety improvements are supporting more people to consider riding bikes for transport

Pre-install

- 56% of riders described the streets as unsafe.
- 28% of people would recommend the routes (3 out of 10).

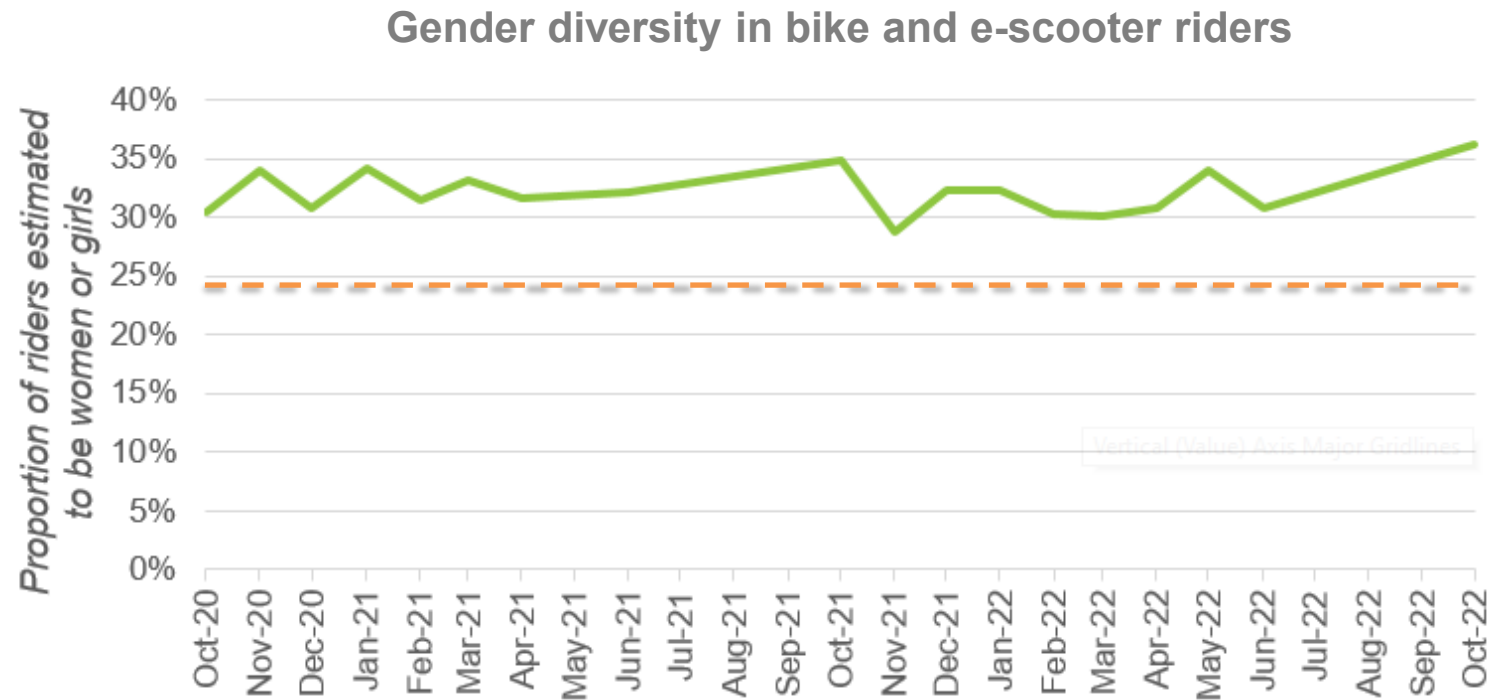
Post-installation

- 9% described the streets as unsafe
- Following the upgrades, 69% (7 in 10) would recommend the routes



The gender diversity of people riding bikes and e-scooting has significantly improved

- The proportion of women riding bikes is at approx. **36% on the protected network**, compared to **24% across CoM in 2018**.
- Preliminary Super Tuesday March 2024 bicycle count data showed that across City of Melbourne, women now make up 30% of people riding bikes.

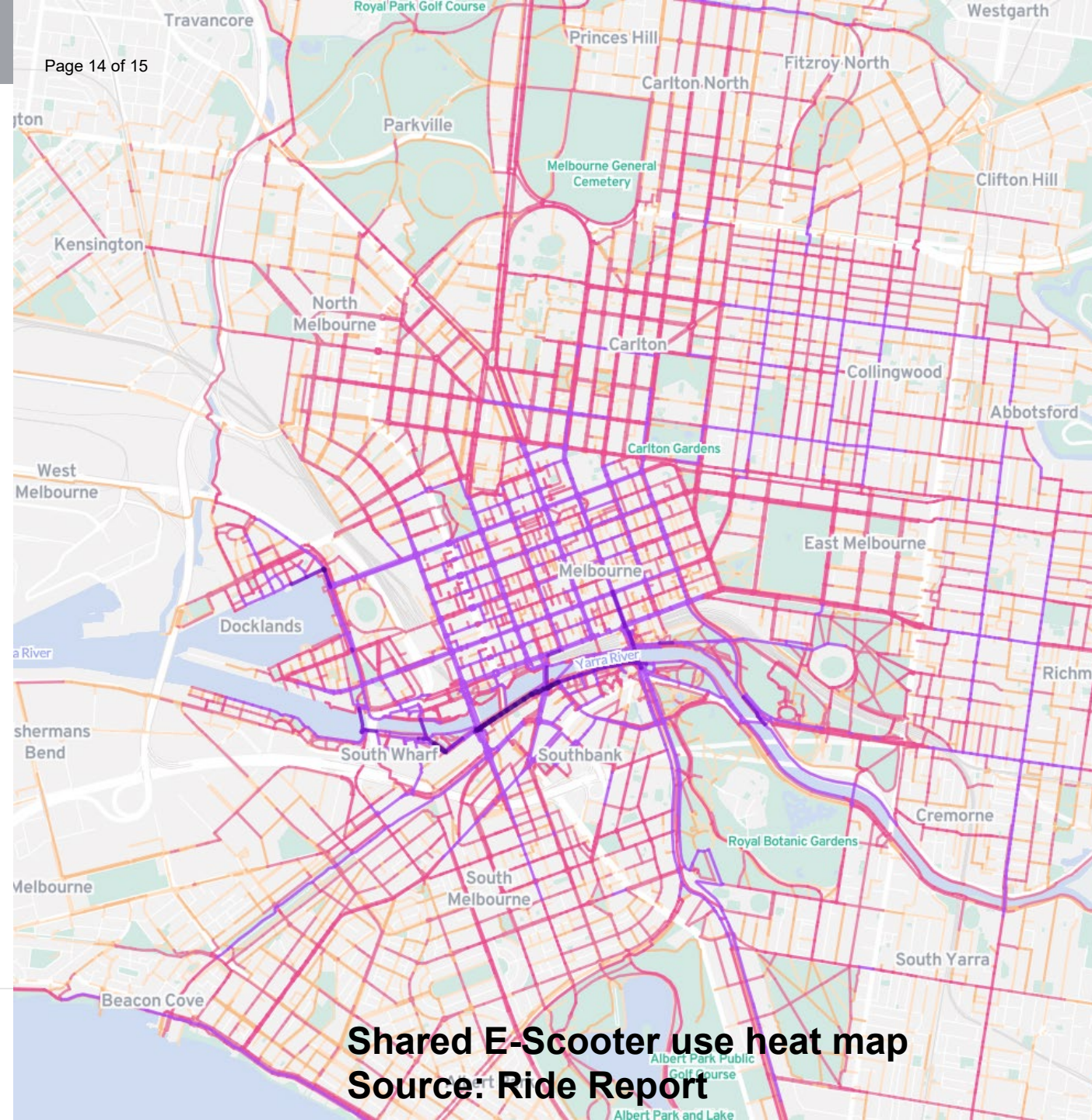


Percentage of riders observed to be women at monthly surveys of four key central city locations

E-scooter use:

- There is an average of more than 10,000 e-scooter trips in CoM each day. (For comparison, there are about 24,000 bus trips in CoM each day)
- 30% of e-scooter trips replace a car trip*. This means **1800 fewer car trips** each day
- 84% of e-scooter trips include use on bike lanes

*Lime user survey Spring 2022



Shared E-Scooter use heat map
Source: Ride Report



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